



Dennis Kulp

Regs, Rigs & Safety Update For County Fleets

Keep up with changes in regulations, safety tips, equipment updates and other truck fleet issues periodically through Denny's Government Truck & Truck Equipment E-Newsletter.

By Dennis Kulp, Vocational Truck Consultant, Peterbilt of Des Moines

FALL 2017

E-Log Mandate... The federal mandate for most truckers to convert to using **Electronic Log Devices (ELD)** on heavy trucks is scheduled to begin **Dec. 18**. Most county truck drivers, however, would enjoy an exemption. Exemptions include short-haul drivers who use timecards on day trips and trucks older than the year 2000 ... (if you still have any of these "old workhorses" around).

For counties near a state line, however, the ELD regs becomes more complicated. If a county truck travels more than 50 miles into a nearby state, an ELD may be required, by the new rules. So, beware of out-of-state trips by your work trucks!

For more info visit: www.pbtruck.com/documents/ELD.pdf



Problems with Front Tire Wear Out?

Are the front tires of your truck fleet wearing prematurely?

A seldom addressed issue is the **proper weight loading** of a truck's front axle / tires. Based on my experience, I've noticed that improper loading can produce premature wear!

When carrying a load, the front axle / tires need to weigh near that axle's rated capacity. A well-loaded front axle and tires steer better, wear better, brake better and ride better!

Here's My Tip... Weigh a loaded truck for total weight, then weigh front axle only and rear axle only.

Compare the weight to your truck's front axle rating. Now you know how much weight could optimally be placed on the front axle.

Visit my webpage for more **TRUCK TIPS**: www.pbtruck.com/county.aspx

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Are Your Old Truck Specs: Outdated?

When going out for bids on a new County Truck, some County Road officials simply dust off the specs used to order the previous unit when filling out the new bid sheet. After several years, the previous truck's specs may not make sense any more.

New more-efficient engines and transmissions have been developed, and the old powertrain components are probably no longer available -- and for good reason. Emission control systems have changed, with which the new powertrains comply.

Today's trucks offer ergonomically-designed features that increase driver comfort, productivity and safety; which all help increase driver satisfaction and employee longevity. If you would like any input on updating or modernizing the specs for your upcoming vocational vehicle bids, **I'd be glad to help.**



Seasonal Safety Tip: A step in time can prevent a fall!

On **Dump Trucks**, I recommend installing a step on the truck frame to help the driver better access the ladder on the side of the dump box. Too often, an injury occurs when a County Worker tries to step high to reach a slippery ladder and takes a tumble!

According to federal OSHA rules, the first step should be no more than **18 inches** above the ground. County workers will need to climb the ladder to check the dump box condition or install tarp.

When needed, give them one more step for safety's sake!

Lifetime Costs... *Wise business minds not only look at the initial cost of the vehicle, but focus on the lifetime costs of operating that unit.*

*While costing a little more to purchase, premium-quality **Peterbilt Trucks** last longer, have less downtime, lower repair costs and drive better (driver retention).*

"I engineer work trucks to fit your job."

Dennis Kulp, Vocational Truck Consultant

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