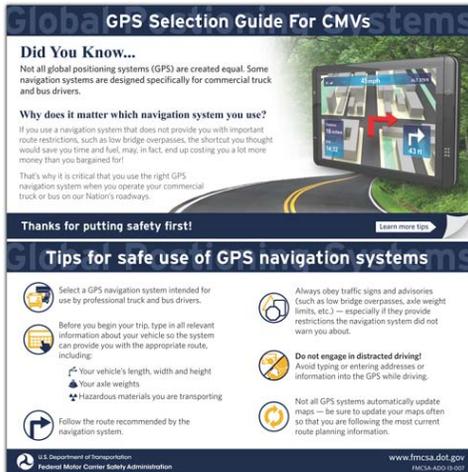


Are your drivers using the *WRONG* GPS?



It is important to understand that not all navigation systems are the same. That is why it is critical for truck and bus drivers to use the right navigation system when operating a commercial truck or bus. By using a navigation system that does not provide important route restrictions, such as low bridge overpasses, the shortcut you thought would save you time and fuel may end up costing you more than you bargained for. A typical system that a consumer might buy at an electronics or auto parts store may not have software programming to show low bridges, hazmat routes and other information relevant to commercial motor vehicle operators.

The FMCSA created a visor card specifically for truck and bus drivers on how to choose the right navigation system intended for them. The visor card gives tips for safe use of navigation systems, and can be downloaded free-of-charge. To download the card click on the following link:

<http://www.fmcsa.dot.gov/about/outreach/education/gps-visor-card.aspx>

The visor card provides tips on selecting the proper navigation system designed for trucks and buses, and the correct use of the navigation systems. For example, in order for the navigation system to provide you with the appropriate route, truck and bus drivers should enter all relevant information such as:

-  vehicle's length, width and height;
-  axle weight; and
-  any hazardous materials being hauled.

However, it is important to know that these accidents occur in a number of ways:

- A driver follows the route suggested by a GPS unit without checking for height restrictions.
- A driver ignores signs warning of low-clearance bridges.
- A driver travels on a road that is closed to commercial trucks over a certain size.
- A driver is distracted or inattentive when approaching a low-clearance bridge or when merging onto a road closed to large trucks.
- A driver is carrying an illegal load that is too tall to clear bridges.
- A driver's company routes a truck through an area that has low-clearance bridges.



Here are some tips for your drivers to prevent this type of damage:

- Use a GPS that is specifically made for the professional commercial vehicle driver.
- If you call your customer for directions into their facility, realize that the person giving you directions drives there every day in a car. They may never think that the bridges and over passes that you will come across will not be high enough for your truck. Specifically ask them if the directions they have given you are on a truck route. Also ask if there are any low clearances. No matter what information you receive and proceed with caution, as only you are responsible for the damage that will be caused.
- Overhead clearances are posted in advance of most underpasses and tunnels, but keep in mind that they may have just put 2" of new asphalt on the road. Be alert for new road construction in front of underpasses, bridges and tunnels.
- Just because other trucks are going through doesn't mean that you will fit through the bridge, tunnel, etc.
- If a marked or unmarked overpass looks low, slow down immediately, put on your four way flashers, ease up to the overpass, stop and check your actual clearance.
- Many bridges and overpasses are not perfectly straight; the sides are often lower than the center. Cross under in the inside lane.
- If possible take a look at the road elevation on the other side of the bridge to see if there is a sharp incline or decline. Either of these situations could cause trouble as you may fit under and as you exit the body or trailer will be driven up into the bridge due to the road elevation.
- In the winter snow and ice on the roadway can change the amount of clearance enough to cause damage.
- Be aware that conditions do change. In extreme heat wires will stretch and hang lower over the roadway. Severe icing can also lower wires and tree limbs causing damage.
- If you at all question that your truck will make it under an obstruction the best advice if it is safe to do so is get out and look before striking the object
- If you see that you cannot proceed through the low overhead and the traffic around you is congested, you are better off to call the police and get assistance in backing out of the situation vs. backing against traffic and causing an accident.

By following the recommended route, obeying traffic signs and not driving while using a cell phone or texting, tragedies can be prevented and lives saved on our roads and highways.

Registration is now open on line for the 2013 Idealease/NPTC Safety Seminars

Idealease, its affiliates and the National Private Truck Council NPTC will again be hosting safety seminars in 2013. The one day seminars this year will focus on basic safety and compliance, regulation changes and CSA. The seminars and will be provided to all Idealease customers, potential customers and NPTC members at no charge. The seminar provides important information applicable for both the novice and experienced transportation professionals. To view the schedule and register for an upcoming seminar in 2013 click on the following link:

www.Idealease.com/safety



2013 Idealease/Safety Seminar Schedule

9-Apr: Milwaukee, WI
10-Apr: Fort Wayne, IN
11-Apr: Green Bay, WI
11-Apr: Grand Rapids, MI
17-Apr: Sacramento, CA
18-Apr: San Leandro, CA
18-Apr: Orlando, FL

23-Apr: Altoona, IA
24-Apr : Oklahoma City, OK
25-Apr: Chattanooga, TN
25-Apr: Dallas, TX
8-May: Denver, CO
9-May: Mississauga, Ontar