



New technology

Accelerate toward the future

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non-domiciled CDL rules**

Roadcheck 2026 dates

**How specific must you be
when assigning miles?**



Information and resources to help your drivers operate safely

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MESSAGE FROM THE EDITOR

Strategies for successful driver training evaluation

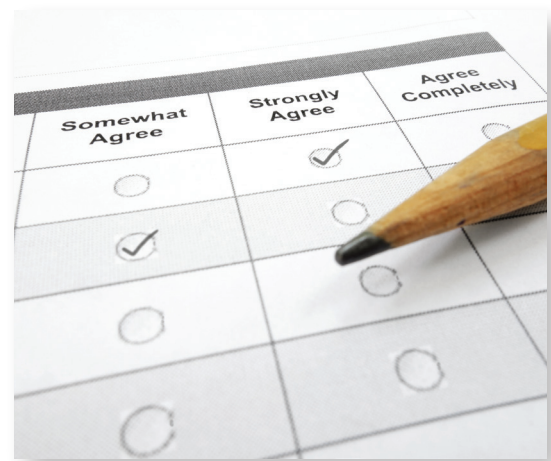
Effective evaluation of a training session can help determine how much the drivers learned and whether the session helped to improve job performance. The following are a few ways to evaluate training sessions.

Pre-tests and post-tests

Pre-tests and post-tests allow trainers to evaluate their drivers’ level of understanding prior to and at the conclusion of training. The pre-test provides information on the drivers’ current understanding and/or misunderstanding of the subject being presented. It also helps identify which areas to focus on during the session. In addition to serving as a review of the session, the post-test helps a trainer evaluate its effectiveness. The post-test should be used in conjunction with the pre-test to identify any area(s) that may require additional instruction.

Feedback

Distribute a survey as the session is wrapping up, but prior to closing remarks. Make sure enough time is allotted to complete the survey. When creating the survey, make sure it includes both open and closed questions about how drivers will use what they learned in class. This will help determine the relevance and appropriateness of the topic(s) presented.



Supervisor observations

Supervisors are a valuable resource. They can observe a driver’s performance before and after a training session and note changes or improvements. Make sure supervisors are aware of the training schedule and the subjects being taught. Provide a copy of the training materials to the supervisors. After the training session, reach out to supervisors on a periodic basis to check on driver progress in relation to the topics presented.

Measure performance

Compare safety, productivity, or quality measures for the month before and the month after the training. At the end of 6 months, compare these same measures to the results for the month prior to and after the training. Look for improvement as well as problems or issues that should be addressed with refresher training. ♦



Lucero Truskowski

Lucero Truskowski joined J. J. Keller & Associates, Inc. as an Associate Editor in 2022. Lucero edits, writes, and researches content on a variety of topics, including transportation, human resources, and driver training. She holds a Master of Science (MS) in Professional Writing from New York University.



Embracing new technology in trucking

Blind spot detection, automated emergency braking/forward collision warning, adaptive cruise control, and lane departure warning technology are all evolving technologies that drivers must be up to date on for both safety and compliance purposes. Being familiar with these technologies is important for drivers new to the industry, drivers who have returned to the industry after a long break, and current drivers who must keep up with industry standards.

TIP: Ask your drivers which of these technologies they're already familiar with to see what you need to focus on.

Blind spot detection (BSD)

If a vehicle is equipped with a BSD system, the driver may be alerted to a potential side collision while merging if the other vehicle is within about 10 feet of the cab of the vehicle. There are sensors on both sides of the vehicle.

A vehicle moving toward a driver's blind spot or that is already in the blind spot should trigger a visual alert on the dash or in the mirror. When the turn signal is on, it provides a more urgent audible alert or a seat vibration to alert the driver if anything triggers the sensors on either side of the vehicle.

Note that this system is intended to assist drivers and doesn't replace the need to frequently scan mirrors, especially when merging and during lane changes. This system should serve as an additional safety tool, but not as a replacement for a visual scan. Also note that BSD systems may not detect motorcycles or vehicles more than 10 feet away.

Remind drivers to always rely on their own scanning skills, regardless of whether they have BSD or not.

Automated emergency braking (AEB)/Forward collision warning (FCW)

AEB and FCW can detect forward hazards and alert the driver to their presence. If needed, the AEB will automatically brake to prevent a crash. If the vehicle has AEB, FCW, or a similarly named system, the sensors on the system may not recognize non-vehicle-related hazards such as pedestrians, animals, traffic cones, or large debris.

Even if the driver has AEB or FCW, their undivided attention to driving is still required at all times.

TIP: Invite your more experienced drivers to talk about how they use these technologies and how they work for them.

Adaptive cruise control (ACC)

If the vehicle is equipped with ACC, or a similarly named system, it will match the speed of the vehicle in front and maintain about a 3-second following distance. If the system provides a choice, drivers should set the ACC to the greatest following distance.

Drivers should never use cruise control, including ACC, when the road conditions involve heavy traffic, an urban area, or adverse weather such as rain, ice, snow, or wind.

It's important that drivers always focus on driving and don't rely completely on these systems.

Lane departure warning (LDW)

Lane keeping assist (LKA) or other lane centering systems, and LDW systems, use cameras to monitor the lane markings and will provide visual, audible, and/or vibrational alerts when the vehicle approaches or crosses lane markings. Note that these systems don't activate if the turn signal is in use.

If the vehicle has an LKA system activated, the driver's hands must be on the wheel, but the system uses automatic steering to correct the vehicle if it starts to exit the lane. If either LKA or LDW systems are frequently activating, the driver should find a safe place to park, as these warnings indicate that the driver may be fatigued.

If the vehicle is equipped with an LDW system, the driver may hear an alarm, feel a seat vibration, or see a warning when encroaching on the right or left edge of the lane. These systems rely on cameras and may be automatically disabled if visibility is diminished by snow, fog, heavy rain, bright sun, or other conditions. They may not activate if a lane isn't clearly marked. ♦



TIP: End the session with a question-and-answer segment to help fill any gaps.



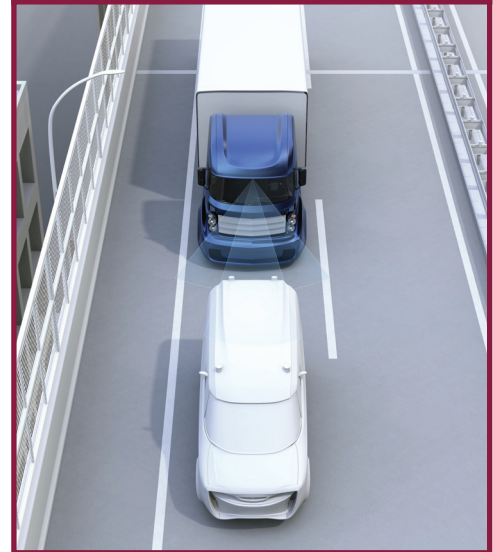
“Brake” the old habits and accelerate toward better tech

New technologies have entered the fast lane! Some of the most effective new technologies on the road today include:

- **Blind spot detection:** While merging, you’ll get an alert to a potential side collision if another vehicle is within about 10 feet of the cab on either side of the vehicle.



- **Automated emergency braking:** This will detect forward hazards and alert you to their presence, and may even automatically brake to prevent a crash.



- **Adaptive cruise control:** Using this will allow your vehicle to match the speed of the vehicle in front of you and maintain about a 3-second following distance.



- **Lane departure warning:** Your cameras will monitor the lane markings and provide visual, audible, and/or vibrational alerts when your vehicle approaches or crosses lane markings. ♦

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TEST YOUR KNOWLEDGE — NEW TECHNOLOGY

- Using new and advanced technologies means you don't need to pay as much attention to the road.
 - True
 - False

- If the lane keeping assist (LKA) or lane departure warning (LDW) systems are activating often, this might mean:
 - The system is disabled
 - The driver should call their motor carrier
 - The driver might be fatigued and should pull over
 - None of the above

- If needed, the automated emergency braking (AEB) system will automatically brake to prevent a crash.
 - True
 - False

- If a vehicle is equipped with a blind spot detection (BSD) system, the driver may be alerted while merging if the other vehicle is within how many feet from the cab?
 - 5 feet
 - 10 feet
 - 15 feet
 - 20 feet

- Drivers should set the adaptive cruise control (ACC) to the greatest following distance.
 - True
 - False ♦

NAME: _____ DATE: _____

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FMCSA revises non-domiciled CDL rules



The Federal Motor Carrier Safety Administration (FMCSA) has announced a final rule that builds on and makes minor changes to its existing non-domiciled commercial driver's license (CDL) regulations.

The revisions, in response to legal actions filed against the agency, close two of what the FMCSA calls “critical failures” in the driver vetting process.

Key provisions

Key provisions of the final rule include:

Strict Eligibility: To be eligible for a non-domiciled CDL, the driver must possess an unexpired foreign

passport and hold one of the following non-immigrant statuses:

- H-2A (Temporary Agricultural Workers),
- H-2B (Temporary Non-Agricultural Workers), or
- E-2 (Treaty Investors).

Proof of Eligibility: Applicants must present an unexpired foreign passport and specific Form I-94 documentation to the state driver licensing agency (SDLA). Employment Authorization Documentation (EAD) will no longer be accepted as proof of eligibility.

Mandatory SAVE Verification: State driver licensing agencies must query the Systematic Alien Verification for Entitlements (SAVE) system to confirm every applicant's lawful immigration status.

Specific Validity Period: The validity period for a non-domiciled CDL may not exceed the expiration date of the “Admit Until Date” of the driver's I-94 documentation or one year, whichever is sooner.

This rulemaking is effective March 16, 2026. ♦

New dates for Roadcheck 2026

International Roadcheck 2026 is right around the corner, taking place in early May this year. This annual 3-day vehicle inspection event is designed to educate and spread awareness about motor vehicle safety.

Inspections will take place at weigh/inspection stations, mobile patrols, and temporary sites during the 72-hour inspection. The Commercial Vehicle Safety Alliance (CVSA) says that it's conducted over 1.8 million inspections since this event began in 1988.

What you need to know

Roadcheck is scheduled for **May 12–14, 2026**, so make sure your team and operations are ready. Remember, every roadside inspection has an impact on Compliance, Safety, Accountability (CSA) scores.

The focus areas drivers and carriers need to pay special attention to for Roadcheck 2026 event are:

- Cargo securement; and
- Electronic logging device (ELD) tampering, falsification, or manipulation.

During the inspection blitz, CVSA-certified law enforcement personnel across Mexico, the U.S., and

Canada will examine motor vehicles to verify state, federal, provincial, and territorial regulatory compliance.

Inspectors will perform as many Level I inspections as possible. This is a complete inspection of the driver and vehicle. Unsuccessful inspections could result in a vehicle or driver being placed out of service until the violation is resolved.

8 levels of inspection

The CVSA has eight levels of roadside inspections. Each level has a varying degree of emphasis and detail. Although Roadcheck 2026 will involve mostly Level I comprehensive driver/vehicle inspections, drivers (and their vehicles) should be prepared for all inspection types every day of the year.

- **Level I: Comprehensive driver/vehicle:** Examination of driver documents, plus a detailed inspection of the vehicle.
- **Level II: Cursory driver/vehicle:** Examination of driver documents, plus a simple inspection of the vehicle.
- **Level III: Driver:** Examination of documents and items related to the driver.

- **Level IV: Targeted:** A one-time examination of a specific item, such as a driver's record of duty status or a vehicle component.
- **Level V: Vehicle:** Detailed inspection of the vehicle only.
- **Level VI: Radioactive cargo:** Inspection of certain types of radioactive cargo.
- **Level VII: Jurisdictional:** An inspection mandated by a jurisdiction that doesn't meet the requirements of any other level of inspection.
- **Level VIII: Electronic:** Conducted wirelessly or remotely, not necessarily requiring interaction with an inspector. ♦



Answers to quiz on page 5:

1.) **B** 2.) **C** 3.) **A** 4.) **B** 5.) **A** ♦



Next Month's Topic: Railroad crossings

Highway-rail grade crossing regulations for commercial motor vehicles are addressed in Part 392 of the Federal Motor Carrier Safety Regulations. With more than 200,000 highway-rail grade crossings in the United States, it's important that all professional drivers know how to legally and safely cross railroad tracks. ♦

Expert Help: Question of the Month

Question: How specific must you be when assigning unassigned miles on an electronic logging device (ELD) to a group for an outside vendor mechanic? Also, when running a report for unassigned miles, how few miles in the report should be assigned, i.e., is there an allowable distance which doesn't have to be assigned?

Answer: It's a good idea to run a daily report for unassigned miles so that you stay on top of them, because they can quickly become unmanageable. Unfortunately, you aren't allowed to create an ELD account that's used for more than one person, and each account must be assigned to one specific individual. A multi-user account is sometimes called a "ghost" account because it can be used to hide driving time, which isn't allowed.



This doesn't mean you need to have an ELD account for each of your outside shop mechanics or vendors. You can leave the time unassigned but enter a note to explain that the driver was operating under someone else's authority. ELDs are required to have a built-in "unidentified driver" account where all that time ends up.

The ELD regulations require that all unassigned time either be assigned to one of your drivers or explained. There is no minimum distance, unfortunately. ♦

Expert Help

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