



# The Advantage

## Nationwide truck brake inspection blitz set for Sept. 8-14

Federal, state and local regulators will be branching out across the nation conducting roadside inspections focusing on commercial motor vehicle brake systems. The upcoming inspection blitz is one of two enforcement and outreach campaigns dedicated to promoting truck brake safety sponsored by the Commercial Vehicle Safety Alliance (CVSA) each year. An unannounced brake check inspection blitz is held each spring along with the regularly scheduled brake safety week each fall. Petroleum marketers operating commercial motor vehicles including cargo tank trucks should inspect all brake systems to avoid a potential out-of-service order.

This year, the fall campaign is scheduled for September 8-14 and will involve inspectors from nearly every CVSA member jurisdiction and inspectors from the Federal Motor Carrier Safety Administration. More than 30,000 brake inspections are expected to be conducted during Brake Safety Week. Inspections conducted during Brake Safety Week consist primarily of brake specific inspections, though more thorough inspections are also conducted. Carriers are encouraged to be involved by helping educate drivers and mechanics about the importance of pre-trip inspections and proper brake maintenance. Operation Air Brake targets six items for inspection: driver's license, registration, low air warning device, pushrod travel (adjustment), brake linings/drums, leaks/air loss rate, and tractor protection system.

Specifically, the CVSA recommends the following brake inspection and maintenance steps be completed:

- Check for missing, non-functioning, loose, contaminated or cracked parts on the brake system;
- Check for "S" cam flip-over; Be alert for audible air leaks around brake components and lines;
- Check that the slack adjusters are the same length (from center of "S" cam to center of clevis pin), and that the air chambers on each axle are the same size;
- Check brake adjustment;
- Ensure the air system maintains air pressure between 90 and 100 psi; Measure pushrod travel;
- Inspect required brake system warning devices, such as ABS malfunction lamps and low air pressure warning devices;
- Inspect tractor protection system, including the bleed-back system on the trailer.