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SAFETY BULLETIN



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Night Driving

It is with a heavy heart that I write this week's bulletin with the passing of Nebraska Football starting punter, Sam Foltz, and Michigan State punter Mike Sadler, that lost their lives in an automobile accident last Saturday night during a rainstorm in Wisconsin. The accident that took their lives occurred at night and in the rain... both contributing factors in the accident.

Although the majority of driving takes place during daylight hours, more accidents occur at night and most fatal accidents happen during the night. The professional driver understands that it takes maximum defensive driving skills to drive safely at night. Add rain to the mix and the risk multiplies. Between 12 midnight and 6 a.m. is the riskiest time for crashes, because there are fewer drivers yet more accidents than any other time of the day. Many professional drivers have routes or trips that begin or end in darkness. Safe night driving requires preparation, alertness, and a heavy dose of common sense.

What Makes Night Driving Difficult?

- Poor Visibility – Obviously and naturally, there is very less natural light on the road.
- People Feel More Sleepy during darkness than During Daytime - It is universal that one tends to feel sleepier at night.
- Silence around Makes One Feel More Drowsy – If your will be driving alone and



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 Drug and Alcohol supervisor training as part of the seminar. The seminars and will be provided to all Idealease

late at night, chances are there will be fewer vehicles around. Silence on the road also makes you feel at ease and consequently sleepy.

- Roadway Lighting - Roadway lighting is often very poor. In rural areas there is little or no overhead lighting and in urban locations the lighting may not only be poor but confusing as well due to neon signs and other distractions. The most dependable lighting will come from your own vehicle.
- People Drink Mostly at Night – That's true and implies to people around the world. For some of them it's a habit, while for others it's a party night.
- Car and Truck Lights from Opposite Direction Disturb – Direct & sharp light from the opposite vehicle hits the eyes of the driver and can lead to an accident due to temporary blindness.
- For Those Who Are Visually Impaired – Those who have a problem with their eyesight or suffer from night blindness driving at night is a major challenge

Tips for Safe Driving at Night

- Condition of Other Drivers. Late in the evening and during the early morning hours is when you are most likely to meet fatigued or impaired drivers. Be alert for motorists that are driving aggressively or erratically during these times. Maintain a safe distance from these drivers and be prepared to stop. If a vehicle comes into your lane head-on, slow down and move your vehicle as far to the right as you can. Never take evasive action into an oncoming lane of traffic.
- Reduce Your Speed
- Fatigue, combined with less available light, reduces vision and reaction time. Reduce your speed when driving at night and especially on unfamiliar roads. Maintain a four second interval when following the vehicle ahead as a space cushion.
- Make sure your headlights are properly aimed. Check with your service provider or maintenance shop for the proper procedure. During your pre and post trip inspections make sure that your lights are operational and clean.
- Keep your headlights and windshield clean. Being able to see other cars and be seen by other drivers helps a lot! If it's bug season, stop and wipe them off at each break.
- Don't overdrive your headlights. Especially when driving on smaller roads without reflector strips, follow a four-second rule. Take note of where the far reach of your low beams are, then count four seconds. If you pass that original place in less than four seconds, then you are going too fast. Two to three seconds may be an acceptable range for major highways with reflector strips. Remember that posted speed limits are for driving in daylight with dry road conditions.

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:

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 5	Columbia, SC
October 6	Cleveland, OH
October 12	Chicago, IL

- Use high beams wisely. The use of high-beam headlights when there isn't oncoming traffic can extend the time that you have to react to hazards. Never use your high beams because the high beams of the oncoming car stay on. This will only increase the chances of a head-on crash.
- Don't look at oncoming headlights. Focus on the edges of oncoming traffic and bright objects, as staring directly into headlights can blind you for up to five seconds until your eyes adjust.
- Look around. Keep your eyes moving from side to side, rather than focusing only on the centerline and the road ahead, to help your eyes stay adjusted to the dark and avoid falling victim to "highway hypnosis," a state in which reaction time is greatly impaired.
- Wear sunglasses during the day. Wearing sunglasses during bright days helps keep your eyes more sensitive for driving in the dark.
- If you're tired, get off the road and sleep. If you feel sleepy, caffeine can never be a substitute for sleep, nor is loud music or rolling down the windows. Pull over and rest, and stop every two hours for a break out of your vehicle even if you're not feeling sleepy. Don't set out on a trip tired.

Unannounced Brake Check Day Results by CVSA

The Commercial Vehicle Safety Alliance (CVSA) held its annual, unannounced brake check day on May 4, 2016, as part of its Operation Airbrake program.



CVSA-certified inspectors in 31 participating U.S. states and Canadian provinces and territories checked brakes on 6,128 commercial motor vehicles.

The inspectors found:

- 12.4 percent of vehicles were placed out-of-service with brake violations.
- 13.9 percent of vehicles were placed out-of-service for violations other than brake violations.

According to CVSA, brake-related violations are typically the largest category of out-of-service items (representing 43 percent during Operation Airbrake's companion International Roadcheck campaign in 2015). Improperly installed or poorly maintained

brake systems can reduce the braking capacity and increase stopping distances of trucks and buses, which poses a serious risk to driver and public safety.

Anti-lock braking systems

Most participating jurisdictions also reported the number of trucks with anti-lock braking systems (ABS) as well as ABS violations observed (out of 5,991 inspections).

CVSA reports:

- Most vehicles were equipped with ABS but some exhibited fault codes (lamp stayed on) or non-functioning ABS lamps.
- Trailers requiring ABS were twice as likely to exhibit ABS violations as straight trucks or tractors requiring ABS.

Inspectors also found:

- 91.5 percent (4,751) of 5,191 air-braked trucks (including tractors) inspected and 87.2 percent (650) of 745 hydraulic-braked trucks inspected required ABS based on their date of manufacture.
- 85.5 percent (2,847) of 3,329 air-braked trailers inspected required ABS based on their date of manufacture.
- 9.6 percent (456) of 4,751 ABS-required, air-braked trucks and 9.8 percent (64) of 650 ABS-required, hydraulic-braked trucks had ABS violations.
- 19.8 percent (563) of 2,847 trailers requiring ABS exhibited ABS violations.
- A small number of buses and motorcoaches (55) were inspected during this event. All but three were ABS equipped and none had ABS-related violations.
- 6.1 percent (218) of 3,547 trailers inspected were not air braked (electric, surge, or other) and therefore not subject to ABS requirements.

Why check ABS?

CVSA says anti-lock braking systems help vehicles remain in control in most cases where there is the possibility of wheel slip when braking. ABS reduces the chance of jackknifing and increases control in braking situations. ABS also provides a platform for stability control systems that help prevent loss of control or rollover crashes.

Furthermore, newly available and future safety systems all rely on functional brakes, tires, and ABS. Just as foundation brakes must be well maintained and tires must be properly inflated, ABS and safety systems that rely on ABS cannot help keep the vehicle in control and even prevent crashes, when they are disconnected or poorly maintained.

Operation Airbrake is a CVSA program dedicated to improving commercial motor vehicle safety through brake system safety, awareness and compliance throughout North America. The campaign's aim is to help educate drivers and technicians, encourage regulatory compliance and enforce the regulations designed to ensure safe vehicle operation.

CVSA's next Operation Airbrake event is Brake Safety Week, Sept. 11-17, 2016, which

is a week-long brake safety campaign aimed at improving commercial motor vehicle brake safety through education and enforcement

FMCSA Revises Tire Tread, Plate Lamp and other Requirements

In response to several petitions for rulemaking from the Commercial Vehicle Safety Alliance and the American Trucking Associations, and two safety recommendations from the National Transportation Safety Board, the Federal Motor Carrier Safety Administration has issued a final rule amending several regulatory requirements. 81 Fed. Reg. 47722 (July 22, 2016).

Specifically, the final rule:

- Adds a definition of “major tread groove” and an illustration to indicate the location of tread wear indicators or wear bars on a tire signifying a major tread groove;
- Revises the rear license plate lamp requirement to eliminate the requirement for an operable rear license plate lamp on vehicles when there is no rear license plate present;
- Amends the regulations regarding tires to prohibit the operation of a vehicle with speed-restricted tires at speeds that exceed the rated limit of the tire;
- Provides specific requirements regarding when violations or defects noted on an inspection report must be corrected;
- Amends two appendixes to the FMCSRs to include provisions for the inspection of antilock braking systems (ABS) and automatic brake adjusters, speed-restricted tires, and motorcoach passenger seat mounting anchorages;
- Amends the periodic inspection rules to eliminate the option for a motor carrier to satisfy the annual inspection requirement through a violation-free roadside inspection; and
- Amends the inspector qualification requirements as a result of the amendments to the periodic inspection rules.

In addition, the FMCSA published a revision to its guidance to clarify that a CVSA Level I or Level V inspection is not equivalent to the federal periodic inspection requirements and may not be used to satisfy the periodic inspection requirement in 49 CFR § 396.17. 81 Fed. Reg. 47732 (July 22, 2016).

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