

Driving with Diabetes

For many people, driving means being free to go wherever they want, whenever they want. When you're behind the wheel, though, that freedom comes with responsibilities. What does this mean for someone with diabetes?

Driving-related risks

According to guidelines published by Diabetes Canada, one major risk associated with driving is hypoglycemia that's not detected in time. It causes a variety of symptoms that make traffic violations and accidents much more likely: tremors, loss of focus, drowsiness, blurred vision, dizziness, and so on.

The key, as always, is proper blood glucose management.

If your treatments are limited to lifestyle and diet adjustments, or if your medication doesn't involve taking insulin, you can drive safely—as long as you're alert. Generally, insulin-dependent people can also drive their cars provided they're under a health professional's care.

Still, one's ability to drive a vehicle must be assessed on a case-by-case basis. Note that drivers with diabetes, depending on the province, must undergo a medical examination at least once every two years.

In addition, driving ability may be affected by other diabetes-related conditions, such as neuropathy (damage to your eyes, kidneys, nerves, etc.), motor or sensory function impairment, or cardiovascular disease.

A few precautions:

- Before leaving, watch for hypoglycemia symptoms. Make sure everything's fine by testing your blood glucose levels.
- If you've got a long drive ahead of you, bring water and snacks, and take breaks to stretch your legs and stay alert.
- Keep your blood glucose meter and your equipment in a dark, cool place.

It's the law!

In Canada, the law requires everyone to report any medical condition that may affect their driving.

In Quebec, all drivers must declare their state of health to the SAAQ when applying for a new driver's licence or renewing their current one, or within 30 days of any change in their health that could affect their ability to drive.

Careful: making a false or misleading statement may result in your driver's licence being suspended with a \$300 to \$600 fine.

What about commercial driving?

In Quebec, as in the rest of Canada, someone who has been diagnosed with diabetes is allowed to drive a commercial vehicle, even if they are insulin-dependent. However, their driver's licence will have to be marked with a W, which means they will be barred from driving in the US.

Diabetes should in no way restrict your freedom. But when you take the wheel, remember that your health can have an effect on both your own safety and that of others.

From Accu Chek Newsletter May 2018

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***Incident Analysis
"Learning from
incidents is an
important part of
safety
improvement."***

***John
Wettstein***

***Check out our website
www.transportationsafetycs.ca
for past issues on the
Safety Lane as well as
many other interesting
articles.***

If you have an industry article to share please forward it to mike@transportationsafetycs.ca

Insurance Coverage

Earlier this year I was doing some business forecasting. This can be very frustrating necessity a successful business operation.

In years gone by one thing that I did not give a second thought to was the cost of my insurance required to operate Transportation Safety & Compliance Solutions.

Over a few months period I had conversation with many of my customers and industry colleagues. One thing that I discovered was that many of my safety consultant colleagues/business competition were not properly insured.

This really frustrated me for two very good reasons. One is that these are my competitors and as a business have a drastically lower operating cost than I do. When I set up my insurance my broker had to do a lot of work to get me coverage as no one at the time as a transportation and safety compliance consultant had requested insurance. Therefore insurance companies were entering into an unknown market and as the insurance industry is all about making money I paid an expensive premium.

Thank You for listening to my whining. Now it is about you. What are the risks to you and your organization should a consultant not have proper insurance.

Should that consultant or any vendor get injured on your property and does not have proper insurance what is the risk to you and your organization. In the case of the consultant what are the consequences to again you and your organization should they share incorrect info with your organization and staff that result in a serious accident.

When I was a fleet safety manager we regularly requested that our vendors supplied us with a current certificate of insurance coverage from WSIB. Part of the package for new vendor to offer a tender was to again supply a Certificate of Insurance.

Just a little food for thought and remember that Due Diligence is part of any affect Safety Program.

Summer Workers

Many companies hire workers for the summer. Please help these people transition into a workplace. These people are likely not familiar with the hazards of a workplace and as an employer it is your responsibility to make them aware of the hazards and offer on going safety education to these people.

These summer staffers are in many cases sons or daughters of a coworker. A workplace injury or death is traumatic enough however even worse when that young worker that is the son or daughter of a coworker.

A summer student can often be a quality full time employee when they have completed an education program.

The most effective communication begins with active listening.

An open environment encourages communication and allows for both positive and negative discussion.

Gunter Transport Ltd

Daily vehicle inspection also known as pre trip inspection:

I have said it before and will say it again. In my early years in the trucking industry there was a person that did our driver meetings and he would start by asking the question who had breakfast today. That question was not asked because he brought in donuts for breakfast but because it lead into the next aspect of the meeting.

He would tell us that your breakfast is important because it gives energy and it is just the health thing to do. He would then proceed to tell us that our vehicle inspection was important as it is for the health and well being of the truck (preventative maintenance)

At the time I felt that maybe it was a little corny but have since aligned my thoughts with him in regards to the vehicle inspection.

I have seen so many times that drivers are not doing a proper vehicle inspection. Obviously I would think that this is the everyday practise. A poor pre trip inspection is not something I would expect to see from a driver on a pre employment in cab evaluation (road test). My expectation would be that a driver should be able to do the inspection in accordance with Schedule I and in a very systematic manner that is not only covering all items but at the same time is efficiently using time. I borrowed the phrase “work smarter not harder”

When a driver is demonstrating their pre trip inspection and are all over the truck this tells me they are not in the habit of doing a daily pre trip inspection. Many will try to argue that they have never been told. I do not buy that answer as to get an Air Brake Endorsement which is part of the pre trip inspection you must obtain an 80% score on the test. The same holds true when you do your license renewal you must get 80%.

Why is the pre trip inspection so important? There can be many reason to why.

- It is the law to start with.
- It is most likely part of the company policy for the driver.
- It is likely written as part of maintenance policy that a driver conduct a daily vehicle inspection
- It makes perfect and reasonable sense to inspect the vehicle.
- It is cost efficient to pre trip and detect vehicles in the yard rather than down the road during the trip.
- There is a charge that can go to a driver for failing to conduct a pre trip,
- There is a charge that can go to the fleet operator for permitting the driver from conducting a vehicle inspection.
- In addition to the charges a CVOR record is also impacted

At the same time I have observed vehicle inspections with a driver that is inspecting a truck that they have been driving and responsible for months and it is missing things such as license plates, has an expired annual safety sticker or missing current cab documents.

One last important thing that MTO looks at in an audit process is the vehicle defects and the reporting process. How does the shop find out that there is a defect? In most cases it should come from the driver, therefore the driver must be recording the defects on the inspection report. The regulations says something to the effect that the driver must record the defect and report it to their employer when they discover or become aware of a defect. That could be on a PTI or at a roadside inspection.

Maybe the main topic of the next driver safety meeting should focus on the drivers vehicle inspection.

My feeling is that MTO, OPP and Regional/City Police will be out this summer looking harder than ever for unsafe trucks and unsafe truck drivers.

Heat and Tires!!!

From: 6/15/18 - Idealease Safety Bulletin - Next Thursday is the First Day of Summer and the Heat is ON

A very famous tire engineer once stated, “Heat is to tires as Kryptonite is to Superman”...in other words, its worst enemy.

Taken all together, hot summer temperatures, under-inflated tires, heavy loads, and traveling at high speeds and you have a recipe for tire disaster....that is exactly why you see more alligators on the highway in the summer season. During the winter or spring months, a tire that was being run under-inflated would have heat buildup that would dissipate into the atmosphere as the ambient temperature is cold. Now, when operating in temperatures in excess of 100 degrees the heat will increase significantly in an under inflated tire.

The effect that proper air pressure has on tires is endless.

When a radial truck tire has been inflated to its proper air pressure according to the weight it is carrying, the operating temperature should be around 150 degrees. Let us assume that 100psi is the fleet standard. The rule of thumb is that for every loss in air pressure of 2psi, the tire temperature will increase 5 degrees.

What can fleets do to minimize tire related issues during the summertime months?

- Tire pressure needs to be checked more frequently in the summer. Weekly is recommended.
- Review with drivers the proper tire inspection procedure during a pre-trip inspection.
- Do not rely on the looks of the tire or striking the tire to determine inflation pressure. The only accurate way to access the pressure in a tire is to use a tire gauge. Keep in mind just 2 psi deficit in pressure increases the heat by 5 degrees.

Plan your tire program around mounting new, deep tread depth tires prior to the winter season. When summer hits, the tires will be worn down and generate less heat.

Inspect tires for punctures and damage more frequently in the summer months. Tire punctures tend to increase during the summer because the tread rubber becomes hotter and “softer” and acts as a magnet to nails and road debris

Bottom line: Checking your tires on a regular basis for both air pressure and any signs of irregular wear is essential if a fleet wants to maximize mileage and increase fuel economy.