

5 suggestions to help avoid a collision and be a safe driver:

From my experiences as an in cab evaluator, collision investigator and sitting on fleet collision review committee's these are common mistakes I see that set drivers up for collisions. These are in no particular order.

1. Drivers fail to look left, right and left again when entering an intersection. This is both when starting from a stopped position and when rolling along into an intersection. Drivers forget that having a green light or the right of way at an intersection is not a sure bet on being collision free. Expanding a little on this, on green light a driver may precede only when clear! If the driver does not check the intersection by looking left, right and left again how will they know if it is clear and safe to enter?
2. When starting from a stopped position before moving scan around to be sure nothing around you has changed and introduced a new unexpected hazard. I have seen some near collision misses not only on the road but off road even in the drivers own yard.
3. On the highway pay more attention to the acceleration ramps and deceleration ramps.

Often time's impatient drivers will use these ramps as their passing lane. Suggest as a driver has the first glimpse of an acceleration ramp to check out for vehicles on the ramp that may wish to merge. As a driver is running passed the acceleration ramp frequent mirror checks are important to again make sure no one is racing up to get onto the highway.

4. This one goes to the driver's vehicle inspection. Notice I suggested vehicle inspection and not pre trip inspection. Reason being that the driver must be inspection the vehicle more than a pre trip inspection. There is to be periodical inspections and post trip inspections. One particular aspect of an inspection that drivers miss is that they forget to check that the brake lights are functioning as intended. Two brake lights out is a major Out of service defect.
5. Scanning and looking ahead. A driver has to be scanning the mirrors and the shoulder of the road every 10- 15 seconds. There are potential hazards in those areas the driver needs to be aware of.

**TS&CS is your  
formula for safety  
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There are no new ways to get into trouble, only new ways to stay out of trouble.

Author Unknown

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## Pedestrian Right of Way.

As of Jan. 1, 2016 a new law in Ontario indicates drivers and cyclists must now stop and yield the whole pedestrian crossover until the person is completely off the roadway. This rule also applies at school crossings where there is a crossing guard holding a stop sign. However, the new law does not apply at crosswalks, unless a school crossing guard is present.

So, what's the difference between a pedestrian crossover and a crosswalk?

Pedestrian crossovers are identified by specific signs, pavement markings, overhead lights and push buttons.

A crosswalk is usually found at intersections with traffic signals, pedestrian signals or stop signs.



### MAKING ONTARIO'S ROADS SAFER

Starting **January 1, 2016**, drivers and cyclists

**MUST WAIT FOR PEDESTRIANS TO CROSS THE ENTIRE ROADWAY**

at school crossings and pedestrian crossovers.

#### PEDESTRIAN CROSSOVER



#### SCHOOL CROSSING



#### FINES

**\$150-\$500 and  
3 demerit points**

Fines are **doubled** in  
Community Safety Zones.



These rules **do not** apply at stop signs or traffic signals, unless a crossing guard is present.  
[ontario.ca/transportation](http://ontario.ca/transportation)

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Frequently checking the instrument panel for messages and or warning lights.

Often time's drivers think they are looking ahead but maybe they are not looking ahead far enough or reacting soon enough to what is happening around them.

Drivers forget that at 100kph they are travelling at approximately 90 feet per second. Now you look at Perception Time of 1-1 ½ seconds. This is the time it takes for the eyes to see a possible hazard and pass the message onto the brain. Then there is Reaction Time which is again 1- 1 ½ seconds. Finally there is the Lag Time of about a second. Lag Time is the time it takes the air in the system to travel from the foot pedal to the brake chamber to activate the brakes.

What does all this mean? You have just travelled 4 seconds or 360 feet before the truck even starts to slow down.

There are other factors in this to take into consideration like the road surface, is it asphalt, concrete, gravel, wet, dry or icy.

I recently read an article that indicated that a driver that is focusing on driving is making 163 decision every mile of travel.

**This space is reserved for your list of the 163 decision a driver makes every mile.**

### Interviewing The Driver Candidate

This is a very important aspect of hiring a driver. However before you do get to the interview you have to do some research on the candidates you have selected to interview.

Part of your research is to look for employment gaps. A fair question to the candidate would be why is there a gap. After all there is a driver shortage with lots of jobs available.

Reference checking sometimes does not give you too much useful information, however as part of your due diligence is to reference check. You might get lucky with some answers. If you do not get an answer or the answer you want to hear you can come back to it or re-phrase the question. A question I like to close off a reference check with is this question, would you hire this driver back again? Listen close to the answer or the tone of the answer for some key information.

I suggest to consider 2 people to conduct the interview coming from different departments in the company. A question I often hear asked of the driver in the interview is what would your boss say is a quality in you or how would they describe you? That question can also go to the person that you are getting the reference from.

A CVOR abstract is often times an asset in the interview process. If you are a heavy hauler and the candidate has overweight charges this may not be the person your want working for you. Now in the same token they may offer a good explanation for that CVOR infraction.

In a recent interview process while focusing on the CVOR I noticed an infraction but did not recall seeing the company name on the resume.

The drivers answer to the inquiry into this company was yes I did work there for a short period. I encountered a safety problem with the equipment and brought it to the attention of the boss. The boss told him there was no time to correct this the delivery must get out as it is already late. Unfortunately while out on delivery the driver was stopped for an inspection and the officer detected the defect.

This type of information should call for more questions in the interview process and based on the candidates answers you must make a decision is this the type of person that your want to operate your equipment and could you really say this person is a competent person? My gut tells me that this is not the first time they made a bad decision in regards to safety it is just a matter that this time the bad decision was caught by law enforcement.

Is this driver a potential high risk driver and did this driver warrant an opportunity to move onto the next step of the process and go for a road test?

The best and most advanced safety system will not work if workers fail to use it, or supervisors do not perform audits and inspections to determine that it is being used correctly. Author Unknown