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## SAFETY BULLETIN



### October 4-10 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 it pressure do 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 has to know two things:

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

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### 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?

September 18, 2015

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### SAFE Trucking Act Bill Introduced

On September 10, 2015, U.S. Representative Reid Ribble ( R-WI ) introduced the Safe, Flexible, and Efficient (SAFE) Trucking Act, a bill that aims to increase efficiency and safety on roads, while decreasing wear and tear on the nation's transportation infrastructure. This would be accomplished by increasing the cargo weight limit for freight-carrying trucks, which would likely result in fewer trucks on roads.

The Act would give states the option to allow trucks to carry a maximum of 91,000 pounds of freight. The current allowance is 80,000 pounds. To insure safe stopping distance and wear on pavement, these heavier trucks would be required to have a sixth axle, up from the current five-axle configuration. The Department of

## Here are the requirements:

- \$393.95 Emergency equipment on all power units.

Each truck, truck tractor, and bus (except those towed in driveway-towaway operations) must be equipped as follows:

- **Fire Extinguishers**

### 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:

1. Get the truck off of 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.

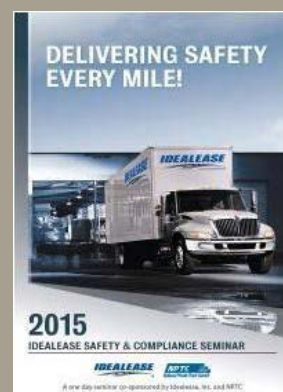


Transportation (DOT) said that the six-axle configuration would be compliant with the current federal bridge formula.

## NEWS:

**Operation Safe Driver Week**  
October 18-24, 2015

**Sign Up Now for one of Seven Safety Seminars to be held this Fall!**



Idealease, its members and the National Private Truck Council NPTC will again be hosting safety seminars in 2015. The one day seminars this year will focus on 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.

|            |                  |
|------------|------------------|
| October 7  | Erie, PA         |
| October 13 | Toledo, OH       |
| October 14 | Grand Rapids, MI |
| October 14 | Charlotte, NC    |

## 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.

October 20 Las Vegas, NV  
October 21 Los Angeles, CA  
October 22 San Martin, CA

To register for an upcoming seminar in 2015 click on the following link:

[www.idealease.com/safety-seminar-registration](http://www.idealease.com/safety-seminar-registration)

## Keep you 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 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!

Hear the **BEEP** where you **SLEEP**

**EVERY BEDROOM NEEDS A WORKING SMOKE ALARM.**

FIRE PREVENTION WEEK  
OCTOBER 4-10, 2015  
[firepreventionweek.org](http://firepreventionweek.org)

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## Electronic Logging and other Rules Delayed in Latest DOT Agenda

The commercial trucking and busing industries will need to wait an additional month before laying eyes on a final rule governing electronic logging devices (ELDs), according to the latest projection from the Federal Motor Carrier Safety Administration (FMCSA).

The agency had been expecting to publish the ELD rule by the end of this month but is now projecting a publication date of October 30, 2015. The rule has been undergoing review by the White House's Office of Management and Budget (OMB) since late July. Approval from the OMB - the last step before the final ELD rule can be published - is expected by October 26, 2015.

**Other significant rules facing delays include:**

- The final "anti-coercion" rule which would prohibit motor carriers, shippers, receivers, and others from forcing drivers to violate federal safety or hazardous materials regulations. The projected publication date has been delayed by one month, to October 29, 2015.
- Final rule that would create a central database (clearinghouse) of commercial driver's license holders who have tested positive or refused a mandatory drug or alcohol test. Publication of this rule is now expected in early March 2016, about five weeks later than planned.
- A proposed rule that would require the installation of speed limiting devices on heavy trucks, with publication of a draft version now expected around September 21, 2015.
- A proposed rule containing new standards for the training of entry-level drivers, with publication delayed one month to November 16, 2015.

The proposed "Carrier Safety Fitness Determination" rule remains on track for publication by September 30, 2015. Once finalized, perhaps in 2016, the rule will change the way motor carriers are rated, relying more heavily on a carrier's on-road performance in place of in-house audits.

The ELD rule will require most interstate commercial truck and bus drivers to begin using electronic recorders to track their hours of work, affecting more than 3 million drivers. Most drivers who currently complete paper logs will need to switch to ELDs within two years after the rule's effective date, although exceptions will likely be granted for certain short-haul and intermittent drivers.

Drivers who currently use a compliant electronic logging system are expected to have four years to make sure their devices comply with the new ELD standards.

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