WELCOME!

The Motorcoach Minute brought to you by BusRates.com

Today's Agenda

AGENDA

Online TOWN HALL

1—Welcome & Intros, Motorcoach Minute

- Scott Michael
- The *Motorcoach Minute - A* preview of *Bus & Motorcoach News'* top stories, brought to you by BusRates.com

2—Legislative & Regulatory Report

- Ken Presley
- Becky Weber

3—Special Presentation

- Pending EPA regulations impacting your costs - What you need to know.
- Phil Strief, UMA Member - Vandalia Coach

4—Overdrive

- Time to visit with friends: *Tips, Trends & Tons of Inspiration*

Legislative Update


LEGISLATION


United Motorcoach Association

S. 4008 - Small Business COVID Relief Act of 2022

H.R. 3807- Relief for Restaurants and Other Hard Hit Small Business Act of 2022

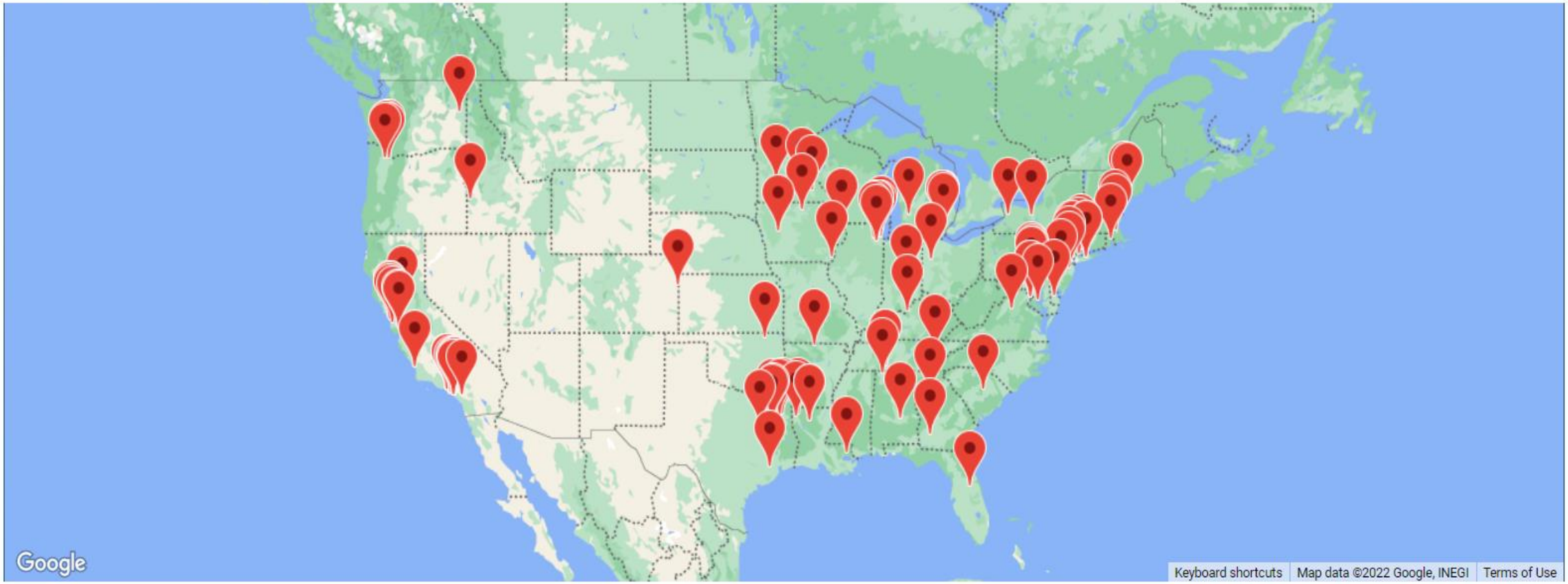
H.R. 7477 - CERTS Tax Exemption Act

H.R. 7517 - Guaranteeing Overtime for Truckers Act

United Motorcoach Association

H.R. 7477 - CERTS Tax Exemption Act

109 advocates
118 messages sent



Advocates | alph, Garrett, Robert, kevin, Kent, David, Roger, Fred, Gregg, Craig, Frierson, JAMES, Shirley, Caroll, Dave, Michael, Charlotte, Thomas, todd, E

United Motorcoach Association

Ask your U.S. Senators to support S.4008!

Senators Cardin and Wicker have introduced S.4008, Small Business COVID Relief Act of 2022.

The bill targets deperately needed relief funds to those industries disproportinately affected by the COVID-19 pandemic including a $2 Billion CERTS refill.

Write your U.S. Senators today seeking their support and sponsorship of the bill!

Send an email to you U.S. Senators with one click!

Title *

Full Name *

Address *

Zip * city and state not required

Phone *

Email *

Send Email

Senators Cardin and Wicker have introduced S.4008, Small Business COVID Relief Act of 2022.

The bill targets desperately needed relief funds to those industries disproportionately affected by the COVID-19 pandemic.

- [x] Send me emails about this campaign
- [x] Send me text messages about this campaign

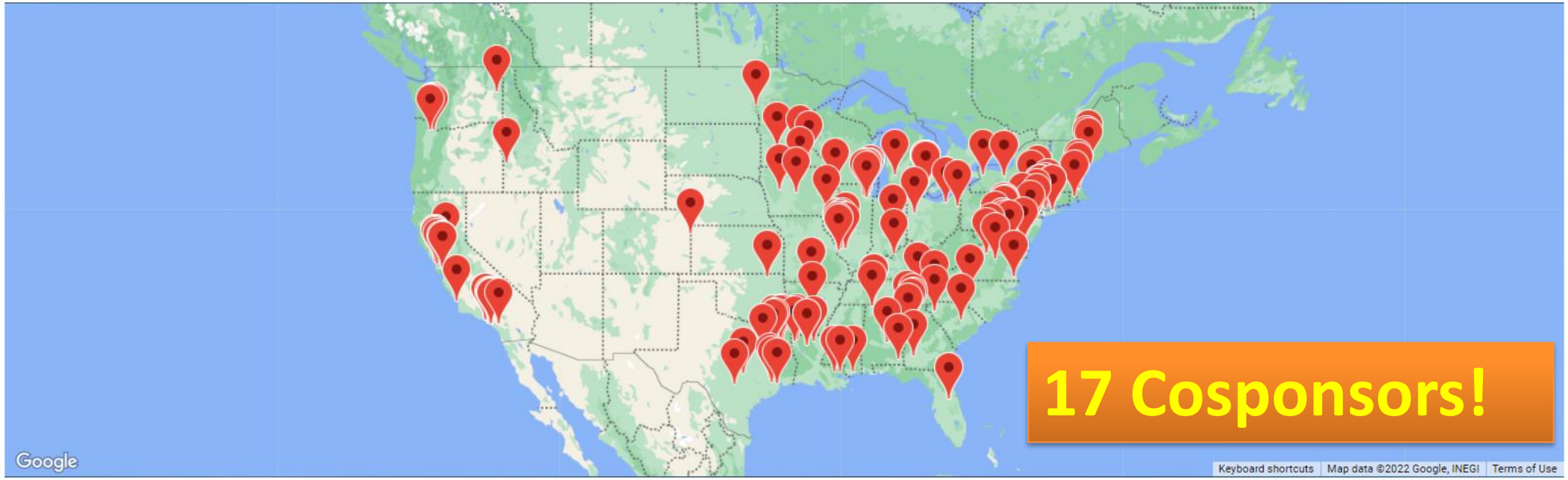
https://p2a.co/az1wz2g

Capitol Canary Login - Capitol Ca | Capitol Canary | Capitol Canary | Advocacy Live by Phone2Action

https://p2a.co/visual/map/mNQhZdQ?preview=1

H.R. 7477 - CERTS Tax Exemption Act

151 advocates
173 messages sent



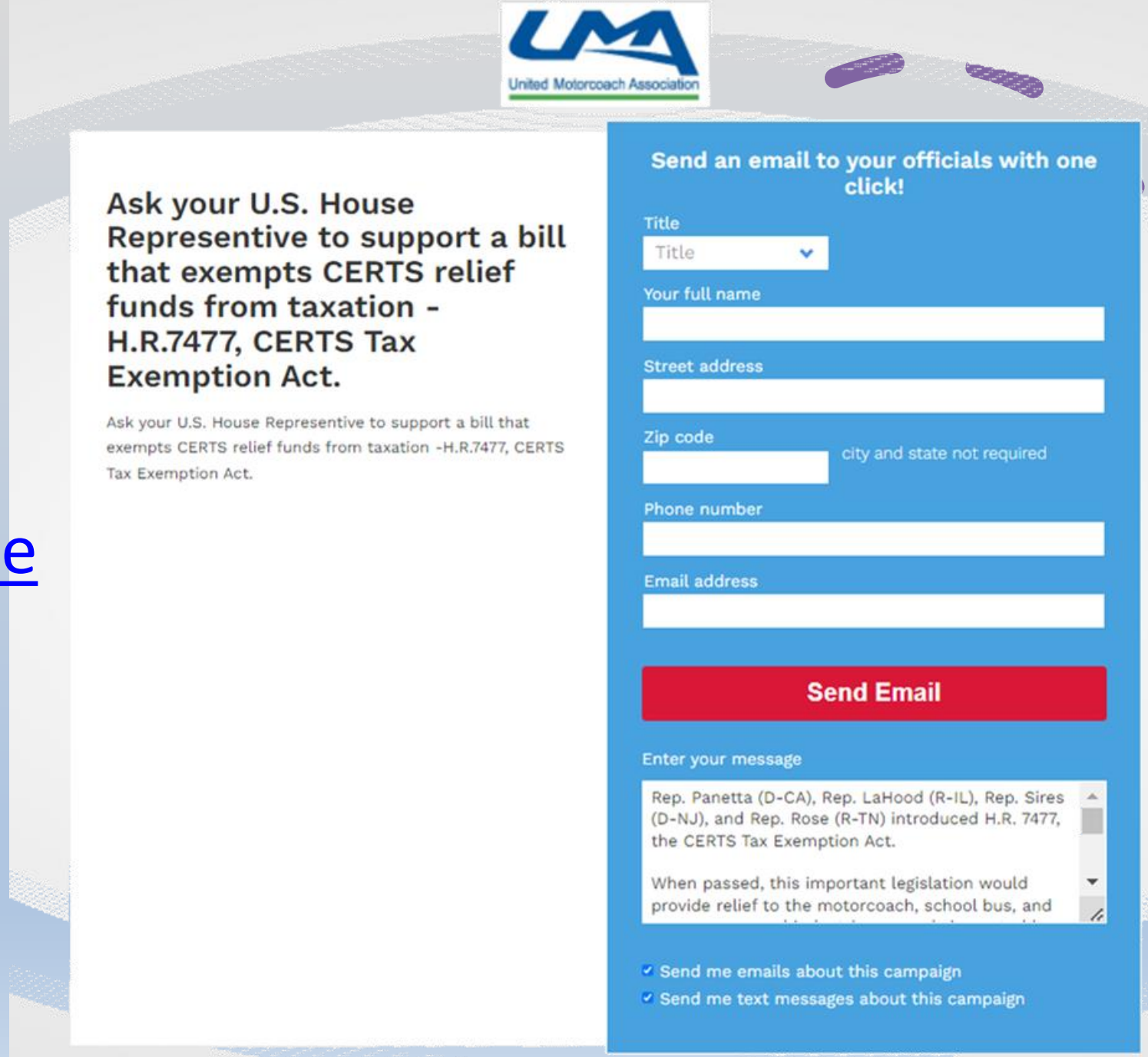
Advocates | Dennis, Jo, Roddy, Darlene, Glenn, Dania, David, Andy, James, Felicia, Chad, Charles, Jolie, Alma, Mary, Beth, Patricia, James, Frank, Frank, Wendy, Anna, Patrick

Type here to search

50°F Sunny

12:53 PM
4/28/2022

https://p2a.co/6Yz8h5e



FMCSA
Federal Motor Carrier Safety Administration

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) today issued a notice of intent to move forward with a rulemaking to require the use of speed limiters for commercial motor vehicles (CMVs).

The notice of intent (NOI) provides a series of questions to gather information and data to assist FMCSA in drafting a Supplemental Notice of Proposed Rulemaking (SNPRM) to follow up on a September 7, 2016, joint proposal issued by the National Highway Traffic Safety Administration and FMCSA. The SNPRM would propose requiring interstate motor carriers that currently operate CMVs with electronic engine control units (ECUs) to set a maximum speed to be determined through the rulemaking process. After reviewing the public comments to the notice of intent, the future SNPRM will present the proposed regulatory text, estimated costs, and safety benefits of using speed limiters.

The National Roadway Safety Strategy identified speed as a major factor in fatal crashes, and speed management as a primary tool to reduce serious injuries and fatalities. FMCSA envisions the rule as a commonsense approach to reducing crashes and saving lives as the agency continues to work with drivers and advocates for the CMV community towards a goal of zero lives lost on our nation's roadways.

FMCSA is moving forward with this rulemaking because of concerns about the number of CMV crashes and fatalities traveling at high speeds. In 2019 alone, there were nearly 900 fatal crashes in areas with posted speed limits over 70 miles per hour.

Public responses will be accepted for 30 days once the NOI is published in the Federal Register. The NOI includes instructions on submitting responses to the rulemaking docket, at FMCSA-2022-0004.

Federal Motor Carrier Safety Administration
Office of Public Affairs | Newsroom | 1200 New Jersey Avenue, SE | Washington, DC 20590
Phone: 202.366.9999 | Email: FMCSA.Publicaffairs@dot.gov

https://www.fmcsa.dot.gov/regulations/docket-no-fmcsa-2022-0004-parts-and-accessories-necessary-safe-operations-speed

General Questions: Setting and Maintaining ECUs

1.What percentage of the CMV fleet currently uses speed limiting devices?

2.If in use, at what maximum speed are the devices generally set?

3.What skill sets or training are needed for motor carriers' maintenance personnel to adjust or program ECUs to set speed limits?

4.What tools or equipment are needed to adjust or program ECUs?

5.How long would adjustment or reprogramming of an ECU take?

6.Where can the adjustment or reprogramming of an ECU be completed?

6a. Can the adjustment or reprogramming of an ECU be made on-site where the vehicle is ordinarily housed or garaged, or would it have to be completed at a dealership?

7. Do responses to questions 3 through 6 change based on the model year of the power unit?

8. Since publication of the NPRM, how has standard practice or technology changed as it relates to the ability to set speed limits using ECUs?

9. Are there any challenges or burdens associated with FMCSA publishing a rule without NHTSA updating the FMVSS?

10. Should FMCSA revisit using the 2003 model year as the baseline requirement for the rule?

11. Should FMCSA consider a retrofit requirement in the rule and, if so, should it be based on model year or other criteria, and what would the cost of such a requirement be?

12. Should FMCSA include Classes 3-6 (i.e., 10,001 – 26,001 lbs. GVWR) in the SNPRM?

Phil Streif – Vandalia Bus Lines, St. Louis

Advocating for UMA members with the EPA.

Regarding difficulties experienced with emission regulations.

“Derate” overview

1. Engines must follow the EPA “speed-limiting derate” schedule if the engine detects a fault condition.

2. The derate takes the form of a maximum drive speed for the vehicle.

3. This maximum drive speed decreases over time based on hours of engine operation---without regard to engine starting or mode of operation.

Derate Codes

SCR:

- 3151 - SCR missing
- 3582 – SCR catalyst efficiency – data below normal ***

DEF Doser Pump

- 1682 – DEF dosing lines ***
- 3558 – DEF Dosing unit voltage high ***
- 3559 – DEF Dosing unit voltage low (very common fault) ***
- 3567 – DEF Dosing valve – current below normal
- 3568 – DEF Dosing valve not responding

DEF System

- 4156 – DEF Dosing unit heater relay voltage low ***
- 4169 – DEF Dosing unit heater #1 voltage low ***

DEF Fluid Temp

- 1683 – DEF Fluid tank heater – voltage above normal ***
- 1713 – DEF Fluid tank heater – data above normal***
- 3238 – DEF line heater #1 – voltage low
- 3241 – DEF line heater #2 – voltage low
- 3423 – DEF line heater #2 – voltage low
- 3258 - DEF line heater #1 – current low
- 3261 – DEF line heater #2 – current low
- 3425 – DEF line heater #3 – current low
- 3563 – DEF line heater relay – voltage low
- 4769 – DEF tank level sensor – abnormal rate of change ***

DEF Pressure

- 3572 – DEF pressure sensor – voltage low ***
- 3574 – DEF pressure sensor date valid, but below normal ***
- 3575 - DEF pressure sensor data valid, but above normal ***
- 3596 – DEF pressure sensor – data erratic or incorrect ***

Derate conditions:

Fault conditions:

Create derate strategies that monitor for and trigger an inducement based on diesel exhaust fluid (DEF) supply falling to a level corresponding to three hours of engine operation.

Derate conditions:

“Nox” override:

=Nitric oxide (NO) and nitrogen dioxide (NO2)
NOx is a main element in ground-level ozone which causes severe respiratory problems.

1. Reset the Active 100 Hour Array in the On-Board Detection system when the engine detects a fault condition.

Derate Schedule (EPA)

Table 1 of §1036.111—Derate Schedule for Detected Faults

Non-idle hours of engine operation[a]	Default maximum speed (mi/hr)	Maximum speed for low-speed vehicles (mi/hr)
0	65	50
6	60	45
12	55	40
60	50	35

[a]Hours start counting when the engine detects a fault condition specified in paragraph (b) of this section and the override factor for NOx conversion efficiency is above 0.10. For DEF supply, you may program the engine to reset the timer to three hours when the engine detects an empty DEF tank.