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## SAFETY BULLETIN



August 10, 2018

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## Brake Safety Week is September 16-22

CVSA-certified enforcement personnel will conduct roadside inspections on commercial motor vehicles (CMVs) as part of the Commercial Vehicle Safety Alliance's (CVSA) Brake Safety Week, Sept. 16-22, in order to identify and remove CMVs with critical brake violations from our roadways and to call attention to the dangers of faulty brake systems.

Properly functioning brake systems are crucial to safe CMV operation. Brakes must be routinely inspected and carefully and consistently maintained so they operate and perform to the manufacturer's specifications throughout the life of the vehicle. Improperly installed or poorly maintained brake systems can reduce braking efficiency, posing serious risk to public safety on our roadways.

### Bulletin?

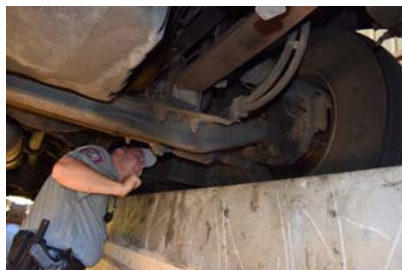
Are you looking for topics to cover for an upcoming safety meeting?

Go to the following website to register your employees for the Safety Bulletin as well as view the archives of past bulletins:

[Click Here to sign up for the weekly Idealease Safety Bulletin!](#)

### Data and Research Are Clear:

- According to the U.S Department of Transportation's Federal Motor Carrier Safety Administration's [Large Truck Crash Causation \(LTCC\) Study](#), 32.7% of large trucks with pre-crash violations had brake problems.
- Brake-related violations comprised the largest percentage of out-of-service vehicle violations cited during [last year's International Roadcheck](#).
- The LTCC Study's relative risk analysis indicated that large trucks involved in a crash where the braking capacity of the truck was critical were 50% more likely to have a brake violation than were trucks involved in crashes where the truck's braking capacity was not critical.
- According to the LTCC Study, of the trucks involved in brake-critical crashes, 45.5% had brake



violations, compared with 29.9% of trucks involved in crashes of the same type where the braking was not relevant.

- Results from [last year's Brake Safety Day](#) found that 14% of all inspections conducted during that one-day brake safety initiative resulted in a CMV being placed out of service for brake-related violations.

Brake Safety Week aims to reduce the number of crashes caused by poorly maintained braking systems on CMVs by conducting roadside mechanical fitness inspections and removing dangerous vehicles from our roadways.

In addition to inspections and enforcement, outreach efforts by law enforcement agencies to educate drivers, mechanics, owner-operators and others on the importance of proper brake maintenance, operation and performance are integral to the success of the safety initiative.

During Brake Safety Week, inspectors will primarily conduct the [North American Standard Level I Inspection](#), which is a 37-step procedure that includes an examination of driver operating requirements and vehicle mechanical fitness.



Inspections conducted will include inspection of brake-system components to identify loose or missing parts; air or hydraulic fluid leaks; defective rotor conditions; measurement of pushrod travel; mismatched air chamber sizes across axles; air reservoir integrity and mounting; worn linings, pads,

drums or rotors; required brake-system warning devices; and other brake-system components. Vehicles with defective or out-of-adjustment brakes will be placed out of service.

In addition, in the 12 jurisdictions using [performance-based brake testing \(PBBT\)](#) equipment, vehicle braking efficiency will be measured. PBBTs measure the cumulative brake force for the entire vehicle and divide it by the total vehicle weight to determine overall vehicle braking efficiency. The minimum braking efficiency for trucks is 43.5%, required by [393.52 of the U.S. Federal Motor Carrier Safety Regulations and the CVSA North American Standard Out-of-Service Criteria](#).



Brake Safety Week is part of the [Operation Airbrake Program](#), sponsored by CVSA in partnership with the Canadian Council of Motor Transport Administrators and the U.S. Department of Transportation's Federal Motor Carrier Safety Administration.

## Navigating Safety and Compliance in 2018

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2018. The one day seminar this year will focus on the new Electronic Logging Device (ELD) regulation, basic safety and compliance, regulation changes and CSA. The seminars 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 2018, [Click Here](#).



### Fall Seminars (Sept-Nov)

9/19/18	Fort Wayne, IN
9/25/2018	Dallas, TX
9/26/2018	Houston, TX
10/4/2018	Moncton, NB
10/10/2018	Nashville, TN
10/16/18	Kansas City, MO
10/24/2018	Modesto/Turlock, CA
10/25/18	Oklahoma City, OK
11/7/2018	San Leandro, CA

## 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?](#)

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