

The IDEALEASE logo is displayed in a large, bold, blue, italicized sans-serif font. It is positioned on a green grassy embankment next to a road that curves to the right. In the background, a multi-level highway interchange is visible under a clear blue sky with some light clouds. A white IDEALEASE truck is driving on the road in the distance.

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 Deceleration 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 1/2 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

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DOT Inspector General to Review FMCSA 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 deceleration 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.

carrier's risk status, FMCSA 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!

Commercial Vehicle Safety Alliance (CVSA) Driver Tip Sheet

In The Inspector's Seat

The Point of the North American Standard Level I Inspection Procedure



From a commercial vehicle safety inspector's perspective, the point of the NAS inspection is to ensure both your safety and those of others traveling on the highway.

The costs associated with being put out of service are insignificant when compared to the costs of crashes with innocent people. Be proactive and inspect your vehicle thoroughly before you take your next trip. The keys are in your hands.

! If you are put out of service, it will cost you \$861 on average — which does not include the costs of fines or repairs as a result of the inspection.

- 1 BRAKES**

Check for missing, non-functioning, loose, contaminated or cracked parts on the brake system. Check for "S" cam fit-over the alert for audible air leaks around brake components and lines. Check that the slack adjusters are the same length (less than 1/8" cam in center of slack pin), and that the air chambers on each axle are the same size. Check brake adjustment. Excess slack system maintain air pressure between 90 and 100 psi. Measure parking brake. Inspect required brake system warning devices, such as ABS malfunction lamps and low air pressure warning devices. Inspect master piston systems, including the bleedback system on the trailer.
- 2 COUPLING DEVICES**

Safety Devices Full Tractor/Chassis Unit: Check the safety device (ultimately expect for sufficient number, missing components, improper repair, and devices that are incapable of secure attachment. On the lower Fifth Wheel check for unsecured mounting to the frame or any missing or damaged parts or any visible space between the upper and lower fifth wheel plates. Verify that the locking pins are around the shack and not the head of the Midget and that the release lever is seated properly and that the safety latch is engaged. Check the Upper Fifth Wheel for any damage to the weight bearing plate (and its supports) such as cracks, loose or missing bolts on the trailer. On the Sliding Fifth Wheel check for proper engagement of locking mechanism (tooth fully engaged on rail), also check for wear or missing parts, ensure that the position does not allow the tractor frame pins to extend the landing gear-lifting arms. Check for damaged or missing fore and aft stops.
- 3 FUEL & EXHAUST SYSTEMS**

Check your fuel tanks for the following conditions: Loose mounting, leaks, or other conditions; loose or missing caps; and signs of leaking fuel below the tanks. For exhaust systems, check the following: Unsecured mounting; leaks beneath the safe without support components in contact with electrical wiring or brake lines and hoses and excessive surface deposits around seams and joints.
- 4 FRAME, VAN & OPEN-TOP TRAILERS**

Inspect for corrosion fatigue, cross member(s) cracked, loose or missing, cracks in frame, missing or defective bolt parts. Look at the condition of the frame, check suspension of air lines of vehicle with sliding tandem. On the frame and frame assembly check for cracks, bends, sagging, loose fasteners or any defect that may lead to the collapse of the frame corrosion, fatigue, cross members cracked or missing, cracks in frame, missing or defective bolt parts. Inspect all axles. Inspect for non-manufactured holes (e.g. nail holes, holes created by rubbing or friction, etc.), for broken springs in the spring-housing position. Inspect for missing brake. For vans and open-top trailer bodies, look at the upper rail and check roof line, and side posts for buckling, cracks, or missing fasteners. On the lower rail, check for breaks accompanied by sagging floor, rail, or cross members; or broken with loose or missing fasteners at side post adjacent to the cracks.
- 5 LIGHTING**

Inspect all required lamps for proper color, operation, mounting and visibility.
- 6 SECUREMENT OF CARGO**


Make sure you are carrying a safe load. Check tail board security. Verify and plates are secured in side pockets. Check both sides of the trailer to ensure cargo is protected from shifting or falling. Verify that rear doors are securely closed. Where load is visible, check for proper blocking and bracing. It may be necessary to examine inside of trailer to assure that large objects are properly secured. Check cargo securement devices for proper number, size and condition. Check tie-down anchor points for oxidation and cracking.
- 7 STEERING**

Check the steering lock by first turning the steering wheel in one direction until the tire begins to yaw. Then, place a mark on the steering wheel at a fixed reference point and then turn the wheel in the opposite direction until the tire again starts to yaw. Mark the steering wheel at the same fixed reference point and measure the distance between the two marks. The amount of allowable yaw varies with the diameter of the steering wheel.
- 8 SUSPENSION**

Inspect the suspension for indications of misalignment, shifted, cracked or missing springs; loosened shackles; missing bolts; unsecured spring hangers; and cracked or loose U-bolts. Also, check any unsecured side bolstering parts and for signs of axle misalignment. On the front axle, check for cracks, welds and obvious misalignment.
- 9 TIRES, WHEELS, RIMS & HUBS**

Check tires for proper inflation, cuts and bulges, irregular tread or steering axle, tread wear and major tread groove depth. Inspect sidewalls for defects, improper repair, exposed fabric or cord, contact with any part of the vehicle, and the tread including it from use on a steering axle. Inspect wheels and rims for cracks, unsecured locking disks, and broken or missing tags, studs or diameters. Also check for rims that are cracked or bent, loose bolts of damaged lug nuts and elongated road holes, have cracks across spokes or in the web area, and have evidence of blowouts in the drum areas. Check the hubs for lubricant leaks, missing caps or plugs, misalignment and protruding, and damaged, worn or missing parts.

DELIVERING SAFETY EVERY MILE!



2015 IDEALEASE SAFETY & COMPLIANCE SEMINAR

IDEALEASE NPTC

A one day seminar co-sponsored by Idealease, Inc. and NPTC.

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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