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SAFETY BULLETIN



July 22, 2016

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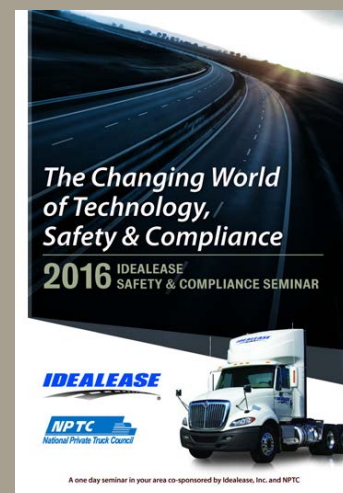
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CVSA's 2016 Brake Safety Week is Sept. 11-17

During the week of Sept. 11-17, 2016, law enforcement agencies across North America will conduct inspections on large trucks and buses to identify out-of-adjustment brakes, and brake-system and anti-lock braking system (ABS) violations as part of the Commercial Vehicle Safety Alliance's (CVSA) Brake Safety Week, an annual outreach and enforcement campaign designed to improve commercial motor vehicle (CMV) brake safety throughout North America.

Properly functioning brake systems are crucial to safe CMV operation. CMV brakes are designed to hold up under tough conditions, but they must be routinely inspected and maintained carefully and consistently so they operate and perform properly throughout the vehicle's life. Improperly installed or poorly maintained brake systems can reduce braking efficiency and increase the stopping distance of trucks and buses, posing serious risks to driver and public safety. ABS systems help the vehicle, and thus the driver, maintain control in certain situations, which reduces the risk of some types of crashes.

Brake-related violations comprised the largest percentage (representing 43



Register Now for the 2016 Idealease / NPTC Safety Seminar

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2016. The one day seminar this year will focus on the new Electronic Logging Device (ELD) regulation, basic safety and compliance, regulation changes and CSA. In addition, this year attendees

percent) of all out-of-service violations cited during Operation Airbrake's companion [International Roadcheck](#) campaign in 2015, which focused on inspections of both vehicles and drivers.

Inspections conducted during Brake Safety Week include inspection of brake-system components to identify loose or missing parts, air or hydraulic fluid leaks, worn linings, pads, drums or rotors, and other faulty brake-system components. ABS malfunction indicator lamps are also checked. Inspectors will inspect brake components and measure pushrod stroke where applicable. Defective or out-of-adjustment brakes will result in the vehicle being placed out of service.

Many inspectors will be conducting [Level I Inspections](#), and in the 10 jurisdictions currently using [performance-based brake testing \(PBBT\)](#) equipment, vehicle braking efficiency will be measured. These systems include a slow speed roller dynamometer that measures total vehicle weight and total brake force from which braking efficiency is determined. The minimum braking efficiency for trucks is 43.5 percent, required by U.S. federal regulation and the CVSA out-of-service criteria.

Outreach and educational efforts by CMV inspectors, participating motor carriers and others in the industry will also take place during Brake Safety Week and are integral to the success of the campaign.

More than 3.4 million brakes have been inspected since the program's inception in 1998.

Brake Safety Week is part of the [Operation Airbrake](#) program sponsored by CVSA in partnership with the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA).

To view the results of the 2015 Brake Safety Week inspections:
<http://www2.idealease.com/e/36492/keSafetyWeek-prweb13046763-hm/51g2yw/519713078>

AAA Research shows most Drivers Exhibit Road Rage

A report released on July 14, 2016, by the American Automobile Association (AAA) indicates that nearly 80 percent of drivers have expressed road rage in the last year at least one time. The report, which was based on a national survey of 2,705 licensed drivers ages 16 and older who reported driving in the past 30 days, documents the following examples of road rage behavior:

- Purposefully tailgating: 51 percent
- Yelling at another driver: 47 percent
- Honking to show annoyance or anger: 45 percent
- Making angry gestures: 33 percent
- Trying to block another vehicle from changing lanes: 24 percent

will receive the mandatory two hour Drug and Alcohol supervisor training as part of the seminar. 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.

[Click Here](#) to register

2016 Idealease Safety Seminar Schedule:

September 20	Lafayette, IN
September 21	Santa Fe Springs, CA
September 22	Santa Barbara, CA
October 4	Green Bay, WI
October 4	Erie, PA
October 5	Butler, PA
October 5	Columbia, SC
October 6	Cleveland, OH
October 12	Chicago, IL

- Cutting off another vehicle on purpose: 12 percent
- Getting out of the vehicle to confront another driver: 4 percent
- Bumping or ramming another vehicle on purpose: 3 percent

According to the AAA, nearly two out of three drivers believe that aggressive driving is a bigger problem today than it was three years ago; and nine out of ten believe aggressive drivers are a serious threat to personal safety.

AAA offers some tips to avoid road rage incidents:

- Don't offend: Do not force a driver to change speed or direction. That means not making them use their brakes or turn the steering wheel in response to something you have done.
- Be tolerant and forgiving: Perhaps the other driver is having a bad day. Assume that it's not personal.
- Do not respond: Avoid eye contact, don't make gestures, maintain space around your vehicle and contact 911 if necessary.

Canada is looking to implement Electronic Logging Devices (ELD)



A second draft outlining how electronic logging devices (ELDs) must function and be designed by manufacturers has been released by the Canadian Council of Motor Transport Administrators (CCMTA).

The Canadian Trucking Alliance (CTA) provide input to the CCMTA ELD Technical Working Group for the original draft, which has been working on the technical standard since the US implemented its own ELD mandate last year and was followed by an announcement by Transport Canada that it intended to apply its own mandate for truck drivers currently required to maintain logbooks.

The CCMTA will be accepting comments from industry and suppliers on the new draft standard over the course of the summer, and the CTA said it would re-establish its ELD Carrier Working Group and again be working with Team Canada Elite and PDC members to gather input.

In an effort to help management teams, drivers and shippers understand the issues around the ELD transition, the CTA has created a PDF infographic in English and French with a whiteboard animation video.

CTA members can contact operations&safety@cantruck.ca if they have questions or concerns on ELD initiatives.

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