

Safety Lane Spring 2019

Transportation Safety and Compliance Solutions

High Tech World of Trucks

Where have we come from? I got my first taste of the trucking industry in 1972. Not too long ago a driver asked me what was the first make of truck that you drove. My answer was either a Ford or a Dodge. To which he responded no not a pickup truck I mean a big rig. Unless you visit the old truck shows or around before the 80's you are not aware that Ford, Dodge and GM were players in the big rig market. At that time a diesel engine was not a common sight. We called them gas job engines. Automatic transmission was only found in cars and it was a special order. The transmission (shift) was what was commonly known as a 5 and 2. Cruise control was not even on the minds of the engineers. GPS or satellite tracking not around. Drivers had to find a pay phone or a shipper's phone to speak with their dispatch office.

Unless you paid the special-order price, your truck had a bench seat and an AM radio was an option. Back in the 70's no one had heard about Sirius radio. The fleet I worked at in the 70's did not have any tandem tractors and if we had a heavy load to pull, we hooked up to a Joe Dog before hooking to the trailer. An air conditioning system was a 2 by 60 and that was roll down the 2 windows and go at 60 miles per hour. If you had a highway long haul truck you did not have a bunk heater, TV or fridge. Basically, the bunk was a shelf with a mattress on it and maybe a curtain for privacy.

CHANGES THE INDUSTRY HAS SEEN:

Roll tight trailer

HOS

Roll Over Prevention/Warning's & Lane Departure

45'to 53'trailers & then LCV combinations

Fuel conservation

PTI and the implementation of Schedule I going back Target 97

Auto shift

Diesel Exhaust Fluid DEF

Truck Stop Parking Issues

Driving Simulators

Merging of 2 Fleets Under One CVOR

Merging the CVOR of 2 fleets under the same ownership can make things much easier to manage from the CVOR aspect.

However, things do not always turn out rosy. An example that I just ran across was that one fleet was sitting around a 10% safety rate and the other was sitting at an unknown percentage. When the merge of the CVOR was completed the Safety Rating came back as just less than 50%. At 50% you will be getting a letter or visit from MTO.

Maintain a relationship with your CVOR analyst will go a long way.

**Have you made
your plans for your
Drivers
Spring
Safety
Meeting?**

**Your Formula
For Safety
519+748+4420**

*A high level of
accountability
drives safety
success."*

Author Unknown

**Brant County
Truck Convoy
September 13 & 14,
2019**

**Location
Paris Fairgrounds**

Driver Training

In the article from page one it shows us over the last 40 + years many of the changes in the industry. We have all heard that people are resistant to change. Think back to the first automatic transmission that came to your fleet. There is a very good possibility that the senior driver did not want that truck and there was a lot of negative chatter about how useless an automatic is. The most common statement is in the winter I have no control over the vehicle.

I have to admit that I do not have too much experience sitting in the drivers seat of an automatic and driving in winter conditions. However, I have seen that many drivers have the attitude that an automatic is useless and take out their frustration on the truck.

I experienced an example of this recently. The driver repeatedly stated that an automatic transmission is useless in the smallest amount of snow and all you get out of the truck is spinning tires. After observing the driver getting stuck in minimal amounts of snow with ice under the snow, I had a conversation about one of the fundamentals of winter driving. That is when is ice the most slippery, below freezing, at freezing or above freezing? Once I got the answer, I then asked do you think that the heat of your tires and the constant spinning of the tires is making the ice under the snow more slippery? The next time the driver moved I had him do it without his foot on the accelerator and it worked. The truck walked back into position to safely park.

Not all automatic transmissions are created equal so a driver has to experience this to make a comment and not to believe everything that he hears from other drivers. In 2018 a guest speaker from Bendix was at a TMTA meeting speaking on the new technology they now have available and items into the future.

He shared the advancement that Bendix is making with technology. More important how each component of the technology complements the next and how they each marry together for safety.

The point that really stuck with me is that fleets are neglecting to share the benefits of this technology with the drivers. As a result the trucking industry is experiencing a fear of the unknown or resistant to this change.

Work with your drivers to reap the benefits of this amazing technology.

Make Safety “The Right Thing to Do” in 2019

One of the hardest tasks fleet’s face when initiating a safety culture – or even a safety policy – is ensuring buy-in from throughout the organization. I am sure that at some point we have all experienced this challenge.

I recall sitting in a meeting with the company owner and drivers from the employee committee and the topic came up of a change that was going to happen in a way in which things were done in the organization. The general employee population was not too pleased with the change and for some reasons it was going to impact them. Whether we agree or not we are for the most part resistant to change.

After a group discussion from all parties the company owner commented. “It is obvious to me that what we have been doing for years is not working and from a financial perspective I have to make a change. It appears that many are not in agreement with the change but I have to tell you that what we are currently doing is not working. We will be making the change and monitoring the results very carefully and if it is the wrong move we will go back to the old way and continue to look for a new way”.

This was a tough call for him to make. Was it the right call or way to announce the change?

My thoughts on a proper process to implement change to a safety program. First off do not wait until there is a problem to look for a way to change the process. There are different ways to go about this.

1. As part of a regular management meeting there should be a detailed report on all aspects of safety and safety programs.
2. I would suggest twice a year for the management team to sit and discuss this all-in detail looking at trends and cost cycles.
3. Budget time or year end might be a good time to review. A few months prior to insurance renewal would also be a good time to look at this.
4. Listen to what you are hearing, retain that information and sooner or later it may all come together.

Look at what you are currently doing. I think that getting a new set of eyes involved is a good way to go and that is one thing that TS&CS can do for you.

One of the key steps will be to do a SWOT analyze looking for Strengths, Weaknesses, Opportunities and Threats. Of course, this will be done with key people from the management team. The next step will be to make an itemized Action Plan and assign project ownership to the items and anticipated completion dates. If the project is going to run over a period of time give regular updates and document on the Action Plan

Violation

A deliberate, intentional act to evade a known policy or procedure, requirement and that deviates from sanctioned organizational practises.