

April 2007



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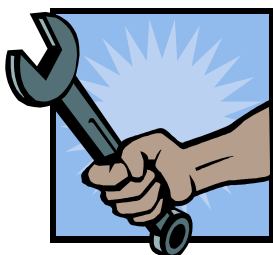
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MAGS Annual Memberships are now due!



Maintain!



Next Meeting - April 11, 2007 at the Cat N' Fiddle Restaurant

Next Meeting!-



Representatives from the New Hampshire Department of Safety, Division of Motor Vehicles will be with us at the Cat 'n Fiddle Restaurant, 118 Manchester Street, Concord, NH, for their annual Q & A session on all things motor vehicle.

Bring your questions about motor vehicle law, driver licensing, trucking regulations, hazardous materials transportation, the out-of-service criteria, auto emissions and diesel opacity testing to this important and popular meeting.

The social hour begins at 6:00 PM followed by the meal at 7:00 PM with the meeting commencing at about 7:45 PM. The meal is \$15.00 at the door. You do not have to purchase a meal to attend the meeting and your employees and guests are also welcome to attend all the festivities.

Please call our treasurer toll free to make your meal reservations at 1-877-525-3581. We must have your meal reservation by April 9th.

New Surge Brake Requirements

The Federal Motor Carrier Safety Administration (FMCSA) is amending the Federal Motor Carrier Safety Regulations to allow the use of automatic hydraulic inertia brake systems (surge brakes) on trailers when the ratios of gross vehicle weight ratings (GVWR) for the towing-vehicle and trailer are within certain limits. A surge brake is a self-contained permanently closed hydraulic brake system activated in response to the braking action of the towing vehicle. The amount of braking force developed by the trailer surge-brake system is proportional to the ratio of the towing vehicle to trailer weight and deceleration rate of the towing vehicle. This action is in response to a petition for rulemaking from the Surge Brake Coalition. The rule becomes effective on April 5, 2007.

FMCSA has determined that surge brakes can safely be allowed on trailers operating in interstate commerce under the conditions set forth in this final rule. Sections 31136(a)(2) and 31136(a)(4) deal with the safety and health effects, respectively, of the operational responsibilities imposed on CMV drivers. The Agency has concluded that operating a combination vehicle that includes a surge-braked trailer meeting the requirements of (Continued on Page two)

The Maintenance Association of the Granite State (MAGS) is an organization dedicated to the education of vehicle maintenance personnel, whether they are technicians, parts professionals or managers. We meet regularly for education and networking with others in our chosen field. Meetings are usually held in Concord but, are also held at vendors and members facilities. We invite you to join us by attending a meeting to see if we can help you improve your skills or make your job easier and more enjoyable. Call 1-877-525-3581 for a MAGS application.

Join MAGS Today!

See Page 3 for the Application.

Please call our Treasurer, Wayne Peasley by April 9th with your reservations for the meal at 1-877-525-3581 (anytime).

If you would like to receive the **MAINTAIN!** newsletter via email (PDF format, in color), please provide us with your email address. You'll need Adobe® Reader, available free for download on the internet.



this rule would neither impair a driver's ability to operate safely nor adversely affect the driver's health. Finally, §31136(a)(3) deals almost exclusively with a driver's "physical condition," i.e., medical status. That subject is not specifically addressed in this rule, and the surge-brake provisions adopted today would not affect a driver's physical condition.

Federal Motor Vehicle Safety Standard (FMVSS) No. 121, "Air brake systems," specifies performance and equipment requirements for trucks, buses, and trailers equipped with air brake systems, including air-over-hydraulic brake systems, to ensure safe braking performance under normal and emergency conditions. However, there are no requirements in FMVSS No. 121, or any of the other FMVSSs, relating to the performance of surge brakes, electric brakes, or parking brakes on trailers.

Certain trailers and trucks are exempted depending on width, axle GVWR, maximum speed, and unloaded vehicle weight.

The FMVSSs--other than FMVSS No. 121--do not specify performance requirements for trailer braking, Section 393.40 of the FMCSRs requires each CMV to have brakes adequate to stop and hold the vehicle or combination of motor vehicles. Trailer braking performance is specified in Section 393.52(d) of the FMCSRs, and generally requires property-carrying vehicles and combinations of property-carrying vehicles used in interstate commerce be able to stop within 40 feet from

20 miles-per-hour (mph) on a hard surface that is substantially level, dry, smooth, and free of loose material. However, any semitrailer, trailer, or pole trailer with a gross weight of 3,000 pounds or less is not required to be equipped with brakes if the axle weight of the towed vehicle does not exceed 40 percent of the sum of the axle weights of the towing vehicle. Thus, a combination operating in interstate commerce would not need brakes on a 3,000-pound trailer when pulled by a 7,500-pound or heavier towing vehicle (49 CFR 393.42(b) (3)-(4)). In these cases, the vehicle combination must be able to stop within 35 feet from 20 mph, and the service brakes of the towing vehicle alone are sufficient to stop the combination.

To read background documents or comments received, go to <http://dms.dot.gov> at any time, or go to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

For further information contact Mr. Luke W. Loy, Vehicle and Roadside Operations Division, Federal Motor Carrier Safety Administration, 202-366-0676, 400 Seventh Street, SW., Washington, DC 20590-0001. Office hours are from 9 a.m. to 5 p.m., e.s.t., Monday through Friday, except Federal holidays.



Look for details about the MAGS Scholarships in the next newsletter!



MAGS WANTS YOUR SUGGESTIONS...

The MAGS Board of Directors is looking for your recommendations for speakers, clinics, seminars or demonstrations for future meetings. Also, we're looking for articles and photos of interest to the MAGS membership. Please forward your articles, stories, information and photos to:

MAGS
P.O. Box 6492
Manchester, NH 03108
 or
E-mail: wpeasley@safetruck.org



Maintenance Association of the Granite State
 P.O. Box 6492
 Manchester, NH 03108

Application for Membership

Fill-in your information below, check the type of membership and mail with your check to MAGS.

NAME:

COMPANY NAME:

ADDRESS:

CITY, STATE & ZIP:

(√) Check One	Description	Amount Due
	2007 Corporate Membership Dues	\$50.00
	2007 Individual Membership Dues	\$20.00

Please make your check payable to MAGS. Thank you. Your support of MAGS is appreciated.

What you get with your Corporate Membership -

- **MAGS Newsletter**
- **Special Recognition at MAGS Events (Monthly meetings and training, etc.)**
- **Corporate Member Listing in MAGS Newsletter**
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- **Certificate of Membership (suitable for framing)**
- **Advanced notice of Scholarship Opportunities**

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Accident reveals dangers of slack adjuster adjustment

The National Transportation Safety Board (NTSB) has adopted a final report of a runaway truck accident in Pennsylvania that has shown the consequences of improper maintenance on automatic slack adjusters for air brake systems. NTSB issued 11 safety recommendations aimed at improving training for drivers and mechanics who work with air brakes. On April 11, 2003, in the Borough of Glen Rock PA, a dump truck was traveling southbound on a steep downgrade of Church Street, when the driver found that he was unable to stop the truck. The truck struck four passenger cars, one of which struck three children who were on the sidewalk. As a result of the collision, a driver and an 11-year-old child from one of the passenger cars were killed. The remaining vehicle occupants and the three pedestrians received serious to no injuries.

NTSB has determined that the probable cause of the accident was the lack of oversight by the truck's owner, which resulted in an untrained driver improperly operating an overloaded, air brake-equipped vehicle with inadequately maintained brakes. Contributing to the accident was the misdiagnosis of the truck's underlying brake problems by mechanics involved with the truck's maintenance. Also contributing was a lack of readily available and accurate information about automatic slack adjusters and inadequate warnings about safety problems caused by manually adjusting them. NTSB Acting Chairman Mark V. Rosenker said, "We believe that more than 500,000 vehicles equipped with air brakes may be operated by drivers who, like the driver in this case, have no air brake training and therefore may not be able to operate their vehicles safely. This situation needs to change, and change quickly."

The 21-year-old driver had been working for the company for less than two weeks and had never driven an air brake-equipped vehicle before joining the company. Also, he received no training on how to drive an air brake-equipped vehicle. This is important because air brakes on trucks operate differently from hydraulic brakes on passenger cars. In addition, the rear brakes on the accident truck were out of adjustment.

Post-accident toxicological testing indicated that the driver had likely used cocaine and heroin in the two days preceding the accident but NTSB could not determine if he was impaired at the time of the crash. In any case, NTSB said, even if unimpaired by drugs or fatigue, he likely could not have stopped the truck before the accident occurred because of the driver's lack of specific training and the condition of the brakes.

NTSB found that mechanics who worked on this truck and the driver who worked on a truck involved in a similar accident that occurred in California in 2003 did not look for underlying problems with the slack adjusters or other brake components; consequently, they misdiagnosed the brake problems, probably because they were not properly educated on the function and care of automatic slack adjusters and how they relate to foundation brake systems. "The warnings in existing materials available to owners, drivers, mechanics, and inspectors of air-braked vehicles equipped with automatic slack adjusters have not been successful in communicating the inherent dangers of manually adjusting automatic slack adjusters to correct out-of-adjustment brakes," NTSB said.

The 11 safety recommendations all address training or regulations concerning air brake-equipped vehicles, and were sent to the Federal Motor Carrier Safety Administration (FMCSA), the state governments, the Commercial Vehicle Safety Alliance (CVSA), automatic slack adjuster manufacturers, manufacturers of vehicles equipped with air brakes, the National Institute for Automotive Service Excellence (NIASE) and several publishers of study guides.

Designers partner with EPA to help truckers save money

The Environmental Protection Agency (EPA) SmartWay Transport Partnership and the "Chrome Shop Mafia" have teamed up to help truck drivers save on fuel costs and cut air pollution. The Mafia, a nationally recognized crew of truck designers and custom fabricators, restore and upgrade older big rigs on Country Music Television's "Trick My Truck" show. "Partnering with this well-known group helps EPA reach out to truckers, assisting them with understanding the financial and environmental advantages of our SmartWay program," said Bill Wehrum, EPA's acting assistant administrator for Air and Radiation.

SmartWay kits are combinations of EPA-endorsed fuel and emissions-savings technologies that can improve truck fuel efficiency up to 15%, saving more than \$8000 in fuel costs annually. The environment also benefits: The products significantly decrease harmful diesel emissions and reduce exposure to contaminants that might adversely affect the health of drivers and the general public. Both the EPA SmartWay program and 4 State Trucks, an equipment retail outlet and service center in Joplin MO that serves as headquarters for the Mafia, began marketing SmartWay Upgrade Kits at the Mid-America Trucking Show at

the Kentucky Exposition Center in Louisville. In April 2007 4 State Trucks will begin selling and installing SmartWay Upgrade Kits and will also showcase the products on its website. The kits cost between \$8,500 and \$25,000, depending on the technologies selected for installation. Individual components can be purchased and installed for as little as \$800. Truckers may obtain financing from the US Small Business Administration to pay for the upgrades.

The kit typically ends up saving truckers more money than it costs, even during a loan-repayment period. For example, an upgrade kit consisting of an auxiliary power unit, single-wide tires, and trailer aerodynamics can be purchased for about \$16,500. With a five-year loan at 12% annual interest, the cost would be about \$367 per month while producing an estimated \$636 in monthly fuel savings. That represents a gain of \$269 per month, or \$16,140 over the five-year period.

The SmartWay Transport Partnership is an innovative program developed by EPA and freight-industry representatives to reduce greenhouse gases and air pollution, and to promote cleaner, more efficient ground freight transportation. More about SmartWay upgrade kits and financing can be found at this site: <http://www.epa.gov/smartway/financing.htm>.

MAGS Thanks Our Corporate Members

Across NH Mobile Repair, LLC
American Truck
ARCH Equipment & Truck, LLC
Bestway Disposal Services
Brock's Plywood Sales, Inc.
Camerota Truck Parts
City of Concord
Coastal Truck Body
Coastal Truck and Auto Body
Complete Diesel Service, LLC
Concord Coach Lines, Inc.
Dennis K. Burke, Inc.
Dover Motor Mart-FM Inc.
Duval's Towing
East Coast Utilities Construction
Fleet Ready Corp.
Fleetpride, Inc.
Foley Oil Co.
Freightliner of NH
Gilbert Block Company
Gilbert Driveline Service & Supply, Inc.
Goffstown Truck Center
Hawkins Safety Equipment Sales
Instant Cargo Express
J. W. Fleet & Equipment
JMJ Transportation Technical Services

Lakes Region Fire Apparatus, Inc.
Liberty International Trucks of NH, LLC
Liftech Automotive Equipment
M & S Logistics
McDevitt Truck Sales
McMillan Transport, Inc.
Merrill & Sons Truck & Coach, LLC
New Boston Truck & Equipment
Northeast Logistics, Inc.
Peasley Safety Consulting, LLC
Pembroke Towing, Inc.
Plourde Sand & Gravel Co., Inc.
Prostar Technologies, Inc.
Putnam Fuel Co., Inc.
R.H. White Construction Co., Inc.
Russell Auto, Inc.
Sanel Auto Parts
Soule Truck Service, Inc.
State Line Truck Service, Inc.
Town of Gilford - Public Works Dept.
Town of Hanover
Town of Raymond - Maint. Div.
Victory Fuel
Yankee Trucks, LLC
Zero Waste, Inc.

MAGS welcomes our newest members for 2007 -

Brock's Plywood Sales, Inc. - Corporate Member
East Coast Utilities Construction - Corporate Member (Renewal)
Andy Barrett, Alpine Tools, Inc. - Individual Member
Plourde Sand & Gravel Co., Inc. - Corporate Member
Peasley Safety Consulting, LLC - Corporate Member (Renewal)

MAGS Annual Memberships are now due.

**Please send your new or renewal application
(see page 3) with check to:**

MAGS, P.O. Box 6492, Manchester, NH 03108



MAGS
 P.O. Box 6492
 Manchester, NH 03108

ADDRESS SERVICE REQUESTED

**MEETING NOTICE
 APRIL 11, 2007**

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