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SAFETY BULLETIN



CVSA Brake Safety Week Sept. 6-12, 2015

Operation Airbrake is a comprehensive campaign designed to help educate drivers and technicians on brake safety, encourage brake safety compliance, and enforce the regulations designed to ensure safe operation. This Selective Traffic Enforcement Program (STEP) model has been used successfully in other areas of traffic concerns (most notably seat belt usage), and has been adapted to address the issue of brake violations. The *Operation Airbrake* Campaign was initially developed in Canada in 1998.



Purpose

Operation Airbrake is an international truck and bus brake safety campaign dedicated to improving commercial vehicle brake safety throughout North America.

Objective

The goal of *Operation Airbrake* is to reduce the number of highway crashes caused by faulty braking systems on commercial vehicles by conducting roadside inspections and educating drivers, mechanics and others on the importance of proper brake inspection, maintenance and operation.

Have You Checked Your Brakes Today?

Out-of-adjustment brakes and brake system violations combine to represent half of all out-of-service violations issued for commercial vehicles on the road. Brake systems that are improperly installed or poorly maintained can reduce the braking capacity and stopping distance of trucks or buses, a serious safety risk.

Drivers can inspect their brake systems every day. Even if you can't go under the vehicle, you can listen for air leaks, check low air signals and look for component damage. If you can go under your vehicle, you can measure pushrod stroke the same way a CVSA-certified inspector does, and compare

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FMCSA Posts Guidance for Drivers Applying for Hearing Exemption

The Federal Motor Carrier Safety Administration (FMCSA) has posted new guidance documents to help commercial drivers apply for an exemption from the hearing standard.

The guidance includes a list of the information that must be sent to the agency to get an exemption from the federal hearing standard in 49 CFR Sec. 391.41(b)(11).

The FMCSA's hearing standard - adopted in 1970 - prohibits drivers who cannot pass the hearing requirement from operating commercial motor vehicles in interstate commerce. Drivers must be able to hear a whispered voice at five feet or have an average hearing loss of no more than 40 decibels in their better ear.

The FMCSA first started granting exemptions from the hearing standard in early 2013 and has since approved numerous applications.

To apply for an exemption from the hearing standard, the FMCSA says drivers should submit a list of six items, including a copy of the driver's license, a "Release of Medical Information" form, and a three-year driving record from the state.

The agency is authorized to grant exemptions for up to two years if it determines that public safety will not be harmed. The agency must first evaluate each driver's application, publish it and take public comments, and then decide whether to grant or deny the request.

The new guidance documents and release form can be viewed online at

<http://www2.idealease.com/e/36492/1J3FDZ3/2q9f6p/368629204>.

the results to the pushrod stroke limits set by regulation.

What You May Not Know About Brake Systems and Inspections

- Automatic brake adjusters are required
- How to verify that your ABS is working
- What is your regulation brake stroke limit?
- How to identify chaffed or worn hoses
- What is a PBBT inspection?

CVSA Lists 10 Things You Need to Know about Commercial Vehicle Brakes

1. Commercial vehicles are powered forward by fuel. They are stopped by brakes that use heat as their energy source. Brakes are vital to the safe operation of a vehicle because they enable the vehicle to stop.
2. Braking systems are complicated and contain many parts that need constant inspection and attention to ensure proper operation and performance.
3. To be able to rely on your brakes in every driving situation, they must be properly adjusted, maintained and inspected before and after every trip.
4. The only way to know when you have a brake adjustment problem is to measure the stroke.
5. Poor brake adjustment reduces the ability of the service brakes to stop a vehicle and also reduces the ability of the emergency/parking brakes to stop and/or hold a vehicle.
6. By far, brakes comprise the largest percentage of out-of-service violations cited during roadside inspections.
7. Highway warning signs are usually for automobile drivers; truck drivers must translate them for trucks.
8. Highway design engineers often do not know the margin of safety for trucks in their design. As a result, even if your brakes are adjusted and performing properly, when you are able to see a potential problem ahead your chances of stopping are less than that of car drivers.
9. Be especially careful about how you apply your brakes when driving in mountainous areas.
10. Additional factors besides brakes that affect the vehicles' ability to stop include tire compound and tread depth; loading and dynamic weight shift; vehicle speed; driver condition, mental state and knowledge of surroundings; traffic congestion; pavement surface characteristics; and stopping-sight distance.

How to Conduct Yourself if Pulled Over by a Law Enforcement Official

The flashing lights of a police car in a rear view mirror fill many drivers with dread. "Am I really being pulled over?" you might wonder. Although no one likes being pulled over, it's essential to show a law enforcement officer that you're cooperating. From the moment those lights come on, the officer is observing your behavior, and the way you respond may affect whether or not you receive a ticket. So as soon as you see those flashing lights behind you, turn on your right turn signal and pull over to the right as quickly -- but also as safely -- as possible. It is important to make sure that you are able to pullover in a place that is safe, flat and solid. Again, it's important to show the officer that you're cooperating, and by stopping safely as near where the

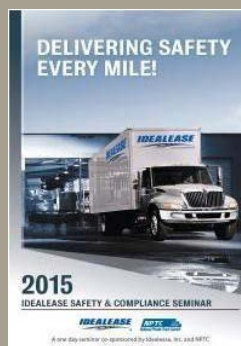
Also on the FMCSA's website are documents to apply for exemptions from the diabetes and vision standards.

NEWS:

National Truck Driver Appreciation Week
September 13-19, 2015
 Make plans now to recognize your drivers!

CVSA Brake Safety Week
September 6-12, 2015

Sign Up Now for one of Seven Safety Seminars to be held this Fall!



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 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.

October 7	Erie, PA
October 13	Toledo, OH
October 14	Grand Rapids, MI
October 14	Charlotte, NC
October 20	Las Vegas, NV
October 21	Los Angeles, CA
October 22	San Martin, CA

To register for an upcoming seminar in 2015 click on the following link:

www.idealease.com/safety-seminar-registration

violation occurred, you may have a better sense of what happened. You will also be able to make observations about the area that can help you if you contest the ticket, such as noting an obstructed speed limit sign or that a new yield sign is in place.

Once you have safely pulled over turn on your flashers, turn off the engine, roll down your window all the way and place your hands on the steering wheel. Do not unfasten your seatbelt until the officer can witness that you have it on. Do not get out of the truck unless asked by the officer. If it's dark, turn on the interior lights in your truck. Don't make any sudden movements, and don't rummage through your belongings looking for your wallet until you are asked for documentation. Remember that law enforcement officers are killed every year while conducting routine traffic stops, so it's understandable that an officer may treat you with suspicion. Respond accordingly by being cooperative and do not give any cause for alarm.

It's OK to greet the officer, but it's wise to wait for the officer to ask you a question. He or she will likely ask for your driver's license, medical certificate (for NON-CDL), log book and vehicle registration. If you are in a rental truck, provide the officer with your copy of the rental agreement. It's important to give the officer these documents when asked and not question why. However, if you are pulled over by an unmarked car or aren't sure if the person is a police officer, it's acceptable to wait to roll down your window until the person has identified himself or herself as an officer.

When talking with the officer, don't admit any guilt. It's acceptable to give simple yes or no answers to questions. If an officer decides to give you a ticket, his or her mind is already made up, and it's very unlikely you'll be able to argue your way out of it. Anything you say could later be used in court, should you choose to contest the ticket, so be mindful of what you say.

NEVER try to bribe the officer -- this is not only highly unethical but it is also a crime.

During a traffic stop, an officer can only search your truck if there's probable cause to believe you're concealing something illegal or if he or she believes that you are dangerous. Before approaching a motorist he or she has pulled over, an officer usually looks for movement by the driver, such as one shoulder dipping down, something that would indicate that the driver is attempting to hide something underneath a seat or in a compartment.

If an officer asks you to get out of your truck, it's once again important to cooperate. Once you are out of the truck, the officer may pat you down, and if anything illegal or suspicious is found, he or she may then search your truck. If your truck becomes impounded, it can also be legally searched then.

An officer might ask you to sign your ticket, but depending on state law, you may not have to. Signing a ticket is not an admission of guilt. It just means that you agree to pay the fine or to appear in court.

If an Emergency Vehicle is Approaching:

DO...

Pull to the nearest edge of the roadway and come to a complete stop until all emergency vehicles have passed.

Be alert to the approach of more than one emergency vehicle. Be sure to

check your rearview mirror before pulling back on the travel lane.

Keep the volume of your radio to a level that will not interfere with your ability to hear approaching emergency vehicles.

Use your turn signal when pulling off the road. This sends a message to the emergency vehicle operator that you are aware of his presence.

DON'T...

Block any intersection. Blocking intersections, even when attempting to yield to an emergency vehicle is dangerous.

Follow an emergency vehicle responding to an emergency closer than 500 feet. It's against the law!

Stop on a bridge, curve or crest of a hill, instead, activate your turn signal and proceed forward until you can safely pull over and come to a complete stop.

Slam on your brakes or stop directly in front of an emergency vehicle.

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