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## SAFETY BULLETIN



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## Prepare Now for Brake Safety Week - September 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.*

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).

### Air Brake Adjustment

In North America there are far too many vehicles put out of service in roadside inspections for brakes being out of adjustment. With today's technology, proper maintenance and driver training, I believe it is possible to practically eliminate brakes being out of adjustment.



### 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 will receive the mandatory two hour Drug and Alcohol supervisor training

### Can you or your drivers answer the following questions correctly?

1. Do automatic slack adjusters on 'S' cam brakes require checking?
2. When checking free play on a type 30 brake chamber, what distance is preferred?
3. Can you explain the difference between free play and power stroke?
4. What is the adjustment limit for a standard type 30 brake chamber? Long Stroke type 30 ?
5. Can you explain how to adjust automatic slack adjusters from the cab?

### Answers

1. Yes
2. Approximately 3/4 of an inch
3. Free play is the distance you can pull the slack adjuster by hand Power stroke is an application of the foot peddle or hand brake
4. Standard type 30 is 2 inches. Long Stroke type 30 is 2.5 inches
5. The following process applies for both the tractor and trailer and they may be done separately.

With engine running and **brakes released**, make up to 10 full brake applications without the air pressure going below 100 psi, in other words you will make **3 full** brake applications, then stop, let the pressure build back up to maximum pressure make 3 more full applications etc, **You** will do this using the foot pedal for the tractor and the hand valve (spike) for the trailer, It is preferred you do each unit separately.

Once this has been done and all brakes are adjusted correctly, make **1 or 2** full brake applications **every day** when the brakes are cold. For example, start your truck up in the morning, build air pressure to maximum, release park brake, make **1 or 2** full brake applications with the foot pedal, for the trailer make 1 or 2 full brake applications with hand valve (spike).

**Please Note:** Even for drivers that do the above process every day, **regulations still require** drivers to physically check brake adjustment daily, to do this you have to get under the vehicle and physically check the free play at each chamber, remember for both type 30 chambers, standard or long stroke, you are looking for approximately 3/4's of an inch free play, any more than that, go though the above procedure, re-check the free play. If you should have a chamber that is still not adjusted correctly, it has to go to the shop.

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 - <b>SOLD OUT</b> |
| October 4    | Erie, PA                        |
| October 5    | Butler, PA                      |
| October 5    | Columbia, SC                    |
| October 6    | Cleveland, OH                   |
| October 12   | Chicago, IL                     |



## U.S. DOT Proposes Speed Limiters for Large Commercial Vehicles

U.S. Transportation Secretary Anthony Foxx, announced today that the Department's National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) propose equipping heavy-duty vehicles with devices that limit their speeds on U.S. roadways, and requiring those devices be set to a maximum speed, a safety measure that could save lives and more than \$1 billion in fuel costs each year.

"There are significant safety benefits to this proposed rulemaking," Foxx said. "In addition to saving lives, the projected fuel and emissions savings make this proposal a win for safety, energy conservation, and our environment."

The Department's proposal would establish safety standards requiring all newly manufactured U.S. trucks, buses, and multipurpose passenger vehicles with a gross vehicle weight rating more than 26,000 pounds to come equipped with speed limiting devices. The proposal discusses the benefits of setting the maximum speed at 60, 65, and 68 miles per hour, but the Agencies will consider other speeds based on public input.

"This is basic physics," said NHTSA Administrator Mark Rosekind. "Even small increases in speed have large effects on the force of impact. Setting the speed limit on heavy vehicles makes sense for safety and the environment."

"Safe trucking moves our economy and safe bus operations transport our loved ones," said FMCSA Administrator T.F. Scott Darling III. "This proposal will save lives while ensuring that our nation's fleet of large commercial vehicles operates fuel efficiently."

Motor carriers operating commercial vehicles in interstate commerce would be responsible for maintaining the speed limiting devices at or below the designated speed for the service life of the vehicle under the proposal. While the maximum set travel speed will be determined in the final rule, estimates included in the proposal demonstrate that limiting heavy vehicles will save lives.

Requiring speed limiting devices could also save an estimated \$1.1 billion in fuel costs and millions of gallons of fuel annually. The public is encouraged to submit their comments on the proposed rule at [www.regulations.gov](http://www.regulations.gov).

## Operation Safe Driver Week is Oct. 16-22

On August 2, 2016, the Commercial Vehicle Safety Alliance (CVSA) announced that its 2016 Operation Safe Driver Week would be held during Oct. 16-22, 2016. During this event, law enforcement agencies throughout North America will engage in increased traffic safety enforcement and education that will be focused on combating unsafe driving behaviors by commercial motor vehicle (CMV) drivers and passenger-vehicle drivers.



The CVSA holds Operation Safe Driver Week in partnership with the FMCSA. It is supported by industry and transportation safety organizations, and aims to reduce the number of crashes, deaths and injuries involving large trucks, buses and cars due to unsafe driving behaviors.

### **Some unsafe behaviors that enforcement will be tracking throughout the event include the following:**

- Speeding
- Failure to use a seatbelt while operating a CMV or in a passenger vehicle
- Distracted driving
- Failure to obey traffic control devices
- Traveling too closely
- Improper lane changes

According to the CVSA, unsafe driver behavior by CMV drivers and passenger-vehicle drivers continues to be the leading cause of crashes. The Federal Motor Carrier Safety Administration's (FMCSA) "Large Truck Crash Causation Study" cites driver behavior as the critical reason for more than 88 percent of large truck crashes and 93 percent of passenger-vehicle crashes.

For additional information:

<http://www2.idealease.com/e/36492/programs-operation-safe-driver-54bwkr/527335020>

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