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SAFETY BULLETIN



November 10, 2017

ELD Countdown!



**KEEP CALM
IT'S ONLY
39 DAYS
TO GO**

Cold Weather is Here!

I know we addressed this back in September, but it is worth repeating and reviewing with your drivers!

This week the Midwest is getting its first dose of measurable snow and below freezing temperatures.

1. Diesel supplement should be added to the ultra low sulfur diesel fuel when temperatures drop below 32 degrees.
2. If your truck is equipped with an engine block heater it should be plugged in when the temperature is below 32 degrees. Trucks that are not utilized should be started and let run every day to bring the unit up to normal operating temperature.
3. Initial start up procedure should be as follows: Complete pre- trip of unit, unplug block heater, turn ignition switch to on, and wait for glow plug lights to go out, start engine, leave engine running until engine operating temperatures increases.
4. For trucks equipped with air brakes, drivers should purge air tanks daily. If the unit is equipped with an air drier, bringing the PSI to 120 will automatically purge the system.
5. If you are driving in snow, ice, slush, rain, etc., before parking the unit for the day you should lightly apply the brakes while the unit is moving to dry the brake shoes, drums, rotors and pads so the brakes do not freeze while parked.
6. Make sure windshield washer solvent is full and that all windows are clean.
7. Remove any ice-snow build up from steps and grab handles to prevent a slip or fall.



prevent a slip or fall.

When parking the unit make sure if heavy snow is in the forecast that the unit is not left parked in an outside dock or near a building overhang. Snow can drift off of the building causing excessive accumulation on the top.

Fuel Additive Use during Cold Weather Conditions

As colder weather approaches you need to use fuel additives to prevent fuel jelling. Fuel additive should be added anytime the ambient temperature is below 32 degrees F. Power Service and Penray are popular manufacturers of fuel additives and both companies have two different products available through Navistar and Idealease locations.

Power Service:

- The "Red Bottle" is Power Service 911 and is to be used only when the fuel in a unit has been jelled and is **NOT TO BE USED AS A PREVENTATIVE MEASURE TO KEEP FUEL FROM JELLING!**
- -Power Service Diesel Fuel Supplement + Cetane "White Bottle" is to be added to the fuel at each fill when the ambient temperature is < 32 degrees F.
- This is the additive you should use on a regular basis during the winter months.



Penray:

Winter Thaw Emergency Diesel Fuel Supplement

- Dissolves already gelled fuel fast and reduces clogging of fuel filters.
- Prevents ice crystal build-up in fuel lines and filters by discharging moisture.
- Eliminates hard starting, pounding, excessive smoking and helps improve combustion. 100% compatible with low sulfur fuel and fuel blends.
- **Here again, Winter Thaw Emergency is ONLY TO BE USED WHEN THE FUEL IS ALREADY JELLED!**

Winter Pow-R Plus Diesel Fuel Supplement

- ULSD compliant.
- Prevents gelling of diesel fuel
- Prevents ice crystal formation.
- Reduces cold filter plug point by as much as 30°F.
- Helps enhance cetane.
- Helps improve fuel economy.
- Utilizes HAFI® technology.
- Improves cold weather starting.
- Stabilizes and prevents corrosion.
- Helps reduce emissions.
- Helps improve lubricity.



Results of 2017 Brake Safety Day released by CVSA

This year's Brake Safety Day, held on September 7, 2017, throughout the United States and Canada, focused on identifying brake system deficiencies on commercial motor vehicles (CMVs) and resulted in 14 percent of vehicles being placed out of service due to brake-related violations.

The Commercial Vehicle Safety Alliance (CVSA) reports that 7,698 vehicle inspections were performed during Brake Safety Day, with 6,361 inspected in the United States and 1,337 in Canada.

Brake Safety Day also provided data on antilock braking systems (ABS). Many participating jurisdictions counted ABS violations, which included when the malfunction lamp did not work or the malfunction lamp stayed on, indicating a fault of some kind.

Most of the CMVs stopped during the event did not have any out-of-service conditions. Twenty-two percent of vehicles (1,680) were placed out of service for vehicle violations of any kind. Of those, 1,064 were placed out of service for defective brakes.

2017 Brake Safety Day ABS Violations

Number/vehicle type requiring ABS	Number with violations
5,456 power units	11 percent (610)
3,749 trailers	14 percent (540)
821 hydraulic-braked trucks	5 percent (45)
49 buses	10 percent (5)

Brake Safety Day is part of CVSA's Operation Airbrake Program in partnership with the Canadian Council of Motor Transport Administrators (CCMTA) and the Federal Motor Carrier Safety Administration (FMCSA). A total of 40 jurisdictions participated, 31 U.S. states and nine Canadian provinces/territories.

ELD GUIDANCE



ELD Exemptions

- Drivers who have a rental vehicle for 8 days or less (FMCSA letter of exemption must be available to an officer upon request).
- Drivers who use paper logs for no more than 8 days during any rolling 30-day period.
- Drivers who conduct driveaway-towaway operations, where the vehicle is the product being delivered.
- Drivers of vehicles manufactured before the model year 2000 (due to vehicle connectivity concerns; this is a change from the proposed rule).
- Drivers who operate using the logbook exception (i.e. short-haul 100 air mile CDL and 150 air mile Non-CDL drivers) and can comply to the exception 22 days out of a rolling 30 day period.
- INTRAstate operations (Depending on your states timeline for adopting the ELD regulation).

ELD Question of the Week:

What electronic logging device (ELD) user documentation must be onboard a driver's commercial motor vehicle?

Beginning on December 18, 2017, a driver using an ELD must have an ELD information packet onboard the commercial motor vehicle (CMV) containing the following items:

1. A user's manual for the driver describing how to operate the ELD;
2. An instruction sheet describing the data transfer mechanisms supported by the ELD and step-by-step instructions to produce and transfer the driver's hours-of-service records to an authorized safety official;
3. An instruction sheet for the driver describing ELD malfunction reporting requirements and recordkeeping procedures during ELD malfunctions; and
4. A supply of blank driver's records of duty status (RODS) graph-grids sufficient to record the driver's duty status and other related information for a minimum of 8 days.

Prior to December 18, 2017, FMCSA recommends that drivers have the user's manual, malfunction instruction sheet, and graph-grids.

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