

Summer Safety

We all have been waiting for the summer to come and here it is. With summer comes the heat; some can handle that better than others. Then we have the vacationers and boys with their toys.

When we are out on the road they tend to irritate us, maybe it is because they have nicer toys than we have, or is it because they are getting to use their toys while we are at work?

Just maybe it is because they are not doing a good job at getting the toys from home to the playground. Like it or not, many of these people are not experienced at operating a vehicle bigger than the family 4 wheeler. Only a few times a year they are pulling a trailer and are not doing too good a job of it. Often, the family vehicle is overloaded with the family and a ton of toys and a weeks' supply of groceries.

My advice to you when you come upon these drivers is respect that they are also entitled to a vacation. Look ahead for them while you are driving and be prepared to encounter a problem or inconvenience.

Have a safe summer and remember behind every bouncing ball there is a running child.

Daily Vehicle Inspections

This is something that has really bothered me for a long time. How do you know your drivers are doing a daily vehicle inspection? I mean a proper inspection; going around and looking at and touching all the items that are included in Schedule I. Is there a way to monitor that they are doing the inspection correctly?

What does luck have to do with it?

I was at a workshop a few months ago and this topic was tabled for group discussion. I walked away from that meeting feeling that the safety people, company owners and the group in general really did not know for sure that a proper daily vehicle inspection was being conducted.

There were some carriers that placed free coffee tags on vehicle parts (driver submits tag to supervisor & gets a free coffee), others walked around and talked to the drivers in the yard. Also, some carriers ran daily safety lanes for all equipment heading out that day. This is important for both drivers and carrier with regard to CSA and carrier CVOR.

Vehicle inspections could be a subject for the next driver's safety talk. Give us a call and we will be glad to help you along.

*TS&CS is your
formula for safety
519+748+4420*

Coming events:

Managing a Safety Department

Monday October 1

Defensive Driving for G Licensed Drivers

Monday September 10

Defensive Driving for Professional Drivers

Saturday September 22

Commercial Vehicle In-cab Trainer

Saturday September 8

Lift Truck Training for Experienced Operators

Saturday December 15

Check out website for details
regarding this session and others
offered by TS&CS

www.transportationsafetycs.ca

Reference Checking

With the high levels of unemployment, the massive response to every job posting, and the number of seemingly qualified candidates for every job, employers must beware. Credential fraud is rampant and a growing problem. Consequently, I am focusing today's discussion on reference checking and the questions you need to ask former employers in a reference check. Even with your best efforts to check a potential employee's job references, employers are leery about responding formally with more than an employment verification. But, you may be able to obtain more information informally...

As with most Human Resources processes, a standard reference checking format is useful. You can easily compare candidates and ensure you are asking the "right" questions to make an educated decision before offering the applicant a job with your company.

I don't check references until we are ready to make an offer to a candidate. This saves staff time and demonstrates our respect for the candidate. After all, you don't know whether his current employer or her favorite professor even know he or she is looking for a new position. (I prefer candidates who tell their employer, but realize this isn't always possible, or even desirable.)

Employers are increasingly checking job references. To check job references is to request, verbally or in writing, the answers to a series of questions that you have prepared to ask former employers about your job candidate. Employers are concerned about future litigation and legal issues, so they are sometimes hesitant to answer your questions.

Consequently, in this climate, how to respond to another employer checking job references and how to check job references for your own company is increasingly important. Most job candidates have a prepared list of job, and sometimes, personal references. If you have decided you are interested in a particular candidate, ask for their job references. Do check the candidate's proffered job references, but go beyond this reference list.

Use the employment application to identify direct supervisors and others who may have knowledge of your candidate's work. Contact them for job references. Tap into your own network of colleagues and associates to determine if you can find additional job references about your candidate's work history and accomplishments.

Susan M. Heathfield, your Guide to Human Resources

Food for Thought...

*A smart person will learn from their mistakes.
A smarter person will learn from the mistakes of others.*

Author Unknown

Tire pressure systems deliver fuel savings, extend tire life

Feb 22, 2012 9:11 PM – Truck News by *John G. Smith*

TAMPA, Fla. -- A two-year US research program has concluded that systems which monitor or maintain tire pressures can deliver better fuel economy and longer tread life, and in some cases pay for themselves in as little as a year.

"We saw an increase of 1.4% in fuel economy, which is a big deal," said Chris Flanigan of the Federal Motor Carrier Safety Administration's (FMCSA's) Office of Analysis, Research and Technology, which was responsible for the Tire Pressure Monitoring Field Operational Test Results. "These systems can provide a real quick turnaround on fuel savings alone."

Official results of the FMCSA's work will not be released for a few months, but an audience at the annual general meeting of the Technology and Maintenance Council was given a sneak peak.

The report will certainly offer a valuable testimonial for companies that provide automatic tire inflation systems and tire pressure monitoring systems, which are currently mounted on a mere five per cent of the equipment rolling down US highways.

There is little secret that tires are rarely inflated to the proper pressures. An earlier FMCSA study showed that only 28% of tires are inflated to proper pressures, and 34% are within 5 psi of the right levels. One in every 14 tires was underinflated by at least 20 psi. But systems like those tested in the latest study can help to spot these issues or even top up the air in the tires.

The research itself involved two test fleets – Sheetz, a Pennsylvania tanker operation that runs on wide-base single tires; and GFS (Gordon Food Service), a Michigan fleet that had traditionally struggled with curb-related tire damage.

The tested equipment included the Meritor Tire Inflation System by PSI, the wheel-mounted Tire-SafeGuard Monitoring System, and the Integrated Vehicle Tire Monitoring System which is mounted on a valve stem and bolted to the wheel. The tire inflation systems were able to maintain preset pressures in trailer tires, and offer warning lights that could be viewed in the driver's mirrors. And the tire monitoring systems delivered their data to monitors in each cab.

Researchers tracked everything from mileage to fuel consumption, system status, visual tire inspections, tire pressure, tread depth, tire failures, in-service failures, tire replacements and system maintenance. The systems themselves were also exposed to a test track to see how they would perform in extreme situations. When one tire failed, for example, the automatic tire inflation system would not pull air from the other tires.

The Sheetz test fleet covered 3.9 million miles, consumed 632,000 US gallons of fuel, and identified 160 worn tires and 38 tire incidents. At GFS, the test fleet covered 3.4 million miles, burning 520,000 US gallons of diesel. About 278 worn tires had to be replaced.

The steer and tanker tires used in the Sheetz fleet lasted as long as they ever did, but the life of the drive tires was extended by about 30/32 inch per million miles. The control group lost about 154.5/32 of tire depth per million miles, compared to the test fleet where tires were consumed at a rate of 125/32 per million miles. Related results from the GFS fleet were not available because the equipment did not come back to the maintenance facility as often as expected.

When asked if the monitors could deliver an added safety benefit, Flanigan admitted that accidents linked to catastrophic tire failures are "relatively few and far between." But the equipment can help to reduce the calls for roadside tire repairs, which can be dangerous when completed next to a live lane of traffic, he said.

High Rate of Non Compliance with PPE Protocol

From the October edition of Bulk Transporter

An interesting article and a survey conducted by Kimberley Clarke Professional stating that 89% of the safety professionals said they observed workers not wearing safety equipment when they should have been.

A whopping 78% of the survey stated that "workplace accidents and injuries were the concerns most likely to keep them up at night"

The article went on to say the 69% said the primary reason for workers not wearing PPE was because they felt it was not required and followed by; uncomfortable, too hot, poor fit, not available near the work task and the best for last not attractive.

Now that we have admitted we have a problem what are we going to do about it. Well we did hear some answers; improve existing education and training 61%, increase monitoring 48% and followed by purchase more comfortable PPE, tying compliance to performance evaluation, purchase more stylish PPE.

Disturbing but not surprising information when it is a fact that in 3 out of 5 eye injuries no PPE was worn at the time of the injury or it was the incorrect eye protection.

Obviously, eye protection was the biggest non compliance issue followed by hearing protection.

Aggressive Driving

From Fleet Owner March 15, 2012

A two-day sting in Oregon targeting aggressive driving around big rigs netted 216 traffic stops and 163 citations, according to a WGW News report. The operation was conducted by deputies from the Washington County Sheriff's Office and the Oregon Dept. of Transportation.

Using a semi truck traveling up and down a seven-mile stretch of Interstate 5 near the Highway 217 interchange, deputies observed how drivers interacted with it. WGW News had cameras rolling during the sting.

"Overall, we're looking for aggressive driving patterns; following too close, dangerous lane changes, unsignaled lane changes, cutting trucks off - things of that nature," Sgt. Tim Tennenbaum told WGW News. "If you're involved in a crash with a truck, the potential for injury is much, much more significant."

The most common citations issued during the sting were for tailgating, speeding, making unsafe lane changes and cutting the truck off, according to deputies. One driver was pulled over for making four different unsafe, unsignaled lane changes.

"The biggest concern is, aggressive driving causes crashes and crashes cause injury and death on our highways," Tennenbaum said.

I have to say hats off to Oregon to recognize that the cars are a big problem out there. Yes the thought behind it all makes sense `` aggressive driving causes crashes and crashes cause injury and death on our highways,"

If you would like this newsletter sent to a second e-mail address or someone else in your organizations, please let us know at mike@transportationsafetycs.ca