

BETWEEN the WHITE LINES

ISSUE 18
FEBRUARY 2015



A SAFETY NEWSLETTER FROM PGT TRUCKING

ACCIDENT COUNTERMEASURES: SLIPS, TRIPS, AND FALLS

It has probably happened to most of us. That momentary lapse of inattention—thinking about a personal problem or distracted by an activity that ends in a slip, trip, or fall. A stumble out of the cab of your truck, down a stairway, a trip over an uneven surface, slipping on ice, or a fuel spill can be a reality. It can lead to a variety of regrettable events ranging from a simple, bruised shin to an extremely serious injury. It's just one of a variety of conditions and situations that set the stage for slips, trips, and falls in the trucking industry.

According to the U.S. Department of Labor, slips, trips, and falls make up the majority of general industry accidents, which account for:

- 15 percent of all accidental deaths per year, the second-leading cause behind motor vehicles.
- About 25 percent of all reported injury claims per fiscal year.
- More than 95 million lost work days per year – about 65 percent of all work days lost.

In general, slips and trips occur due to a loss of traction between the shoe and the walking surface, or an inadvertent contact with a fixed or movable object which may lead to a fall. There are a variety of situations that may cause slips, trips, and falls:

- Wet or greasy floors.
 - Dry floors with wood dust or powder.
 - Uneven walking surfaces.
 - Polished or freshly waxed floors.
 - Loose flooring, carpeting, or mats.
 - Transition from one floor type to another.
 - Missing or uneven floor tiles and bricks.
 - Damaged or irregular steps; no handrails.
 - Sloped walking surfaces.
 - Shoes with wet, muddy, greasy, or oily soles.
 - Clutter.
 - Electrical cords or cables.
- Ramps and gang planks without skid-resistant surfaces.
 - Metal surfaces – dock plates, construction plates.
 - Weather hazards – rain, sleet, ice, snow, hail, frost.
 - Wet leaves or pine needles.

Here are guidelines to help you keep yourself safe and to prevent slips, trips, and falls.

CREATE GOOD HOUSEKEEPING PRACTICES

Good housekeeping is critical. Safety and housekeeping go hand-in-hand. If your facility's housekeeping habits are poor, the result may be a higher incidence of employee injuries, ever-increasing insurance costs and regulatory citations. If you see issues, report them to the person in charge of your shop, warehouse, or office. If your cab and sleeper berth are a mess, clean them up. "Dash trash" and signs of a lack of organization attract DOT officers. If a driver is noticeably clean and well organized, it is a good indication that he or she is overall safe and more likely in compliance.



COVER YOURSELF PROPERLY

The shoes we wear can play a big part in preventing falls. The slickness of the soles and the type of heels worn need to be evaluated to avoid slips, trips, and falls. Shoelaces need to be tied correctly. As drivers, we are expected to wear footwear appropriate to our work tasks.

Walking surfaces account for a significant portion of injuries reported by state agencies. The most frequently reported types of surfaces where these injuries occur include:

- Parking lots.
- Sidewalks (or lack thereof).
- Shower stalls in truck stops.
- Floors in general.



Traction on outdoor surfaces can change considerably when weather conditions change. Those conditions can then affect indoor surfaces as moisture is tracked in by pedestrian traffic. It is imperative to keep various types of footwear with you to reduce the potential for slips, trips, and falls.

- Watch for parking lot and sidewalk maintenance. A pair of boots with good traction and ankle support will work best in these instances.
- When snow and ice are present, a traction aid for your shoes/boots may be necessary. These devices are relatively inexpensive and can be very helpful in inclement weather.

AVOID OBSTACLES IN AISLES AND WALKWAYS

Injuries can also result from trips caused by obstacles, clutter, materials and equipment in aisles, corridors, entranceways, and stairwells. Proper housekeeping in work and traffic areas is still the most effective control measure in avoiding the proliferation of these types of hazards.

- Keep all work areas, passageways, storerooms, and service areas clean and orderly.
- Watch for extension cords, cables, or air hoses across hallways or in any designated aisles.
- Encourage safe work practices such as closing toolbox doors after use and picking up chain binder, ratchet straps, etc. from around your truck and trailer.

YOUR BEHAVIOR

This condition is the toughest to control. It is human nature to let our guard down for two seconds and be distracted by random thoughts or performing multiple activities. Being in a hurry will result in walking too fast or running which increases the chances of a slip, trip, or fall. Taking shortcuts, not watching where one is going, using a cell phone, carrying materials which obstructs the vision, wearing sunglasses in low-light areas, not using designated walkways, and speed are common elements in many on-the-job injuries.

It's ultimately up to you to plan, stay alert, and pay attention!

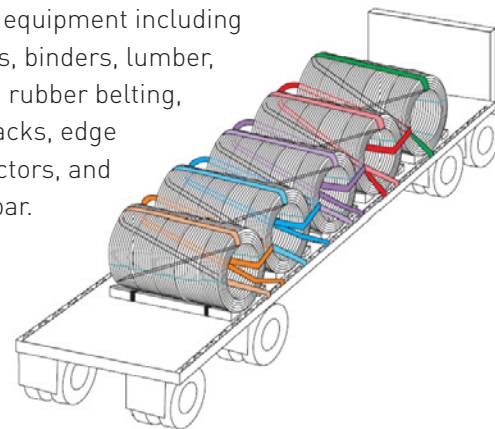
Source: Safety Management Services Company



RELATE TO YOUR FREIGHT

COILED ROD OR WIRE ROPE COILS, EYE TO THE SIDE

1. Set up two coil racks with 4" x 4" lumber where the first set of coiled rod will be loaded.
2. Set up two coil racks with 4" x 4" lumber where the last set of coiled rod will be loaded.
3. Load the first set of coiled rod in the coil rack.
4. Place remaining sets of coil racks and 4" x 4" lumber on the deck of the trailer, working from the front and back towards center. You may end up not having enough for every set of coiled rod. Coiled wire rod or rope sitting on the deck of the trailer is allowed with this type of commodity.
5. Place remaining sets of coiled rod into the coil racks and lumber.
6. Secure the front set of coiled rod as follows:
 - a. Run a strap through the eye of the coiled rod. Pass this strap through the eye of the coiled rod loaded behind it, then run it back through the first coil. Secure the strap to the frame of the trailer.
 - b. Run a second strap through the eye of the coiled rod, bring it over the top of the coiled rod, then back through the eye of the coiled rod. Secure the strap to the frame of the trailer. Many drivers call this a cinch-strap or a bellywrap. This will prevent the coiled rod from leaning towards either side during transit.
7. Secure each set of coiled rod as described in step 6, ensuring that a cinch-strap or bellywrap goes over the top of each coiled rod.
8. Place a horseshoe strap through the eye of the front set of coiled rod to prevent forward movement of the load.
9. Tarp the load securely as required. Secure all loose equipment including chains, binders, lumber, tarps, rubber belting, coil racks, edge protectors, and load bar.



SECURE to ENDURE DUNNAGE

Drivers must inspect and secure all dunnage.

- Timbers: All timbers should be hard wood with a beveled edge. No cracks or weak points in it. When using lumber, it should sit completely under the cargo.
- Coil Racks: The standard coil rack that PGT uses has a working load limit of 10,000#s each. The coil racks must be the same size when placing them under the load and should be in good working condition. (No cracked or broken welds)
- Chains: All chains should be inspected and in good working order. No cracked or bent links. The hooks should have the proper pins and cotter pins in place.
- Binders: The Binders should be in good working order with no missing or bent parts.
- Straps: All straps should have no damage. If it contains cuts, burns, and/or holes through the webbing which total more than 3/4 inch on a 4 inch strap, it is will put you out of service and needs to be replaced.
- Pipe Stakes: Pipe stakes in the pockets must be secured even when they are not being used. They must be secured with a chain or strap to the trailer. Bunji cords or tarp straps are not a rated securement device.

All dunnage MUST be secured to the equipment so it can't come loose or fall off. If you are able to pick it up without unsecuring it then it is NOT secured. All securement devices securing the dunnage MUST be in good working condition.

QUESTION of the MONTH

Slips, Trips, and Falls account for roughly what percentage of lost work time due to accidents?

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.



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!