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Commercial Motor Vehicle Fires



September 13th, 2019



October 7 – 13th is Fire Prevention Week

National Fire Prevention Week is coming, and it is a good time to review with your drivers how to prevent fires and how to react to a fire that occurs in their commercial motor vehicle.

Fire extinguisher inspection is a vital part of a driver's daily vehicle inspection process. It amazes me how many times I will be looking at a truck and find the fire extinguisher has lost its pressure due to a leak or was used and returned to the truck without being recharged. The actions of a driver at the time of a fire are crucial in saving lives and controlling the amount of loss.

When a fire occurs in a commercial motor vehicle the driver must know two things:

1. Knowledge about fires
2. How to operate a fire extinguisher

Fire safety and fire extinguisher operation should be part of every new driver's orientation program.

The Federal Motor Carrier Safety regulations require that all commercial motor vehicles have a fire extinguisher on board that is of the correct size, type and properly secured and labeled. Did you know that a CMV with hazardous materials is required to have a different size extinguisher than those not carrying hazardous material?

Here are the requirements:

\$393.95 Emergency equipment on all power units. Each truck, truck tractor, and bus (except those



UPCOMING EVENTS

CVSA's Brake Safety Week is Next Week: Sept. 15-21st



The Commercial Vehicle Safety Alliance's (CVSA) Brake Safety Week is scheduled for Sept. 15-21. Throughout that week, enforcement officials will conduct roadside safety inspections on commercial motor vehicles throughout North America. Vehicles with critical brake violations, or other critical vehicle inspection item violations, will be restricted from traveling until those violations are corrected. Vehicles without critical vehicle inspection item violations are eligible to receive a CVSA decal indicating that the vehicle passed inspection.

During this year's Brake Safety Week, inspectors will be paying special attention to brake hoses/tubing. While checking these brake system components is always part of the North American Standard Inspection Program, CVSA is highlighting brake hoses/tubing as a reminder of their importance to vehicle mechanical fitness and safety.

Earlier this month, when CVSA revealed the results of its International Roadcheck in June, issues with braking systems (28 percent) and brake adjustments (17.1 percent) represented about 45 percent of the more than 12,000 vehicles that were placed out of service during the June 4-6 event.

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towed in driveaway-towaway operations) must be equipped as follows:

(a) Fire Extinguishers

(a)(1) Minimum ratings:

- A power unit that is used to transport hazardous materials in a quantity that requires placarding must be equipped with a fire extinguisher having an Underwriters' Laboratories rating of 10 B:C or more.
- A power unit that is not used to transport hazardous materials must be equipped with either:
 - A fire extinguisher having an Underwriters' Laboratories rating of 5 B:C or more.
 - Labeling and marking. Each fire extinguisher required by this section must be labeled or marked by the manufacturer with its Underwriters' Laboratories rating.
 - Visual Indicators. The fire extinguisher must be designed, constructed, and maintained to permit visual determination of whether it is fully charged.
 - Condition, location, and mounting. The fire extinguisher(s) must be filled and located so that it is readily accessible for use. The extinguisher(s) must be securely mounted to prevent sliding, rolling, or vertical movement relative to the motor vehicle.



When a fire occurs in a Commercial Motor Vehicle the driver should take the following actions:

Get the truck off the roadway and into an open area if possible. Park away from buildings, trees, vehicles or anything else that may catch fire.

2. Call 911 on your cell phone to report the fire and location.
3. If the fire is already to a size that cannot be extinguished get away from the truck. Your life and the life of the general public is your first responsibility.
4. If you are operating a tractor trailer and can safely disconnect the trailer from the tractor do so as not to damage both units and cargo in the fire.
5. If the engine is on fire turn off the engine as soon as possible.
6. Do not open the hood if possible and try to extinguish the fire from the louvers, radiator or underside of the truck. Opening the hood will provide additional oxygen to fire and it will increase at a more rapid rate.
7. If the fire is in your trailer or cargo box of the truck keep the doors shut. Here again additional oxygen will increase the intensity of the fire.
8. A tire fire will not likely be extinguished with a fire extinguisher. Try throwing dirt or sand on the tire to smother the fire.

What you can do to prevent the likelihood of a fire starting in your Commercial Motor Vehicle:

1. Complete a thorough pre and post trip inspection daily of the fuel, electrical, exhausts systems, tires and cargo of your truck.
2. Keep the unit clean from excess grease, fuel and oil.
3. Monitor your dash gauges while in operation for signs of overheating.
4. Utilize your mirrors for signs of smoke or flames.
5. With new Post Emission 2007 and newer units be aware of regeneration of the after-treatment program and where the regeneration occurs as exhaust temperatures reach high levels of heat.
6. Know the cargo that you have on board and its fire potential.

Keep your family safe with a working smoke alarm in every bedroom.

Did you know that roughly half of home fire deaths result from fires reported between 11 p.m. and 7 a.m., when most people are asleep?

Smoke alarms save lives. If there is a fire in your



The fall schedule has now been released.

Join us at a safety seminar in August, September or October to hear the latest updates on regulations and compliance.

[Click Here to Sign Up](#) for a seminar near you!

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2019. The one-day seminar this year will focus on new safety technologies available on trucks today, basic safety and compliance, regulation changes 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 and experienced transportation professionals.



FALL SEMINARS (Aug-Sept-Oct)

9/17/2019	Louisville, KY
9/18/2019	Green Bay, WI
9/19/2019	Springfield, IL
10/3/2019	Erie, PA
10/8/2019	Chicago, IL
10/8/2019	Everett, WA
10/9/2019	Eugene, OR
10/15/2019	Reno, NV
10/22/2019	Salt Lake City, UT
10/23/2019	Lexington, KY
10/23/2019	Modesto/Turlock, CA

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home, smoke spreads fast and you need smoke alarms to give you time to get out. In fact, having a working smoke alarm cuts the chances of dying in a reported fire in half!

This year's Fire Prevention Week campaign, "Don't Wait – Check the Date! Replace Smoke Alarms Every 10 Years," represents the final year of our three-year effort to educate the public about basic but essential elements of smoke alarm safety.

Why focus on smoke alarms three years in a row? Because NFPA's survey data shows that the public has many misconceptions about smoke alarms, which may put them at increased risk in the event of a home fire. For example, only a small percentage of people know how old their smoke alarms are, or how often they need to be replaced.

As a result of those and related findings, we're addressing smoke alarm replacement this year with a focus on these key messages:

- Smoke alarms should be replaced every 10 years.
- Make sure you know how old all the smoke alarms are in your home.
- To find out how old a smoke alarm is, look at the date of manufacture on the back of the alarm; the alarm should be replaced 10 years from that date.



International Roadcheck Inspections Sideline 12,000 CMVs

More than 12,000 vehicles and almost 2,800 drivers were removed from the roadways for violations during the annual International Roadcheck hosted by the Commercial Vehicle Safety Alliance (CVSA).

The Roadcheck is a 72-hour inspection and safety event that identifies and removes unsafe commercial motor vehicles (CMVs) and drivers from roadways in the U.S. and Canada. This year's event was June 4-6.

Inspectors conducted 67,072 inspections on CMVs, which represented a 17.9 percent out-of-service (OOS) rate for vehicles and a 4.2 percent OOS rate for drivers. Of the inspections conducted, 45,068 were Level 1, which consists of a 37-step procedure that includes an exam of the driver operating requirements and vehicle equipment.

A total of 12,019 vehicles were declared OOS and 2,784 drivers were declared OOS.

Braking systems ranked No. 1 on the list of OOS vehicle violations. A chart of the top 10 follows.

Rank Vehicle violation category Number of violations Out-of-service percentage

1. Braking systems 4,578 28%
2. Tires and wheels 3,156 19.3%
3. Brake adjustment 2,801 17.1%
4. Cargo securement 1,991 12.2%
5. Lighting devices 1,875 11.5%
6. Suspensions 703 4.3%
7. Steering mechanisms 408 2.5%



FMCSA, Wisconsin DOT Alert Carriers to MCS-150 Scam

A scam asking motor carriers for money to file MCS-150 forms recently caught the attention of the Wisconsin DOT and the Federal Motor Carrier Safety Administration (FMCSA).

Wisconsin DOT issued an alert on Friday, August 30, warning companies of a scam asking for money to help file the biennial update form and the FMCSA followed up on that warning with a post on its Facebook page. The letters contained letterhead that resembled FMCSA's and includes threats and fines if carriers failed to pay.

The agency announced that the links in the letters and emails do not lead to the USDOT site and are not connected with the agency.

Filing of the MCS-150 can be done for free at the FMCSA website.

The MCS-150 form must be filed every two years with the FMCSA by all motor carriers operating commercial motor vehicles as defined in §390.5 operating in interstate commerce. Entities that fail to submit their MCS-150 as required are subject to penalties and deactivation of their USDOT number.

Have Your Heard About the New Elevate Your Driver's Performance Question/Tip of the Week?

ELEVATE: QUESTION/TIP OF THE WEEK SIGNUP

Email *

First Name *

Last Name *

Job Title *

Company *

You will receive short weekly questions/tips to keep your team striving for Excellence behind the wheel, covering (but not limited to) the various following topics:

- Key Performance Indicators (KPIs)
- Safety
- Scorecarding
- Driver performance
- Motivation
- Incentives

ELEVATE
Your Driver's Performance

Technology Intervention

Q: I am having a difficult time managing certain life behaviors in my fleet. For the life of me, I can't get my drivers (or warehouse personnel) to stop using the PFD Override on their vehicles.

A: In these instances, we recommend having the vehicle's engine parameters changed. Service technicians can change the Idle Shutdown Timer to Tamper Proof mode. When the vehicle is programmed to the Tamper Proof setting, it will no longer accept the PFD Override steps, and the vehicle will shut down as designed.

This is not always ideal, so we prefer drivers heed the management warnings. You can take this step and change this setting at your next 90-day PM, as directed.

8. Frames 170 1%
9. Driveline/driveshaft 61 0.4%
10. Fuel systems 44 0.3%

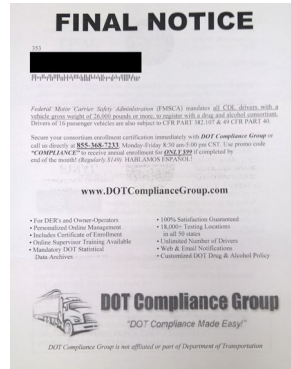
Hours-of-service (HOS) violations ranked No. 1 on the list of OOS driver violations. A chart of the top five follows.

Rank Vehicle violation category Number of violations Out-of-service percentage

1. Hours-of-service 1,179 37.2%
2. Wrong class license 714 22.5%
3. False logs 467 17.1%
4. Suspended license 232 7.3%
5. Drugs/alcohol 99 3.1%

Other inspection notes included:

- 748 seat belt violations,
- 13.7% of CMVs inspected for hazardous materials/dangers goods (527 of 3,851) were placed OOS, and
- 5.7% of motorcoaches (47 of 823) were placed OOS.



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