

BETWEEN the WHITE LINES

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A SAFETY NEWSLETTER FROM PGT TRUCKING

AVOIDING HEAD-ON COLLISIONS



A head-on collision is one of the worst collisions on the road, as they often result in a fatality. Fortunately, these collisions are relatively rare. Head-on collisions can occur on any type of roadway from curvy roads to straight stretches and from two-lane highways to one-way streets. It is vital to be aware of the roadway and other vehicles to avoid head-on collisions. It is also important to be prepared to react to such situations to avoid a collision and to minimize the potential for injury or death.

A HEAD-ON COLLISION IS ONE OF THE WORST COLLISIONS ON THE ROAD, AS THEY OFTEN RESULT IN A FATALITY.

Head-on collisions can occur when a vehicle crosses the median, or centerline. This can be a result from a driver who is asleep, distracted, or under the influence of drugs or alcohol. Crossing the centerline or median can also occur when a vehicle takes a curve at too great a rate of speed.

Head-on collisions can happen when a driver, knowingly or unknowingly, travels the wrong way in a traffic lane. A common example of this is when a driver enters the roadway and does not see that the road is divided with a median strip. As a result, the driver goes left of the median instead of right and into oncoming traffic.

To help avoid a head-on collision, look down the road for erratic behavior of oncoming traffic. Communicate with other drivers using your horn and headlights. Running headlights, even in daylight, can be especially helpful on curvy roads when other vehicles are more likely to veer from their lane of travel.



Be careful not to hug the centerline, but drive on the right side of your lane. If an approaching vehicle enters your lane, first slow down as quickly as possible without losing control. Braking will reduce the force of impact if a collision should occur. Drive to the right to avoid the collision, if possible. Going to the left could cause a more serious collision in the event the other driver attempts to recover back to his or her lane at the last second. Going to the left could also cause a head-on collision with other oncoming vehicles.



When going right, don't jerk the wheel as this could cause you to lose control of the vehicle and could cause a rollover. If you have to exit the roadway, slow down but do not lock the brakes. This will help maintain control of the vehicle and to avoid hitting solid objects like a tree or bridge support.

All drivers should continue to practice safe driving habits, such as avoiding distractions, passing with care, and maintaining safe speeds, which will help to avoid head-on collisions. Should a head-on collision occur, wearing your seatbelt can help save your life.

Source: Safety Management Services Company



SECURE to ENDURE



- 393.106(c) **Cargo placement and restraint** (1) Articles of cargo that are likely to roll must be restrained by chocks, wedges, a cradle or other equivalent means to prevent rolling. The means of preventing rolling must not be capable of becoming unintentionally unfastened or loose while the vehicle is in transit.
- Along with wedges or chocks, PGT utilizes Pipe Stakes to ensure the product does not roll off the trailer during transit and during the loading/unloading process.
- Pipe stakes must always be secured to the trailer, whether there is cargo in place or not. Tarp straps (Bungi straps) do not count.
- All dunnage must be properly and safely secured.
- Wrapping chains around the outside of the pipe stakes meets two needs. It keeps the pipe stakes in place and secured. If the load shifts during loading, unloading, or in transit, the chains will prevent the pipe stakes from damaging the rubrail.

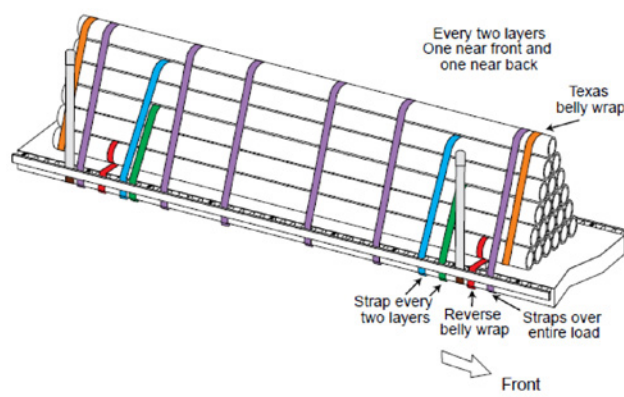
PGT UTILIZES PIPE STAKES TO ENSURE THE PRODUCT DOES NOT ROLL OFF THE TRAILER DURING TRANSIT AND DURING THE LOADING/UNLOADING PROCESS.

RELATE TO YOUR FREIGHT



PYRAMID PIPE

1. Place 4" x 4" lumber on the trailer, inspecting the ends. Do not use lumber that is cracked at the end because it will not hold a wedge when nailed.
2. Place pipe stakes in pockets on opposite sides of the trailer. Place one set near the front of the load, and one set near the rear of the load. Cover the pipe stakes with plastic or PVC covers and chain them together. Be careful not to over-tighten the chains. Nail wedges into the 4" x 4" lumber so that the pipe will rest against the wedges.
3. Before any pipe is placed on the trailer, place two straps over the trailer, one near the front and one near the rear. After the first layer of pipe is loaded, stop the loading process. Bring the straps across the top of the load, then feed them back under the pipe, attaching to the securement point on the opposite side of the trailer. Hand-tighten these straps. This is what is called a "reverse choke-strap" or "reverse belly wrap." (See red strap in below illustrations)
4. After the third layer of pipe is loaded, place two straps across the load, one near the front and one near the rear. Hand-tighten these straps (green straps). Use the load bar to tighten the reverse belly wraps (red straps).



5. After the fifth layer of pipe is loaded, place two straps across the load as you did earlier (blue straps). Use the load bar to tighten the green straps.
6. Repeat as needed, adding two straps every two layers. Place two straps over the top of the load in the first 8' then an additional strap every 8' after (purple straps).
7. Use ratchet straps to encircle the entire load, also referred to as a Texas belly wrap. It will cinch the load together in one big bundle.
8. Tighten all the straps with the load bar. Do not over tighten the straps.



QUESTION of the MONTH

Which is more CSA points, a speeding citation for 9 miles over the speed limit, or a seat belt violation?

The first five drivers and first two office personnel to submit the correct answer to safetynewsletter@pgttrucking.com will be awarded a \$25.00 gift card.

DID YOU KNOW

- You can check on the status of your physical's self-certification by calling your state's DMV.
- A Seat Belt violation is more CSA points than a speeding violation. If a DOT officer "gives you a break" and writes you a warning for speeding and a ticket for a seat belt, you will get CSA points for BOTH violations!
- PGT has shops in places other than Monaca, PA. We have operational maintenance facilities in Trenton, NJ, Poteau, OK, Laredo, TX, Monroe, OH, and Gary, IN
- A 15-minute power nap helps keep you more alert than a cup of coffee. Caffeine can decrease memory performance. Although you feel more wired after a cup of coffee, you are also more prone to make mistakes.
- PGT has an anonymous hotline. Call 866-628-5690 to report unsafe actions.



BETWEEN THE WHITE LINES is a publication of PGT Trucking.

If you have any questions or would like to see a specific topic, please contact: safetynewsletter@pgttrucking.com



SAFETY IS EVERYONE'S JOB - ALL THE TIME!