



Michigan Center for Truck Safety ♦ 1131 Centennial Way, Suite 2 ♦ Lansing, MI 48917  
 Telephone (517) 321-1955 ♦ FAX (517) 321-0864 ♦ Toll Free (800) 682-4682 ♦ [www.truckingsafety.org](http://www.truckingsafety.org)

## MTSC Celebrates 20<sup>th</sup> Anniversary



*Left: Dr. Jacqueline El-Sayed, Chair, MTSC (at podium) addresses the public concerning the importance of the MTSC. Also pictured left to right are David Hugel, Colonel Peter Munoz, and Captain Robert Powers. Right: Erik Jamison (MCTS) assists a participant during the Truck Simulator Challenge.*

The Michigan Truck Safety Commission (MTSC) celebrated its 20<sup>th</sup> anniversary during the month of October, 2008. The celebration was held in conjunction with Governor Jennifer M. Granholm officially proclaiming October 18, 2008 “Truck Safety Week,” in Michigan and “Operation Safe Driver” sponsored by the Federal Motor Carrier Safety Administration and the Commercial Vehicle Safety Alliance. “Operation Safe Driver” is a federal initiative to improve commercial and non-commercial driver behavior and performance through effective enforcement, education and awareness strategies.

The Michigan Truck Safety Commission was founded on October 25, 1988 and is unique nationally, in terms of its dedication to the education and training of commercial motor vehicle drivers in Michigan. Its mission is “to improve truck safety by providing Michigan’s trucking industry and the citizens of Michigan with effective educational programs, and by addressing significant truck safety issues”. Over the past two decades, the rate of truck involved crashes has decreased, public awareness of truck safety issues has increased and commercial motor vehicle drivers are more skilled and prepared. These improvements are

due, in part, to partnerships between the Commission, the Federal Motor Carrier Safety Administration (FMCSA), the Commercial Vehicle Safety Alliance, (CVSA) the Michigan State Police Traffic Safety Division and the Michigan trucking industry at large, and the funding of the Michigan Center for Truck Safety.

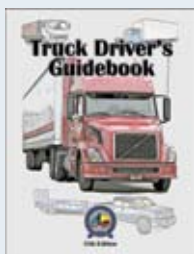
The Michigan Center for Truck Safety has established a comprehensive safety education program for Michigan motor carriers and their drivers. The Center is responsible for the education and training of more than 5,000 commercial motor vehicle drivers

*(continued on page 5)*

## Truck Driver's Guidebook Update Eleventh Edition Available

The Truck Driver's Guidebook is updated and revised each year to reflect the changes to state and federal trucking regulations. The 11<sup>th</sup> edition of the Truck Driver Guidebook was published in September and is available for distribution. The Guidebook is also available for viewing or download from the Center's web site: [www.truckingsafety.org](http://www.truckingsafety.org).

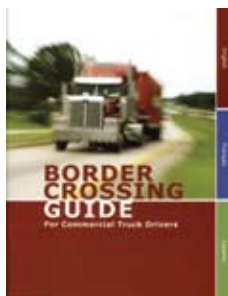
To order your copy of the Truck Driver's Guidebook, call the Center's toll-free telephone number (800) 682-4682. ♦



## Border Crossing Guidebook Available

The Border Crossing Guide is designed for drivers and motor carriers operating commercial vehicles at Michigan's international border crossings and is intended to promote safe, secure and efficient cross-border operations. The information in the Guide will help commercial truck drivers cross the border from Michigan into Ontario and from Ontario into Michigan. The Guide is brought to you by the Michigan State Police Traffic Safety Division with input from the Michigan Center for Truck

Safety and paid for by a grant from the Federal Motor Carrier Safety Administration. The Guide is being distributed by the Michigan Center for Truck Safety. To order a copy of the Border Crossing Guide, call the Center at (800)682-4682. ♦



## MCTS Free Materials Available

The following materials are available for viewing or download at any time from the Web site [www.truckingsafety.org](http://www.truckingsafety.org) under the Downloads link:

Homerun for Safety CD  
Sharing the Road DVD (Adult/Teen)  
Truck Driver's Guidebook  
Truck SMART Brochure  
Commercial Motor Vehicle Brochure  
Home Run for Safety Brochure

Sharing the Road Brochure (Adult/Teen)  
Farmer's Transportation Guidebook

The following DVDs are available from the Web site by request only:  
Semi Inspection DVD  
Straight Truck DVD

To order materials, please call the order line at 800-682-4682.

*\*There is a \$25 fee for out-of-state individuals and companies ordering the inspection videos. If you submit an order, we will invoice you.*

## Public Welcome at MTSC Meetings

The Michigan Truck Safety Commission meetings are open to the public. The tentative meeting dates for 2009 are as follows:

- **March 11, 2009**
- **May 13, 2009**
- **July 8, 2009**
- **September 9, 2009**
- **November 4, 2009**

As of this printing, all meetings are scheduled for 9:00 a.m. (except where noted) at the Michigan Center for Truck Safety office, 1131 Centennial Way, Lansing, Michigan 48917-8250. For more information, please contact the Michigan Office of Highway Safety Planning (OHSP) at 4000 Collins Road, P.O. Box 30633, Lansing, MI 48909-8133, (517) 333-5301, [www.michigan.gov](http://www.michigan.gov).

## Safety Scene Training Staff

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*This material was developed through a project funded by the Michigan Truck Safety Commission.*

# Motor Carrier Rules and Regulations Update

By Ron Edwards  
Management Specialist



**Question:**  
What are the differences between the

medical standards and the medical advisory criteria and the medical guidelines?

**Answer:** The Medical Examiner must follow the standards found in 49 CFR 381.41. In the case of vision, hearing, epilepsy and diabetes requiring any use of insulin, the FMCSRs standards are absolute and allow no discretion by the Medical Examiner.

FMCSA also provides medical advisory criteria and medical guidelines to assist the Medical Examiner to determine if a person is physically qualified to operate a commercial bus or truck. The Medical Examiner may or may not choose to use these guidelines. These guidelines are based on expert review and considered practice standards. The examiner should document the reason(s) for not following the guidelines.

**Question:** What medications disqualify a CMV driver?

**Answer:** A driver cannot take a controlled substance or prescription medication without a prescription from a licensed practitioner.

If a driver uses a drug identified in 21 CFR 1308.11 (391.42(b)(12)) or any other substance such as an amphetamine, a narcotic, or any other habit forming drug, the driver is medically unqualified.

There is an exception: the prescribing doctor can write that the driver is safe to be a commercial driver while taking the medication.

In this case, the Medical Examiner may, but does not have to certify the driver.

Any anti-seizure medication used for the prevention of seizures is disqualifying. Methadone use is disqualifying.

## Your Business and Your Trucks

Do you operate a truck in your business? If so, and it meets the definition of a commercial motor vehicle (CMV), some or all of the federal and state trucking regulations, regarding vehicles and drivers, apply to you. Typically, businesses that use CMVs, incidentally, in support of their business are unaware of their compliance requirements.

### *What is a CMV?*

A commercial motor vehicle is a single vehicle or combination vehicle (e.g., truck towing a trailer), operated in commerce, having a gross vehicle weight rating (GVWR), or a gross combination weight rating (GCWR), or gross loaded weight of 10,001 pounds or more. Many heavy duty vehicles, and pickup trucks towing trailers, exceed the 10,001 pound threshold.

### *What is a GVWR?*

The GVWR of a vehicle is the safe loaded weight for the vehicle, established by the manufacturer. It includes the weight of the vehicle plus any cargo carried upon the vehicle.

The GVWR for a truck is commonly found on a tag, inside the driver's door on a truck. A similar tag with the trailer's GVWR can be found on trailers. When a truck and trailer are being operated in combination, the weight ratings of both vehicles are added together to obtain the gross combination weight rating (GCWR).

### *What is required?*

Businesses operating CMVs are called motor carriers. Motor carriers are subject to the compliance and recordkeeping requirements contained in the Federal Motor Carrier Safety Regulations and include: driver qualification, drug and alcohol testing, driver's hours of service, cargo securement, vehicle maintenance and inspection, and accident recording. Michigan motor carriers are also subject to requirements contained in the Michigan Vehicle Code to include: licensing of drivers, commercial vehicle registration, and vehicle length, width and weight restrictions.

### *Why comply?*

It is the motor carrier's responsibility to ensure drivers are properly qualified, vehicles are safe to operate on the highway and records are properly maintained; offering proof that safety management policies and procedures are in place. Motor carriers not in compliance with these regulations are subject to substantial fines, as well as civil and criminal penalties. Ignorance of the regulations is not an acceptable defense.

### *Are you prepared?*

If not, or you're unsure, contact the Michigan Center for Truck Safety at 800-682-4682 and speak to a training specialist. The Center offers a variety of management, driver, and vehicle maintenance programs to assist motor carriers in understanding and meeting their compliance requirements.



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# Sleep Apnea and Commercial Motor Vehicle Drivers

By Steve Baugh, President  
Sleep Well Centers, LLC

**S**leep apnea is getting a lot of attention these days. Media outlets across the country frequently report on sleep apnea and other sleep related disorders. Five years ago most people hadn't heard of sleep apnea, but that's no longer the case. In fact, it's safe to say that most people not only know a bit about sleep apnea, they also know somebody who suffers from this condition. That's not surprising noting that some 18 million Americans suffer from sleep apnea. Unfortunately, most still go undiagnosed and untreated.

Dad gets home from work, but can't stay awake long enough to help with the kid's homework or they're so grumpy due to fatigue that they're no fun to be around. You get a day off from work and want to watch some football, but fall asleep before halftime. Mom can't figure out why she wakes up tired every morning and can hardly make it through the day. Sound familiar? It's not simply a sleepiness issue. It's a quality of life issue. It's a quality of health issue. Always feeling lousy is no way to live. If sleep apnea goes untreated it leads to other health risks and can be fatal.

Truck drivers are at high risk for sleep apnea. The good news is that sleep apnea is easily diagnosed and treated, but the person with the symptoms needs to act. They have to take the initiative. If you have one or all of these are symptoms:

if you snore or have been told you snore, have daytime sleepiness, have a large neck, are overweight or even suffer from some depression you might have sleep apnea. If you're resistant to seeking help you should talk to somebody who took the initiative. You'll likely hear about a life-changing experience. Or call a local sleep disorder clinic, like Sleep Well Centers, and ask to speak with a sleep technologist or physician. You'd be surprised what a phone call consultation can do.

In a September 2006 review, a Joint Medical Association Task Force provided recommendations on sleep apnea screening for commercial drivers. The medical research they reviewed suggests obstructive sleep apnea is a significant cause of motor vehicle crashes and increases the possibility of an individual having significant other health problems. Other health problems commonly associated with sleep apnea are hypertension, congestive heart failure, diabetes, depression and chronic fatigue.

Research showed that a sleep apnea screening and treatment program implemented by a major trucking firm, Schneider National, resulted in health care savings, reduced accidents and an increase in driver retention rates. The report, commonly referred to as the Schneider Trucking Report, is readily available and a fairly easy and interesting read. It was a win-win for both trucker and employer, and it's somewhat shocking that other trucking firms have been slow to act likewise. There are

sleep disorder clinics, like Sleep Well Centers, willing to create a sleep management program that achieves the goals of the trucking firm, but also takes into consideration the needs of the trucker. In our experience - ensuring confidentiality, providing education and awareness and creating a plan focused on quality of life issues - have been the key ingredients to a successful sleep management program.

There are many more resources available today than there were just a few years ago to educate the public on the risks associated with sleep disorders. If you feel you're at risk, take the initiative. For more information, contact Sleep Well Centers at 1-888-996-4310 with your questions. You may also contact their web site [www.swclab.com](http://www.swclab.com).

Sleep Well Centers, LLC will be making a presentation at the Michigan Truck Exposition and Safety Symposium in February, 2009. ♦



## Michigan Motor Carrier Officer Wins National Award



*Officer Paul Richardson (third from left) is presented with a special award from the MCTS in recognition of his performance at the North American Inspectors Championship. Presenting officer Richardson the award are (left to right) Michael Irwin, MCTS Director; Captain Robert Powers, and Dr. Jacqueline El-Sayed, Chair of the Michigan Truck Safety Commission.*

This year inspectors representing 52 jurisdictions across North America competed for the top spot at the North American Inspectors Championship (NAIC) in Houston, Texas, August 18-24, 2008. The contest recognizes the role the inspectors play 365 days a year.

"NAIC honors the vitally important contribution to safety made by thousands of dedicated and skilled inspectors every single day" according to FMCSA Administrator John H. Hill.

NAIC is managed by the Commercial Vehicle Safety Alliance (CVSA) and is funded in part by the FMCSA. The mission of the CVSA is to promote commercial motor vehicle safety and security

by providing leadership to enforcement, industry and policy makers.

Officer Paul Richardson of the Monroe Post, placed third in the North American Standard Level V Passenger Vehicle Inspection Category. Officer Richardson was also the winner of the Prestigious John Youngblood Award. The John Youngblood Award is presented each year to the inspector who best demonstrates these qualities: congeniality, leadership, integrity, professionalism and commitment. Congratulations Officer Richardson. ♦

## MTSC 20th Anniversary

*(continued from page 1)*

through its numerous programs and services, which have proven to be instrumental to improving the skills and professionalism of drivers in Michigan.

As part of the celebration event, a press conference was conducted on the steps of the capitol. Participating in the conference were Dr. Jacqueline El-Sayed, Chair, MTSC; David H. Hugel, Deputy Administrator, Federal Motor Carrier Safety Administration; Colonel Peter C. Munoz, Director, Michigan State Police and Captain Robert R. Powers, Commanding Officer, Traffic Safety Division, Michigan State Police. The press conference emphasized the importance of enforcement and education working together to reduce highway accidents, injuries and deaths.

Following the press conference, attendees were invited to visit the Michigan Center for Truck Safety Mobile Truck Safety Simulator which was brought to the anniversary event. The simulator is a mobile, computerized, state of the art, truck simulation training unit which is used for driver training. New and experienced drivers are able to improve their driving skills using the simulated driving programs offered in the simulator. Those visiting the simulator were also encouraged to take the Truck Simulator Challenge to see how their driving skills matched up to the professionals.

Following the anniversary kickoff event in Lansing, the anniversary celebration and the Truck Safety Simulator went on the road to Saginaw and Grand Rapids. The Flying J Travel Plaza in Saginaw and the 76th Street Auto and Truck Plaza in Grand Rapids were the host locations. An information station and refreshment center was set up, for visitors, at each location. Visitors were also invited to take the Truck Safety Simulator Challenge. ♦

# Cargo Securement Questions

By Michael Irwin, CDS, CDT  
Director

Recently two questions have continuously been asked about cargo securement regulations.

**Question #1** – “I heard that we can no longer use chain binders to secure a load, is this true?”

**Answer – FALSE.** The Federal Motor Carrier Safety Regulations (which Michigan adopts) does not prohibit the use of chain binders. Part 393.102 addresses “minimum performance criteria for cargo securement devices and systems” and Part 393.104(e) addresses “manufacturing standards for tiedown assemblies”. Keep in mind that you should have knowledge of the proper use of any securement device. The use of a cheater-bar on a chain binder should never be used to tighten a chain. The handle of a chain binder should be secured to

prevent opening under a load.

**Question #2** – “I have been told that if my chains touch each other while securing a load, I lose half the working load limit rating, is this true?”

**Answer – FALSE.** When determining aggregate working load limits use Part 393.106(d). If you use a “direct contact” (see **Figure 1**) method for your tiedowns, calculate one-half the manufacturer’s working load limit. Direct contact means one attachment point terminates or is connected to the article being secured and the other attachment point terminates or is connected to the vehicle/trailer that the article is positioned on. Direct contact also means if the tiedown is connected to one side of the vehicle/trailer, goes over or through the article and is attached to the same side of the vehicle/trailer.

If you utilize an “indirect” method (see **Figure 2**) for your tiedown assemblies, calculate the full manufacturer’s working load limit. Indirect means one attachment point terminates on one side of the vehicle/trailer, passes over or through the article being secured and the other attachment point terminates on the opposite side of the vehicle/trailer. ♦

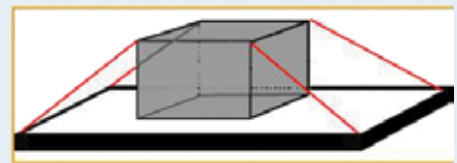


Figure 1. “Direct contact” method.



Figure 2. “Indirect” method.

## 2009 Truck Expo and Symposium in February Early Registration through January 30

The seventh annual Michigan Truck Exposition & Safety Symposium will be held February 17-18, 2009 at the Lansing Sheraton Hotel, 925 Creyts Rd., Lansing, MI 48917.

This year’s Symposium format will be slightly different than in the past. Tuesday will cover topics for the driver, while Wednesday will emphasize topics for safety management. The tentative agenda is as follows:

### Tuesday, February 17

- Hours of Service
- Size and Weight issues

- What does a SafeStat score mean to you
- Safety Management for the Driver

### Wednesday, February 18

- Driver Wellness
- Idling Technology
- Hair Sampling-drug testing
- MDOT perspective
- Distracted Driving
- American Transportation Research Institute
- Comprehensive Safety Analysis 2010

On Tuesday and Wednesday, there will be breakout sessions

and opportunities to meet with recruiters.

Wednesday will also have breakout sessions and dedicated Exhibit Hall hours.

On Tuesday evening the 2009 Michigan Safety Awards Banquet will be held. *NOTE: The MTA Safety Awards Banquet on the evening of February 17 is a separate event, and must be registered and paid for through the Michigan Trucking Association.*

(continued on page 8)



# Registration Form

Company \_\_\_\_\_

Address \_\_\_\_\_ Phone (\_\_\_\_) \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Fax (\_\_\_\_) \_\_\_\_\_ Submitted by \_\_\_\_\_

1. First Name \_\_\_\_\_ Last Name \_\_\_\_\_

*as you would like it to appear on your badge*

Title \_\_\_\_\_

I will attend  \$50/\$75 Tuesday, Feb 17, 2009  \$50/\$75 Wednesday, Feb 18, 2009

Sub-total \$ \_\_\_\_\_

2. First Name \_\_\_\_\_ Last Name \_\_\_\_\_

*as you would like it to appear on your badge*

Title \_\_\_\_\_

I will attend  \$50/\$75 Tuesday, Feb 17, 2009  \$50/\$75 Wednesday, Feb 18, 2009

Sub-total \$ \_\_\_\_\_

3. First Name \_\_\_\_\_ Last Name \_\_\_\_\_

*as you would like it to appear on your badge*

Title \_\_\_\_\_

I will attend  \$50/\$75 Tuesday, Feb 17, 2009  \$50/\$75 Wednesday, Feb 18, 2009

Sub-total \$ \_\_\_\_\_

<b>Early Bird Registration</b> <i>(until January 30, 2009)</i>	<b>Registration</b> <i>(after January 30, 2009)</i>
<b>\$50</b> per person/per day	<b>\$75</b> per person/per day

Payment must accompany registration form. Please keep a copy of completed form for your records.

Questions???? Call MTA at 517-321-1951 or MCTS at 517-321-1955.

<b>Payment Method</b>		Total Registration Cost
<input type="checkbox"/> Visa <input type="checkbox"/> Mastercard <input type="checkbox"/> American Express <input type="checkbox"/> Discover		\$ <span style="border: 1px solid black; display: inline-block; width: 60px; height: 40px; vertical-align: middle;"></span>
Card # _____	Exp. Date _____	
Signature _____		
<input type="checkbox"/> Check Enclosed		

**Please mail completed form and check made payable to Michigan Trucking Association by February 6, 2009**

Michigan Trucking Association, 1131 Centennial Way, Lansing, Michigan 48917

Fax completed forms with credit card number to MTA at 517-321-0884

No refunds after February 6, 2009 - substitutions will be permitted.

**Sponsored by Michigan Trucking Association & Michigan Center for Truck Safety**

## Safety Symposium

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For more information about registration and/or exhibiting for the 2009 Michigan Truck Exposition and Safety Symposium, contact Jill Skutar at (517)321-1951. Additional information will also be available online at [www.mitrucking.org](http://www.mitrucking.org). You may also use the registration form provided on page 7 of this newsletter. ♦



## Rules and Regulations

(continued from page 3)

You may also wish to contact the Michigan Trucking Association (517)321-1951 for compliance publications and forms such as: a copy of the Federal Regulations Manual (this manual should be purchased annually), medical card forms, annual inspection forms, log books, pre/post trip inspection forms, etc. These publications and forms may also be purchased online at [www.mitrucking.org](http://www.mitrucking.org). ♦



*The MCTS staff  
wishes you a safe and  
happy holiday season!*

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