



Idealease Safety Bulletin

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Brought to you by Idealsafe 847-304-3190 Website: www.idealease.com

Question of the Week

With the upcoming RoadCheck 2008 occurring June 3rd - 5th, what training can I provide my drivers to prevent brake adjustment violations?

Answer: With automatic slack adjusters on almost all commercial motor vehicles today, a portion of these violations can be attributed to the technical working of the automatic slack adjuster. Professional drivers will maintain a space cushion between them and the vehicles in front of them. When applying the brakes they will usually apply the brakes with 15% to 25% air application. Only in a defensive action will a driver apply the brakes with greater than 60% air application. These braking incidents are referred to as “**Panic Stops**” or “**Rapid De-acceleration Occurrences**”. Analysis reflects that most professional drivers will require less than six of this type of brake application per 1,000 miles driven.

Most International trucks are equipped with a “*Stroke Sensitive*” automatic adjuster. This type of slack adjuster adjusts the brakes on the return stroke. This adjustment occurs only when the application is greater than 60%. The better the driver, the less opportunity for automatic brake adjustment. To ensure that the brakes are always in adjustment, we recommend the following:

1. During your pre-trip inspection, complete 10 full brake applications while the unit is parked. A slack adjuster will adjust approximately ½ inch with every 10 full brake applications. By including this procedure as part of your pre-trip inspection, it will ensure that your brakes are always in adjustment. In the event of a roadside inspection, repeat this process prior to the inspection process. This will ensure that the automatic slack adjuster have the adjusted the brakes to compliance.
2. During the Pre-Trip inspection, a driver is required by DOT to check the low air pressure-warning device. This should be audible at 60 psi. To check this device the air pressure must be lowered to 60 psi. If while accomplishing this portion of the inspection, a driver would fully apply and release, the air pressure should drop approximately 4 psi with each application.

Squeaking Brakes – Another condition attributed to “feathering or low psi” brake applications is noisy brakes when stopping. Many times this is created by crystallized lining, which occurs when the brakes are repeatedly applied with low psi applications. This can be minimized with four or five firm brake applications or rapid de-acceleration stops. If your brakes are noisy, try bringing the vehicle to a stop with four or five firm brake applications each week. Always check to see that there are no vehicles following you when you perform this procedure.

For a complete set of Pre-trip and Post-trip instructions, refer to the cover of the IL-700 booklet in each Idealease vehicle. Safe driving includes a good pre-trip inspection before beginning each day’s work. Make sure your brakes are always in top operating condition and inspect them often. **Any defects or deficiencies to the brake system should be documented on the IL-700 DVIR and be reported to your superior or maintenance provider. The unit cannot be placed back into service until the defect or deficiency has been corrected or found to be unnecessary. The technician is then required to certify in writing on all copies of the IL-700 form that the repair or deficiency has been corrected.**

There will not be an Idealease Safety Bulletin next week 5-23 due to the Memorial Holiday Weekend. Have a Fun and Safe Holiday Weekend!

RoadCheck 2008 **Is Drawing Near!**

The annual Commercial Vehicle Safety Alliance International RoadCheck is scheduled for June 3-5.

About 10,000 CVSA inspectors are set to participate in the 72-hour concentrated safety inspection blitz.

Now is the time to inform your drivers of this upcoming event and to sharpen those Pre-Post Trip inspection skills!