2016 BISC Winter Vehicle and Technical Operations Committee Meeting Minutes

MINUTES APPROVED

OMCA: Members being put out of service for leakage from alternator
Some officers interpret any sweat from alternator as OOSC (which says any evidence)
No discretion for judgement to be applied
Provide some additional criteria, something other than "any evidence" before putting a coach out of service for alternator leak.

Check CVSA for updates.

Torsion arm suspension rubber bushing and free play.
Need to clarify what is allowed or not allowed (standardize this)

White grease on battery terminals to prevent corrosion was put out of service because officer thought it was corrosion. This was in Utah, the dataQ was tried but the inspector refused to lift the citation. Pictures and sample of grease was provided. The federal government understood, but the inspector (supervisor) did not lift it.

Fuel in the overflow (drain hose was plugged), cited for fuel leak.

Windshields with chips and cracks outside the inspection area.

Sticker on the window bar was removed by a passenger, and pressure exertion for force requirements.

Standee line clarification.

Weight issues? DOT were weighing vehicles but this has slowed down.

Requests from BUSMARC:
Finding the manufacturers are going to brushless motors. It was more obvious when the motor was starting to fail. Today, that's not the case, the motor works or it does not.
Maintenance procedure or policy on when to maintain these types of motors (starter motor, a/c motor, etc.)
DPFs need to be changed. Find out how long before these need to be replaced. The manufacturer should be able to provide this information. Computer is telling the driver. Need to train our maintenance staff on how to read and interpret what the engine is saying. Ask BusMARC to do a retrain on the engine guys on when to clean a unit.

Get feedback on the DPF and brushless motor maintenance programs. Everybody's fleet operates differently (and different cycles). Run a motor out to its life and note the mileage. Difficult for manufacturer to say the life cycle of a motor because of how different each company operates.

The engine electronics can tell you how many hours the engine is running (which is never the same as measuring in miles). Component failure is related to time as well as miles, but not necessarily one or the other.

Hours between regens and cleaning DPF. What's important is to remember to get a report on how clean the DPF was able to get. If they can only get 60% clean, you need to be thinking about when to change that component. Also, engine fuel consumption is a good metric on measuring component life.

Look in the ECM and it can tell you the portion of the DPF that is used. Bring in a tech who can show you how to read the ECM

Another EPA criteria is EPA16 (OBD16?). One engine manufacturer is skipping it because of credits.

Tire pressures and load ratings. Can VTOC create a white paper or offer guidance (or request guidance from FMCSA) on this.

Tire Pressure (cold vs hot) chart - provide takeaway?

Tying of power lines and crimping of power cables, routing issues. Keep wires tight, use appropriate clamps, discuss with your manufacturer if uncertain.

LTD wire needs to be properly routed, clamped, and harnessed so as not to put out fires that don't exist.

Running positive and negative through a P-Clamp.


ELD, final rule had something in it about the monitor has be viewed externally from the vehicle. It does say that. It's for the trucking industry, so this is a good point to raise. But because the officer comes on the bus anyway, so the ELD providers will have to cater to this. Petition to reconsider if buses can be exempt from the "externally viewed ELD". There's a tether option.
Great idea for USB terminal with downloadable info. Data transmission requirement.

Check for Safety Fitness Determinations in Significant Rulemaking Report.

Message to Members: Please provide feedback. If you would like to setup a conference call, please provide info on what you are looking to discuss.

Meeting adjourned.