



N E W S L E T T E R

Upcoming Training Dates

We will be putting on **open** training courses in the Edmonton Area covering: Federal Hours of Service, National Safety Code and Load Securement during April 7-9! Visit www.caycan.ca to register today! Our quality training courses will ensure that you have a complete understanding of the topic by the end of the session. If you require training outside of Edmonton, please contact us.

Rumours & Updates

It doesn't look like we are going to have a change to the Alberta Provincial Hours of Service Regulation any time soon. There is some speculation that some of the other regulation updates may finally get approval. Included will likely be a consolidation of some of the old regulations and updating the maintenance standards. Maybe Alberta will finally adopt NSC Standard 13 for vehicle inspections.

Safety Fitness Rating

Work is being done to include the addition of another level to the current rating system. Currently the "Satisfactory" status is being given to PIC Carriers (Partners in Compliance) only. A carrier that has passed an audit that is not in the PIC program is still "Satisfactory - Unaudited".

Under the proposed system another category will be added. "Excellent" will likely be the rating for PIC (or maybe equivalent) Carriers. If you have passed an audit you would be "Satisfactory". New carriers and those not yet audited would continue as "Satisfactory - Unaudited". And of course those carriers that are having trouble staying in compliance would be "Conditional". The "Unsatisfactory" rating will still be for those that have had the plates pulled.

Carriers that want to have their rating upgraded to "Satisfactory" won't have to wait to be selected in a random audit done by the Government. CayCan has 2 certified Third Party Auditors that do NSC audits for Alberta Transportation and can conduct an audit for you.

Carrier Monitoring and Profile

There is a shift in the works for the format of monitoring and how it will be reflected on the Carrier Profile. A single number will be assigned based on the Carriers Convictions, CVSA Inspections & Collisions. A Risk Factor Number (R-Factor Score) will be assigned.

The Carrier Profile will indicate if you are on a monitoring stage and how you compare to other carriers.

- Currently 1,467 of 24,370 carriers are at Stage 1 or Higher (6%)
 - (Stage 4 being highest risk)
- If you are at a higher Stage, you are in a smaller percentile of all carriers



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CAYCAN MARCH NEWSLETTER

CayCan wants to hear your stories and see your pictures in regards to Out of Service violations. This is an important part of the Carrier Profile and weighs heavily in Alberta Transportation's assessment of how to deal with a carrier and their Safety Fitness Rating. The Criteria does have some grey areas, and is subject to interpretation. It is in your best interest to stay up to date on the Criteria and ensure that any time your units are placed OOS, it is in line with the Criteria. There are instances where the Carrier Profile has reflected an OOS when the Criteria clearly did not include that defect. One particular area of concern is in Cargo Securement. I want to hear your stories and see your pictures in regards to having a unit placed OOS. (These can be e-mailed to mail@caycan.ca)

2009 CVSA Out of Service Criteria - (Available here <http://cvsa.stores.yahoo.net/noname5.html>)

Every year CVSA publishes a new Out of Service Criteria. If you are not familiar with the document, it is the bible that the Commercial Vehicle Inspection Officers (DOT - Creeper Cops - Truck Cops) use to determine if your vehicle is safe to be on the highway.

The OOS Criteria is reviewed and updated annually to reflect advances in technology and ensure items are defined as clearly as possible. The 2009 Criteria is in effect as of April 1, 2009.

One very important note is the policy regarding an Out of Service vehicle is if the vehicle is placed Out of Service it has to be repaired, towed or hauled away. CVSA policy is that they cannot let you continue to drive an OOS vehicle to the repair facility. This has always been in place, but not always understood.

No motor carrier shall require nor shall any person operate any commercial motor vehicle declared and marked "out-of-service" until all repairs required by the "out-of-service notice" have been satisfactorily completed.

The best way to ensure your units are not placed OOS is to require your drivers to conduct an effective pre trip inspection.

Some of the changes in this years Criteria include:

Driver

- Wording change that requires a driver carrying passengers to be in possession of a valid medical certificate. (This is included in a Canadian licence)
- Under the U.S. Driver's Record of Duty Status Section they have include an allowance for using electronic log books. Finally the regulators are catching up with industry. I wonder why this clause was not included in the Canadian section? It may have just been an oversight. Or maybe the Canadian representatives wouldn't go along with it.

"A driver who utilizes an electronic device other than those described in 395.15 shall not be placed out-of-service if the driver has the ability to print and sign previously completed record of duty status that comply with 395.8 upon demand."

Vehicle

Brakes

- Wording changes clarify some of the defects
- Air Disc Brake defects added
- More detail given in Hydraulic & Electric Brake defects
- Brake Smoke/Fire
- Added smoking brakes (due to dragging or applied - not due to severe use)
- PBBT (Performance Based Brake Testing) was added in last years Criteria. Alberta has been testing a PBBT system this winter. (It is like a dyno for brakes and measures how effective the brakes are rather than depending only on measurements)

Upper Coupler

- More detail in the Type, Size and number of bolts required to bolt an upper fifth wheel to trailer

Cargo Securement

- Previous Criteria indicated a chain was defective if it had "nicks, gouges, abrasions or excessive wear". The new

criteria specifies 20% or more reduction in chain nicks, gouges, abrasions or wear

Steering

- Defect provisions added for tilt and telescopic steering column

Wheel fasteners

- Wording change

Hubs

- Clarification of smoking from hub assembly vs brakes
- Clarification of leaking wheel seal and contaminated brake linings
- Last year the criteria changed so that any leaking wheel seal or dry hub is OOS

Buses

- Electrical Cables and Systems wording change and note added