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CDC Issues Guidance for Business Owners Concerning Coronavirus (COVID-19)



March 13, 2020



This interim guidance is based on what is currently known [about the coronavirus disease 2019 \(COVID-19\)](#). The Centers for Disease Control and Prevention (CDC) will update this interim guidance as needed and as additional information becomes available.

CDC is working across the Department of Health and Human Services and across the U.S. government in the public health response to COVID-19. Much is unknown about how the virus that causes COVID-19 spreads. Current knowledge is largely based on what is known about similar coronaviruses.

Coronaviruses are a large family of viruses that are common in humans and many different species of animals, including camels, cattle, cats, and bats. Rarely, animal coronaviruses can infect people and then spread between people, such as with MERS-CoV and SARS-CoV. The virus that causes COVID-19 is spreading from person-to-person in China and some limited person-to-person transmission has been reported in countries outside China, including the United States. However, respiratory illnesses like seasonal influenza, are currently widespread in many US communities.

The following interim guidance may help prevent workplace exposures to acute respiratory illnesses, including COVID-19, in non-healthcare settings. The

The theme for this year's seminar is "Transcending Technology in Transportation Safety".

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2020. The one-day seminar this year will focus on new safety technologies available on trucks today, basic safety and compliance, regulation changes, load securement 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

guidance also provides planning considerations if there are more widespread, community outbreaks of COVID-19.

To prevent stigma and discrimination in the workplace, use only the guidance described below to determine risk of COVID-19. Do not make determinations of risk based on race or country of origin, and be sure to maintain confidentiality of people with confirmed COVID-19. There is much more to learn about the transmissibility, severity, and other features of COVID-19 and investigations are ongoing. Updates are available on [CDC's web page](#).

[Learn More Here.](#)

Cleaning the Inside of a Truck for Coronavirus

The most effective weapon against COVID-19 is soap (for seats and dashboards, of course). It doesn't need to be antibacterial. Pretty much any household soap will do. Soap interacts with viruses in a similar way it does with oils: it breaks them down. The good news is that the virus has an oil-based enzyme that serves as its outer protective barrier that can be obliterated by common, everyday soap and warm water. So, a simple soap scrub will annihilate any viruses in your truck, and soap is unlikely to degrade your interior surfaces the way many cleaners can. Scrubbing your hands for 20 seconds applies here, too. You can't just move some soap around and then rinse it off. Soap needs time to surround and break down the virus.

When cleaning, wear disposable gloves. And be sure to pay special attention to door handles, the steering wheel, the shifter, seat belt buckles and other surfaces you touch the most. It's not a good idea to be splashing water all over the electrical components of the dash or even the steering wheel, and bleach solutions are obviously not a good idea for interior fabrics and materials. [This comprehensive list](#) from the Environmental Protection Agency of cleaners that are effective against the virus includes plenty of bleach-free sprays and wipes.

"Know Your Roll" this National Tire Safety Week: May 18-24

May 18-24 is National Tire Safety Week and now is a good time to review with your drivers the benefits of conducting thorough tire inspections during daily pre and post trip inspections.



As fuel prices seem to be increasing, the benefits of a good tire inspection not only pertains to safe vehicle operations but also means fuel savings to for each and every unit operated. Tires are designed to run at a given load and inflation pressure. Running 18 tires 30% under inflated will cost you 5% in actual vehicle fuel economy. 10% under inflation will be a ONE 1% penalty in fuel and 20% under inflation will be over 2% loss in fuel economy.

and experienced transportation professionals.



Spring Dates

4/6/2020	Columbia, SC
4/7/2020	Atlanta, GA
4/14/2020	Cleveland, OH
4/15/2020	Youngstown, OH
4/16/2020	Tampa, FL
4/21/20	Kansas City, MO
4/22/2020	Dallas, TX
4/23/20	Memphis, TN
4/30/2020	Chattanooga, TN
5/5/2020	Wausau, WI
5/6/2020	Madison, WI
5/7/2020	Aurora, CO
5/13/2020	Portland, OR
5/14/2020	Santa Fe Springs, CA
5/20/2020	Altoona, IA
5/20/2020	Baltimore, MD
5/21/2020	Mannheim, PA
7/22/2020	Santa Rosa, CA
8/27/2020	Nashville, TN

Fall Dates

9/23/2020	Brantford, ON
9/23/2020	Indianapolis, IN
9/29/2020	Fort Wayne, IN
10/7/2020	Eugene, OR
10/13/20	Charlottesville, VA
10/22/20	Birmingham, AL
10/29/20	Phoenix, AZ

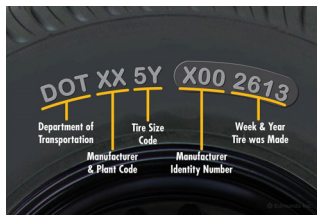


Please [Click Here](#) to view a schedule of all Safety Seminars offered.

Commercial motor vehicles that are used daily should have tire pressures checked daily. In addition, the tires on the commercial vehicle should be considered as an asset of the company that needs to be managed for optimal utilization and performance. Depending on the size and configuration of the commercial vehicle it is common to have between \$3,000 and \$6,000 of tires invested in each vehicle. During an inspection, drivers should check air pressures with a calibrated gauge. The practice of striking a tire with an object is not recommended and is inaccurate in determining inflation pressure. If the tire is under inflated only bad things will result. Irregular wear will develop, fuel economy will get worse, retread ability will be reduced, and tires will not reach their target removal miles.

Drivers need to look for any signs of irregular wear which is an early warning sign for under inflation and/or vehicle alignment issues. The tire tread should be wearing smoothly. If not, a technician is needed to check out the vehicle. Drivers should rub their hand over the tire tread and sidewall looking for any signs of punctures or damage. Drivers have an enormous impact on maximizing tire mileage.

Is there a way I can tell the age of a tire?



Each tire has a US DOT Identification number. This number begins with the letters "DOT" and indicates that the tire meets all federal standards. The next two numbers or letters are the plant code where it was manufactured, and the last four numbers represent the week and year the tire was

built. For example, the numbers 3119 means the 31st week of 2019. The other numbers are marketing codes used at the manufacturer's discretion. This information is used to contact consumers if a tire defect requires a recall.

When is a tire placed out of service?

Answer:

FMCSA regulations appendix G addresses tire out of service conditions on each commercial motor vehicle as follows:

Any tire on any steering axle of a power unit:

1. With less than 4/32-inch tread when measured at any point on a major tread groove.
2. Has body ply or belt material exposed through the tread or sidewall.
3. Has any tread or sidewall separation.
4. Has a cut where the ply or belt material is exposed.
5. Labeled "Not for Highway Use" or displaying other marking which would exclude use on steering axle.
6. A tube-type radial tire without radial tube stems markings. These markings include a red band around the tube stem, the word "radial" embossed in metal stems, or the word "radial" molded in rubber stems.
7. Mixing bias and radial tires on the same axle.
8. Tire flap protrudes through valve slot in rim and touches stem.
9. Regrooved tire except motor vehicles used solely in urban or suburban

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service (see exception in §393.75(e)).

10. Boot, blowout patch or other ply repair.
11. Weight carried exceeds tire load limit. This includes overloaded tire resulting from low air pressure.
12. Tire is flat or has noticeable (e.g., can be heard or felt) leak.
13. Any bus equipped with recapped or retreaded tire(s).
14. So mounted or inflated that it comes in contact with any part of the vehicle.

All tires other than those found on the steering axle of a power unit:

1. Weight carried exceeds tire load limit. This includes overloaded tire resulting from low air pressure.
2. Tire is flat or has noticeable (e.g., can be heard or felt) leak.
3. Has body ply or belt material exposed through the tread or sidewall.
4. Has any tread or sidewall separation.
5. Has a cut where ply or belt material is exposed.
6. So mounted or inflated that it comes in contact with any part of the vehicle. (This includes a tire that contacts its mate.)
7. Is marked "Not for highway use" or otherwise marked and having like meaning.
8. With less than 2/32-inch tread when measured at any point on a major tread groove.



Q: My vehicle doesn't have a PTO (Power Take-Off) function. How is it registering PTO hours in my reports?

A: When a driver, warehouse personnel, or technician overrides the IST / Idle Shutdown Timer on a vehicle through manipulation of the cruise pad, this communicates to the ECM (Engine Control Module) that the vehicle is now in PTO mode and reports the engine hours as such.

Drivers who have learned the process described above tend to use it when they want the vehicle to stay running in order to keep the AC or heat on during stops throughout their day. This practice should be frowned upon, as it ultimately results in lower fuel economy and higher maintenance costs associated with that vehicle.



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