

In This Issue:

Roadcheck 2016 is Drawing Near
Idealease / NPTC Safety Seminar Registration
Commercial Vehicle Safety Alliance (CVSA) Driver Tip Sheet
Question of the Week
Large Trucks Involved in Fatal Crashes Declined in 2014, According to FMCSA Report

Is this email not displaying correctly?
[View it in your browser](#)



SAFETY BULLETIN

Roadcheck 2016 June 7th – 9th

Make sure your drivers are safe and your vehicles are compliant. Get the latest info and solutions – prepare now!



May 6, 2016

Brought to you by Idealsafe
847-304-3190

www.idealease.com

Roadcheck 2016 is Drawing Near

With the upcoming RoadCheck 2016 occurring June 7-9, 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 there is for automatic brake adjustment.

To ensure that the brakes are always in adjustment, we recommend the following:



Register Now for the 2016 Idealease / NPTC Safety Seminar

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2016. The one day seminar this year will focus on the new Electronic Logging Device (ELD) regulation, basic safety and compliance, regulation changes and CSA. In addition, this year attendees will receive the mandatory two hour

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 deceleration 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 IL700 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 [IL700 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 [IL700 form](#) that the repair or deficiency has been corrected.

Commercial Vehicle Safety Alliance (CVSA) Drive Tip Sheet


Drug and Alcohol supervisor training as part of the seminar. The seminars and will be provided to all Idealease customers, potential customers and NPTC members at no charge. The seminar provides important information applicable for both the novice and experienced transportation professionals.

[Click Here](#) to register

2016 Idealease Safety Seminar Schedule:

May 10	Everette, WA
May 12	Moncton, NB
June 7	Springfield, IL
June 23	San Leandro, CA
September 20	Lafayette, IN
September 21	Santa Fe Springs, CA
September 22	Santa Barbara, CA
October 4	Green Bay, WI
October 4	Erie, PA
October 5	Butler, PA
October 6	Cleveland, OH
October 12	Chicago, IL

In The Inspector's Seat



The Point of the North American Standard Level I Inspection Procedure

From a commercial vehicle safety inspector's perspective, the point of the NAS inspection is to ensure both your safety and those of others traveling on the highways.

The costs associated with being put out of service are insignificant when compared to the costs of crashes with innocent people. Be proactive and inspect your vehicle thoroughly before you take your next trip. The keys are in your hand.

- 1 BRAKES**

Check for missing, non-functioning, loose, contaminated or cracked parts on the brake system. Check for "S" cam flip-over. Be alert for audible air leaks around brake components and lines. Check that the slack adjusters are the same length (from center of "S" cam to center of clevis pin), and that the air chambers on each axle are the same size. Check brake adjustment: Ensure the air system maintains air pressure between 90 and 100 psi. Measure pushed travel: Inspect required brake system warning devices, such as ABS malfunction lamps and low air pressure warning devices. Inspect tractor protection system, including the bleedback system on the trailer.
- 2 COUPLING DEVICES**

Safety Devices-Full Trailers/Converter Dolly(s): Check the safety devices (chain/wire rope) for sufficient number, missing components, improper repairs, and devices that are incapable of secure attachment. On the Lower Fifth Wheel check for unsecured mounting to the frame or any missing or damaged parts; or any visible space between the upper and lower fifth wheel plates. Verify that the locking jaws are around the shank and not the head of the kingpin and that the release lever is seated properly and that the safety latch is engaged. Check the Upper Fifth Wheel for any damage to the weight bearing plate (and its supports) such as cracks, loose or missing bolts on the trailer. On the Sliding Fifth Wheel check for proper engagement of locking mechanism (teeth fully engaged on rail); also check for worn or missing parts, ensure that the position does not allow the tractor frame rails to contact the landing gear during turns. Check for damaged or missing fore and aft steps.
- 3 FUEL & EXHAUST SYSTEMS**

Check your fuel tanks for the following conditions: Loose mounting, leaks, or other conditions; loose or missing caps; and signs of leaking fuel below the tanks. For exhaust systems, check the following: Unsecured mounting; leaks beneath the cab; exhaust system components in contact with electrical wiring or brake lines and hoses; and excessive carbon deposits around seams and clamps.
- 4 FRAME, VAN & OPEN-TOP TRAILERS**

Inspect for corrosion, fatigue, cross member(s) cracked, loose or missing, cracks in frame, missing or defective body parts. Look at the condition of the hoses, check suspension of air hoses of vehicle with sliding tandem. On the frame and frame assembly check for cracks, bends, sagging, loose fasteners or any defect that may lead to the collapse of the frame; corrosion, fatigue, cross members cracked or missing, cracks in frame, missing or defective body parts. Inspect all axle(s). Inspect for non-manufactured holes (i.e. rust holes, holes created by rubbing or friction, etc.), for broken springs in the spring brake housing sections of the parking brake. For vans and open-top trailer bodies, look at the upper rail and check roof boxes and side posts for buckling, cracks, or ineffective fasteners. On the lower rail, check for breaks accompanied by sagging floor, rail, or cross members; or broken with loose or missing fasteners at side post adjacent to the crack.
- 5 LIGHTING**


Inspect all required lamps for proper color, operation, mounting and visibility.
- 6 SECUREMENT OF CARGO**

Make sure you are carrying a safe load. Check tail board security. Verify end gains are secured in stake pockets. Check both sides of the trailer to ensure cargo is protected from shifting or falling. Verify that rear doors are securely closed. Where load is visible, check for proper blocking and bracing. It may be necessary to examine inside of trailer to assure that large objects are properly secured. Check cargo securement devices for proper number, size and condition. Check tie down anchor points for deformation and cracking.
- 7 STEERING**

Check the steering lash by first turning the steering wheel in one direction until the tires begin to pivot. Then, place a mark on the steering wheel at a fixed reference point and then turn the wheel in the opposite direction until the tires again start to move. Mark the steering wheel at the same fixed reference point and measure the distance between the two marks. The amount of allowable lash varies with the diameter of the steering wheel.
- 8 SUSPENSION**

Inspect the suspension for: Indications of misaligned, shifted, cracked or missing springs; lowered shackles; missing bolts; unsecured spring hangers; and cracked or loose U-bolts. Also, check any unsecured axle positioning parts and for signs of axle misalignment. On the front axle, check for cracks, welds and obvious misalignment.
- 9 TIRES, WHEELS, RIMS & HUBS**

Check tires for proper inflation, cuts and bulges, regrooved tires on steering axle, tread wear and major tread groove depth. Inspect sidewalls for defects, improper repairs, exposed fabric or cord, contact with any part of the vehicle, and tire markings excluding tire from use on a steering axle. Inspect wheels and rims for cracks, unsecured locking rings, and broken or missing lugs, studs or clamps. Also check for rims that are cracked or bent, have loose or damaged lug nuts and elongated stud holes, have cracks across spokes or in the web area, and have evidence of slippage in the clamp areas. Check the hubs for lubricant leaks, missing caps or plugs, misalignment and positioning, and damaged, worn or missing parts.



WWW.CVSA.ORG

! If you are put out of service, it will cost you \$861 on average — which does not include the costs of fines or repairs as a result of the inspection.

CVSA published this tip sheet for carriers and drivers in preparation for this year's Roadcheck that you can print off as a handout for your drivers:

<http://www2.idealease.com/e/36492/inspectors-are-looking-for-pdf/4smfnr/498886048>

Question of the Week

My driver has gone through a roadside inspection, how long do I have to keep this documentation on file?

Answer: Copies of all roadside inspections are to be kept by the motor carrier for 12 months. The driver is required to turn in the inspection to the motor carrier within 24 hours. If they are not going to return to the terminal they are to mail in the inspection. If the inspection resulted in violations they are to be corrected or repaired and the inspection form is to be signed and certified that the repairs were completed and sent back to the state of inspection within 15 days.

Best Practice Guidelines for Roadside Inspections:

- Train drivers how to complete good quality pre-trip inspection to reduce possibility of violations.
- Review CSA monthly at www.ai.fmcsa.dot.gov and enter your DOT number or name.
- Review the vehicle and driver basics with the associated inspections and cross reference the inspections you have on file with the inspections turned in by your drivers. Question those drivers who did not submit inspection reports.
- Review the "Carrier History" tab in the Tools/Resource section on your home page to determine if the number of inspections you are having is on the rise or decline.
- Review vehicle inspections and violations with your maintenance provider to reduce violations.
- Maintain copies, along with any repair orders attached if there were violations, in tractor and trailer file.
- Use the roadside inspection information, such as date, time and locations to cross

reference with the drivers hours of service documentation for falsification violations.

- Train drivers how to successfully pass a roadside inspections and how to conduct themselves.
- Keep your vehicles clean and well maintained as not to be targeted for inspection.
- Advise drivers that moving violations will generate inspections.
- Consider providing an incentive to drivers who successfully pass an inspection.

Large Trucks Involved in Fatal Crashes Declined in 2014, According to FMCSA Report

The Federal Motor Carrier Safety Administration (FMCSA) released "Large Truck and Bus Crash Facts, 2014." This recurring annual report contains descriptive statistics about crashes involving large trucks and buses that caused fatalities, injuries, or property damage.

Among the findings:

- The number of large trucks and buses involved in fatal crashes decreased by five percent and 17 percent, respectively, in 2014 when compared to 2013.
- The number of large trucks involved in injury crashes increased by 21 percent, from 73,000 to 88,000, and the large truck involvement rate in injury crashes increased by 21 percent.
- Vehicle miles traveled (VMT) by large trucks increased by 1.5 percent, and bus VMT increased by 5.5 percent.
- The number of large trucks involved in property damage only crashes increased by 31 percent, from 265,000 to 346,000, and the large truck involvement rate in property damage only crashes increased by 29 percent.

The Idealease Safety Bulletin is provided for Idealease affiliates and their customers and is not to be construed as a complete or exhaustive source of compliance or safety information. The Idealease Safety Bulletin is advisory in nature and does not warrant, guarantee, or otherwise certify compliance with laws, regulations, requirements, or guidelines of any local, state, or Federal agency and/or governing body, or industry standards.

Copyright © 2016 , All rights reserved.

Our mailing address is:
430 North Rand Road
North Barrington, IL 60010