

SAFETY BULLETIN

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Roadcheck 2015 is Drawing Near

With the upcoming RoadCheck 2015 occurring June 2nd - 4th, 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 Deacceleration 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:

1. During your pre-trip inspection, complete 10 full brake applications while the unit is parked. A slack adjuster will adjust approximately? 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

May 15, 2015

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DOT Inspector General to Review FMSCA Practices for High-Risk Carriers

At the request of Sen. Dick Durbin (D-IL), the Department of Transportation Office of the Inspector General has begun an audit of how the Federal Motor Carrier Safety Administration identifies and reviews high-risk motor carriers for enforcement of the Federal Motor Carrier Safety Regulations.

According to the DOT Inspector General, in 2014, a motor carrier known to FMCSA as high-risk was involved in a fatal crash in Illinois. Despite the

- 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 deacceleration 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.

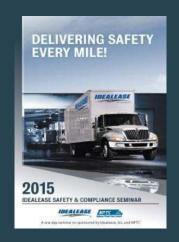
Commercial Vehicle Safety Alliance (CVSA) Driver Tip Sheet



carrier's risk status, FMSCA did not conduct an investigation. Following this crash, Senator Durbin requested that the Inspector General audit FMCSA's investigative practices for high-risk motor carriers. The 2015 DOT appropriations legislation also directed the IG Office to review FMCSA's compliance review process.

The audit objective is to assess FMCSA's processes for ensuring that reviews of motor carriers flagged for investigation are timely and adequate.

Register Now for the 2015 Idealease/NPTC Safety Seminars!



Idealease, its members and the National Private Truck Council NPTC will again be hosting safety seminars in 2015. The one day seminars this year will focus on basic safety and compliance, regulation changes and CSA. The seminars and

CVSA published this tip sheet for carriers and drivers in preparation for this year's Roadcheck.

Download the full pdf here to print off as a handout for your drivers.

CVSA Releases Revised Medical-Card Enforcement Bulletin

The Commercial Vehicle Safety Alliance (CVSA) has issued revised guidance concerning the enforcement of medical-card requirements on drivers who hold a commercial driver's license (CDL).

The guidance says that if a driver's CDL is valid but his or her electronic driving record does not contain medical information, the inspector should accept a paper medical certificate if it was issued within the past 60 days. Previously the CVSA's limit was 30 days.

If the certificate was issued 61 or more days ago, the driver can be cited for failing to provide the medical certificate to the state licensing agency, a violation of 49 CFR 383.71(h).

The new guidance affects enforcement only; the federal safety regulations themselves have not changed. The rules say CDL drivers only have to carry their medical cards for up to 15 days.

The revised guidance should help drivers licensed in states that fail to meet the 10-day deadline to update the driving records of CDL drivers who have provided their medical cards to the state licensing agency.

The guidance appears in the CVSA's inspection bulletin titled Enforcement of Medical Examiner's Certificate Integration with the Commercial Driver's License, which was revised on April 16, 2015. The bulletin guides law enforcement on how to enforce the rules regarding the use of medical cards as proof of medical qualification.

When a driver's electronic driving record shows that his or her CDL or learner's permit is not valid (canceled, suspended, revoked, etc.), the driver should be placed out of service (OOS) even if within the 60-day period, the bulletin notes.

Drivers with a valid CDL but not carrying a valid medical card will be cited for violating 391.41(a)(1) if their electronic driving record shows no medical information on file with the state licensing agency.

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.

To register for an upcoming seminar in 2015 CLICK HERE.

2015 Idealease Safety Seminar Schedule:

May 20 Altoona, IA
June 25 Santa Rosa, CA
October 13 Toledo, OH
October 14 Grand Rapids, MI
October 20 Las Vegas, NV
October 22 San Martin, CA

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