



2000 North American Brake Safety Conference Status Update

2006 Commercial Vehicle Brake Safety Symposium

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NABSC 2000

- Held in Toronto
- Sept 14 & 15, 2000
- CCMTA/CVSA/OTA Sponsor
- TruckWorld 2000
- 130 Attendees



NABSC 2000

- Multi-Discipline
 - Enforcement
 - Manufacturers
 - Drivers
 - Regulators
 - Carriers
 - Maintenance



Recommendations

1. Raise the level of knowledge of drivers and carriers regarding brake compliance matters and the brake performance of their vehicles.



Recommendations

2. Increase the use of effective visual stroke indicators
3. Increase the use of long-stroke brake chambers.



Recommendations

4. Ensure that all applicable brake system inspection requirements are diligently followed.



Recommendations

5. Implement penalties for brake defects that are uniform, proportional to the level of compliance, and effectively motivate carriers and drivers toward improved brake compliance.



Recommendations

6. Improve the design of brake systems and components.



Recommendations

7. Conduct inspections similar to Operation Air Brake with much greater regularity and across all jurisdictions.



Recommendations

8. Support and/or revise penalties and compliance thresholds for brake defects with research.



Recommendations

9. Ensure that the out-of-service criteria are properly understood.
10. Improve the quality of crash causation data.

Recommendations

11. Enforce all highway traffic regulations to reduce the incidence of brake related crashes.



Recommendations

12. Improve highway design parameters to more suitably address the operating realities of heavy vehicles.



Follow Up

- Call to Action
 - 60 Stakeholder Organizations
 - 6 responses
- Driver Survey
 - 2003
- Brochures
 - New brochures were produced



Follow Up

- Operation Air Brake Program
- Crash Causation Study



Driver Survey

- May, 2003
- 4,056 Responses
 - 3,050 Company drivers
 - 991 O/O
- Concern with level of knowledge



Driver Survey

- What source do you rely on for info?
 - 30% Books
 - 25% Classroom
 - 25% Company
 - 10% Other drivers
- Method used to determine when adjustment needed?
 - 45% - feel of brakes
 - 30% - measure pushrods
 - 16% - slack adjuster angle



Driver Survey

- Proper Conditions for checking brakes
 - Air Pressure – 87% - 90 to 100 psi
 - Service/Spring Brakes Released – 70% agreed
- Frequency of Brake Insp
 - Daily – 35%
 - Weekly – 35%
 - Monthly – 15%
- How many brake are allowed to be out of adjustment
 - 0 - 70%
 - 1 & 2 – 9% each
 - 20% out – 10%

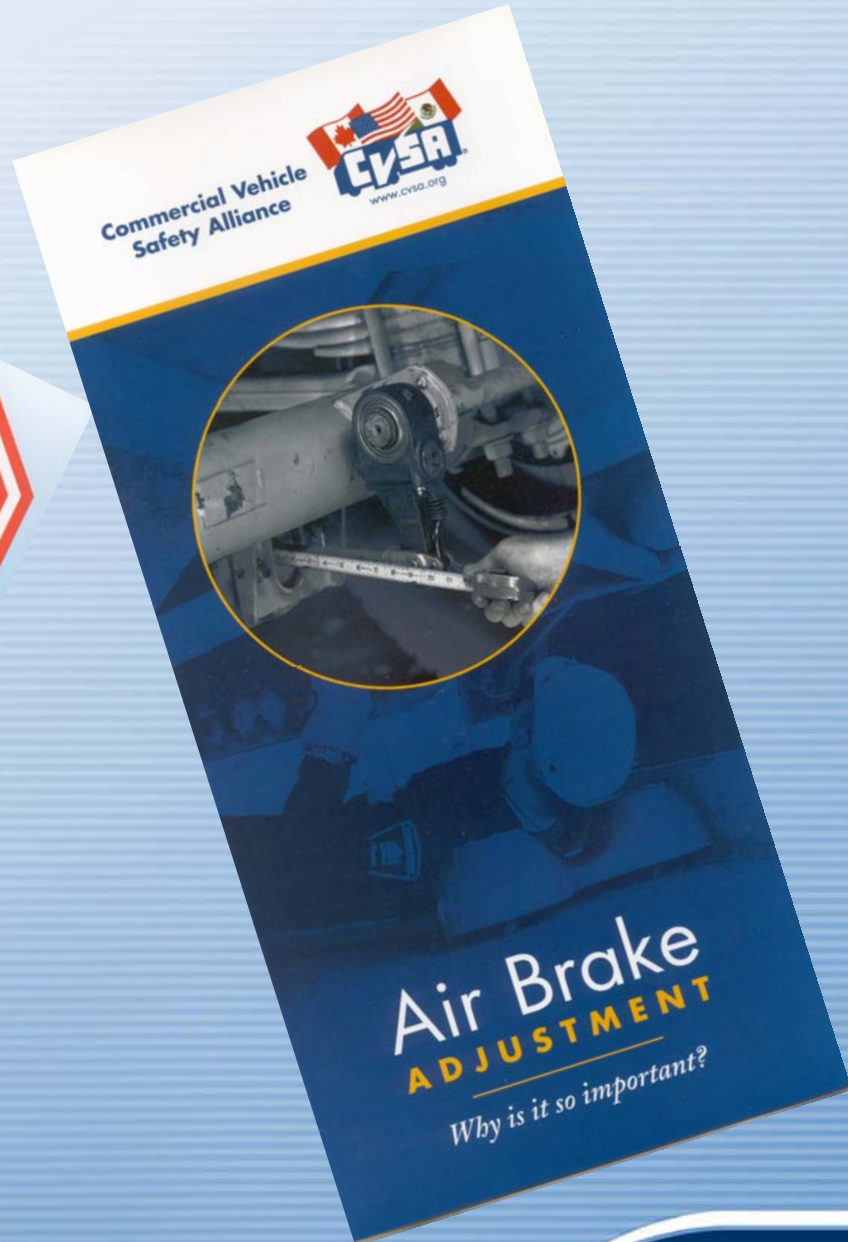


Driver Survey

- Who adjusts brakes
 - Self - 50%
 - Report it - 50%
- Brake with automatic adjusters
 - Can be adjusted/proper tools - 54%
 - Need adjustment regularly – 33%
 - Never go out of adjustment – 9%
- General Questions



Brochures



Conclusions

- Helped Identify the Major Issues/Challenges
- Focus Activities
- Direction for Operation Air Brake
- Helped Support Promotional Material
- Air Brake Training Program – CVSA/Zurich Insurance
- Follow up Conference

