

The authoritative guide to reducing commercial tire expenditures from
Pressure Systems International,
the manufacturer of the Meritor Tire Inflation System by PSI™

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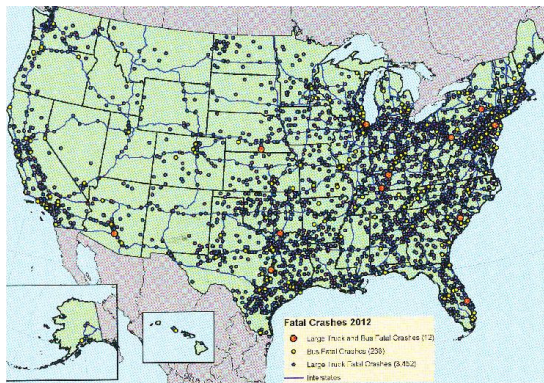
P.S.I. By The Numbers

Over 5 million
+ tires protected
by MTIS
by P.S.I.™

Truck Statistics

Every year the Federal Motor Carrier Safety Administration (FMCSA) publishes truck statistics as part of their role in collecting and analyzing crash data & statistics which support their mission to prevent commercial motor vehicle fatalities and injuries.

According to the latest data available (2002) there were 3,702 fatal crashes involving trucks and buses with more than 75% occurring east of the Mississippi.



FMCSA counts 254 million registered vehicles and 5.6 million commercial drivers. Included in the vehicle number are 8.2 million straight trucks, 2.5 million tractor-trailers, and 764 thousand buses. The 10.7 million total trucks are owned by 539,000 interstate and intrastate motor carriers, pretty evenly split between for-hire and private carriers. FMCSA also reported that 68% of all domestic freight is moved by trucks with rail constituting 12% of the volume and pipelines moving 11%.

There are 3.4 million roadside inspections each year with 95% of them conducted by state inspectors and 5% by the feds. During inspections 5% of the drivers receive out of service (OOS) violations and 20% of the vehicles receive OOS violations. It has been the same result for the past 5 years. An OOS violation of either the driver or vehicle requires that the violation must be corrected before the driver or vehicle can return to service.

The three most common roadside inspection levels are:

Level 1: Full (25% OOS violations)

Level 2: Walk-Around (22% OOS violations)

Level 3: Driver only (6% OOS violations)

There are about 1.1 million inspections for each of these three levels every year.

It is always useful to review the most frequent driver and vehicle violations to better understand where a fleet needs to improve.

The top three driver violations for the year 2013 were: #1 - log violations; #2 - driver's record of duty status not current; #3 - the driver did not speak English. Rounding out the top six in the driver category were driving 6-10 miles over the speed limit, failing to use a seat belt, and no current copy of a valid medical certificate. On the vehicle side, the winner every year is always lighting - not having the required operable lamps. Tires and brakes flip/flop most years between #2 and #3.

The most common tire issues include running tires past the legal limit of 4/32" of tread depth for steer tires and 2/32" for all other wheel positions. Running flat tires or underinflated tires round out the major tire violations. Many tire issues can easily be spotted and resolved during the daily driver vehicle walk-around. A simple visual inspection should be able to determine tires that are worn past the legal limit. Measuring tire inflation requires the use of a calibrated tire pressure gauge. Thumping tires will not tell you anything except if a tire has zero psi. The vehicle inspectors use the following definition of a flat tire: If it is 50% or less of the maximum tire pressure molded onto the tire sidewall. A common size dual 295/75R22.5 shows the tire to have a maximum pressure of 120 psi. Therefore any tire measured to be 60 psi or below is a violation and considered out of service. The driver will not be allowed to drive to the nearest truck stop to get air, the vehicle is considered out of service and will require an emergency roadside service call. With an automatic tire inflation system or tire pressure monitoring system, this costly situation could be averted.

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