

between the **WHITE LINES**

A Bimonthly Safety Newsletter From



Issue 11, October 2014

Top 10 States for Deer/Car Accidents

1. West Virginia
2. Pennsylvania
3. Montana
4. Iowa
5. South Dakota
6. Mississippi
7. Wisconsin
8. Minnesota
9. Virginia
10. South Carolina

Tips to avoid deer collisions:

Deer generally travel in herds. If you see one, others are usually close by.

Deer crossing signs are strategically placed. These are active deer areas.

Use caution between dusk and dawn.

Use high-beam headlamps as much as possible at night to illuminate the sides of the road.

Never swerve to avoid a deer. That may cause you to lose control of your vehicle. Instead grab the wheel tightly, brake firmly, stay in your lane and come to a controlled stop.

Use your horn to attempt to scare deer away.

September through November are the worst months for deer/vehicle collisions. Please remember to call Risk and file a report if you hit a deer.

Did You Know.....?

- City names **CANNOT** be abbreviated on logs.
- Dialing a mobile phone by pressing more than one button while driving a CMV could result in driver disqualification and penalties up to \$2,750 for the driver and \$11,000 for the carrier. This rule also applies to sitting in traffic or at a stop light.
- E-logs must be approved daily.
- Failing to use a seat belt can result in receiving 21 CSA points. Currently, PGT Trucking has 21 seat belt violations for a total of 252 CSA points.

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If you have any questions or would like to see a specific topic, please contact:

safetynewsletter@pgttrucking.com

Truck Driving Safety Tips

Wait to make that phone call:

According to information provided by the FMCSA, talking on a cell phone while driving reduces the brain activity associated with driving by 37 percent.

Buckle up:

Statistics show that your chances of being killed are almost 25 times higher if you are thrown from your vehicle during a crash.

Pay attention to driving conditions:

Bad weather contributes to 25 percent of speed-related fatalities. Drivers should reduce their speed by ONE THIRD on wet roads and by ONE HALF or more on snow-covered roads. Increase your following distance in inclement weather as well.

Check those blind spots:

Not every driver on the road understands that you have many blind spots. Check your mirrors every 5-8 seconds.

Look ahead:

Watch at least 15 seconds ahead to avoid dangerous situations.

Don't drive drowsy:

Research shows that being awake for 18 hours is comparable to having a blood alcohol concentration of .08 percent.

Do not tailgate:

Be patient. Maintain proper space with the vehicle in front of you. Protect yourself and the lives around you.

Strictly adhere to the hours of service regulations:

You could jeopardize your career if you violate these laws.

Multiple Slit Coils: Loaded Eye to Side or Eye Forward

We have experienced several load shifts of these slit coils in either position. Please use these precautions before, during and after loading these coils. Narrow slit coils may be banded together in a unit (most of the time they're not) and may be up to 60 inches in diameter.

WARNING

Approach groups of coils loaded in the eye forward position from the front or back. If loaded in the eye to the side position, approach them from the side. These are very volatile. They may fall in either direction before you secure the top.

Coils Loaded Eye to the Side

Place two chains (use edge protector at all points of contact) through the eye, and attach the hook end back onto itself at the top of the inside diameter of the coil. One should be positioned to the left side of the trailer and the other to the right. You must then attach to either a tie down, a J-Hook or around two spools. A ratchet binder is then attached to each chain. When tightening them, alternate to stabilize the top of the coils and prevent them from falling in any direction. Remember these two chains are not considered part of securement. They're only used to keep the coils from falling while in transit. These two chains must be put on first and taken off last.

WARNING

Be very careful when un-securing these two chains because they may fall forward or backward to either side.

Coils Loaded Eye Forward

Securing these are the same as the eye to the side coils except for the following:

If your trailer is a Mac or Reitnouer, place two J-Hooks about four feet out from the front and back of the coils. Thread both of the chains through the J-Hooks and reattach the hook end back onto itself about two feet up from the J-Hooks. When tightening the two chains, alternate to stabilize the top of coils for transit.

If you don't have a Mac or Reitnouer trailer, place a chain about four feet out from the front and back of the coil. Attach it to either side of the trailer using two spools or tie downs. Tighten with a ratchet binder. Then attach the hooks of two stabilizing chains to the cross chains and alternate tightening them to stabilize the top of coils for transit.

After stabilizing the coils from falling in either direction, it's safe to secure the other chains as you normally do. Use one chain for every 10,000 pounds or fraction thereof. Then add one for the family.

If you're not sure how to secure slit coils in the eye to the side position, eye forward position or any other type of cargo, you should call your fleet manager, the training department or the safety desk for additional help.