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SAFETY BULLETIN



September 4, 2015

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DUE TO THE LABOR DAY HOLIDAY NEXT WEEK AND THE IDEALEASE ANNUAL MEETING YOUR NEXT SAFETY BULLETIN WILL BE SENT TO YOU ON FRIDAY, SEPTEMBER 18TH.

Driver Sober or Get Pulled Over! National Labor Day Enforcement Crackdown

This Labor Day weekend Holiday Law enforcement officials will be targeting drunk drivers. The National Drunk Driving "Driver Sober or Get Pulled Over" impaired driving crackdown is a comprehensive impaired driving prevention program organized by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) that focuses on combining high-visibility enforcement with heightened public awareness through advertising and publicity.

Labor Day Driving Tips

The first step towards a safe trip begins in the driveway.

- **Do a "walk around" before leaving:** Check your vehicle's tires, wipers and fluids.
- **Plan ahead:** Before you get on a highway, know your exit by name and number, and watch the signs for the exit as you near it. Drivers making unexpected lane changes to exit often cause accidents.
- **Get a map or program your GPS:** Surprisingly, few motorists use maps, even when driving through unfamiliar areas. Knowing the road is essential for safe driving -- it allows you to anticipate the road ahead and avoid a panicky search for directions.

White House Delays Proposed Speed Limiter Mandate

A looming rule to mandate the use of speed limiting devices on heavy trucks has been delayed, according to a notice on the White House's Office of Management and Budget's rulemaking portal.

The OMB, which must stamp approval on rules prior to their publication, has added a note to the status of the so-dubbed

Leave early and avoid risks: Leave early so you won't be anxious about arriving late and to accommodate delays. Know your limitations: don't drive when tired, upset, or physically ill. Never try to gain a few seconds by attempting a risky maneuver.

- **Be aware of trucks' blind spots:** When sharing the road with large trucks, be aware of their blind spots. If you can't see the truck driver in his or her mirrors, then the truck driver can't see you.
- **Expect the unexpected:** Look 1/4 mile ahead for a safe path. Leave yourself an out.
- **Use your cell phone with caution:** Pull off to a designated parking area to use your cell phone.
- **Signal your intentions:** To change lanes, signal ahead of time so other drivers can respond. If a truck is signaling to change lanes, allow it space to do so. Often, it is trying to avoid another vehicle.
- **Do not cut in front of large trucks:** Remember that trucks are heavier and take longer to make a complete stop, so avoid cutting quickly in front of them.
- **Yield:** On entrance ramps, remember highway traffic has the right of way; maintain proper speed, use smooth merging techniques, and don't slow down in front of a truck.
- **Never stop on the highway:** The most dangerous speed on a highway is zero. Stopped vehicles, even on the shoulder, create a severe hazard for themselves and others. If you are stopped for emergency purposes, understand that big trucks cannot always stop to assist you, but most will use their radios to contact the police or highway patrol if they see you are in trouble.
- **Watch your gas gauge:** To save fuel, take direct routes, minimize side trips, and keep a steady speed. Further, a well-tuned engine, properly inflated tires and reduced speed will result in noticeable fuel savings. Have at least a quarter of a tank of gas before you get on a highway. Traffic tie-ups can use a lot of fuel -- and may leave you stranded.
- **Construction zone:** Stay alert in work zones. Traffic may move more slowly, and lanes may be temporarily closed. Obey informational signs located within the work zone.

Have you prepared your terminal facility for the upcoming Labor Day weekend?

It is not uncommon for thieves to target truck terminals over the holidays as they know it is a good opportunity as no one is there. Make sure that you take extra precaution to secure the trucks and items of value at your terminal. If your units do not have anti-siphon devices or locking caps, instruct the drivers not to fill the units at the end of the day. Make sure that all security alarms are in working order. Walk the perimeter of the lot to make sure that security fencing is in good condition. Move units and all other material such as pallets, tires, etc far enough away from the fence so they cannot be used to climb on to get over the fence. Consider blocking the entrance and exits to the lot so units cannot be stolen. Throughout the three day weekend assign management personnel to check the terminal randomly. Using a little prevention and common sense can deter a thief from striking your facility.

Next Week is "Brake Safety Week" September 6-12

A brake out of adjustment is the highest frequency violation during a roadside inspection!

Professional drivers typically will maintain a space cushion between them and the vehicles in front of them. When applying the brakes they will usually apply

Heavy Vehicle Speed Limiter rule that says "review extended," a change made Sept. 1. The OMB usually has 90 days to approve or deny a regulatory agency's rulemaking, but it can choose to extend that time if necessary.

The DOT agency creating the rule, the National Highway Traffic Safety Administration, sent the rule to the OMB on May 19, meaning the 90-day window would close Aug. 19. The OMB did not say why it needed more time to review the rule. The DOT began work on the mandate nearly 10 years ago. No details about the rule — like whether it will require the installation and use of speed limiters retroactively on all heavy trucks or just new trucks and what the limited speed will be — have been released .

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

Operation Safe Driver Week
October 18-24, 2015

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



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 6 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 the automatic slack adjuster to make a brake adjustment. To ensure that the brakes are always in adjustment, we recommend the following:

An automatic slack adjuster will adjust approximately ½ inch with every 10 full brake applications.

Including this procedure as part of your pre-trip inspection will ensure that your brakes are always fully in adjustment. In the event of a roadside inspection, repeat this process while waiting your turn in line for the inspection process. This will insure that you are not red-tagged, due to a slack adjuster “Out-of-Service” condition or receive a violation. After completing this procedure and the brakes are still not adjusted or are inspected and found to be out-of-service, then it indicates there is a problem with the adjuster, with the adjuster’s installation or with related foundation brake components.

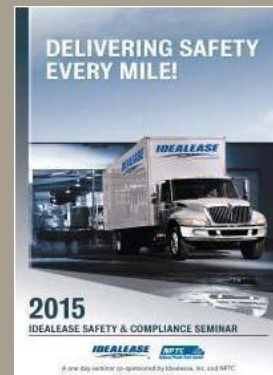
AS A DRIVER, DO NOT TRY TO MANUALLY ADJUST AN AUTOMATIC SLACK!!

Operation Air Brake/Brake Safety Week September 7-13



The following is the Air Brake Inspection Procedure that will be used by the CVSA inspectors during Brake Safety Week.

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| Inspection Items | STEP 1: Choose the Inspection Site |
| Driver License | STEP 2: Safety Considerations |
| Registration | STEP 3: Check Air Brake Mechanical Components |
| Low Air Warning Device | STEP 4: Check Steering Axle Air Brake Mechanical |
| Components | STEP 5: Check Brake Adjustment |
| Pushrod Travel (Adjustment) | STEP 6: Build the Air Pressure to 90 – 100 PSI |
| Brake Linings/Drums | STEP 7: Check the Air Brake ABS System (If Applicable) |
| Air Loss Rate (If leak detected) | STEP 8: Test Air Loss Rate |
| Tractor Protection System | STEP 9: Test Low Air Pressure Warning Device |
| Operation Air Brake Inspection Procedure | STEP 10: Check the Tractor Protection System |



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

STEP 11: Finalize paperwork, and provide the results to the driver

TRU compliance deadline can be extended

Under a new requirement for 2016, the California Air Resources Board (CARB) is requiring that all transport refrigeration units (TRUs) with a model year (MY) 2008 diesel engine meet Ultra-Low-Emission Transport Refrigeration Unit In-Use (ULETRU) emissions standards. This will require retrofitting the diesel engine in these units with an emissions control device which has been approved by CARB, by January 1, 2016.

CARB says that compliance extension deadlines can be granted for Transport Refrigeration Unit (TRU) requirements that go into effect January 1, 2016, if the carrier cannot secure the necessary parts. Applicants must meet the following criteria:

- Must have documentation that they started the process of ordering and securing replacement engines, units, and vehicles by no later than August 31, 2015.
- Must have documentation that they started the process of ordering Verified Diesel Emission Control Strategy (VDECS) retrofits by October 31, 2015.

Click [here](#) for more information on the TRU program.

Click [here](#) for more information on ULETRU emissions standards.

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