

BETWEEN the WHITE LINES

ISSUE 19
MARCH 2015



A SAFETY NEWSLETTER FROM PGT TRUCKING

GPS DIRECTIONS



Most of us have heard stories of a driver following their Global Positioning System (GPS) into a disastrous situation. Although these navigation systems continue to improve and some are specifically designed for commercial motor vehicles, they are not 100% accurate. Most GPS devices now have a message displayed during the start-up sequence similar to:

MOST GPS DEVICES NOW HAVE A MESSAGE DISPLAYED DURING THE START-UP SEQUENCE SIMILAR TO: "WARNING: ALL DATA IS PRESENTED FOR YOUR REFERENCE ONLY. YOU ASSUME TOTAL RESPONSIBILITY AND RISK ASSOCIATED WITH USING THIS DEVICE."

"WARNING: All data is presented for your reference only. You assume total responsibility and risk associated with using this device."

These messages are displayed for good reason, as following the system's directions can result in taking an illegal turn or driving the wrong way down a one-way street. The device could fail to take into consideration a low bridge clearance and would certainly not consider low hanging tree limbs or wires. Taking a GPS route over a bridge without consideration of the bridge's weight limit can result in hefty overweight fines or a very serious accident.

With GPS as a reference, observance of signs and traffic control devices is the best strategy for navigating ever-changing roadways

traveled to your destination. Trust your own eyesight. If a route looks dangerous, don't take it. Asking your driver manager/dispatcher about routes ahead of time, if they were not already provided, can be a great help as other drivers could have provided additional information. This is a great way to learn from others' mistakes or experiences.



GPS should not replace good pre-trip planning. Knowing the directions ahead of time will help prevent having to make quick decisions on the roadways. Pre-trip planning will also help reduce the distraction of fiddling with the GPS unit.

It is also important to be mindful and careful of the settings of your GPS. The "shortest route" setting may navigate you onto riskier, unpaved roads. Some devices allow users to select only paved roads. Each device's instruction manual should be reviewed thoroughly to familiarize yourself with the correct settings for your unique situation.

GPS navigation systems aren't perfect. Most of them provide pretty good reference, but blind acceptance of their advice can become a driver's nightmare.

Source: Safety Management Services Company

RELATE TO YOUR FREIGHT



METAL COILS, EYE FORWARD

- Place one coil rack for each 10,000 lbs of coil weight, minimum of three racks. Place beveled lumber in the coil racks with the bevel facing towards the center of the trailer.
 - Lay rubber belting and waterproof paper on the lumber. The shipper should place the coil in the coil racks and beveled lumber.
 - NEVER stand on the deck of the trailer while loading. ALWAYS stand in a safe place that you and the crane operator or forklift operator can see each other and communicate with each other, either speaking or with hand signals.
-
- Place two chains in an X pattern through the eye of the coil. Keep the chains as close to the face of the coil as possible without wrapping them behind the coil. Place edge protectors between the coil and your chains, and tighten the chains.
 - Add additional chains through the eye of the coil, two at a time in an X pattern, as you did the first two chains until you have at least one chain for every 10,000 lbs (or fraction of 10,000 lbs) of coil weight.
 - "Horseshoe" chains or "C chains" on a shotgun coil are only worth half their strength. If you use "horseshoe" chains you must throw two chains for every 10,000 lbs of coil weight.
 - Place a trip block in front of the coil. Place rubber belting between the trip block and coil, and secure the trip block tightly against the coil. The trip block prevents forward movement of the coil.
 - Place a strap (or chain, if permitted by shipper) across the top of the coil and secure tightly.
 - 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 CHAINS



- Regularly inspect your chains for signs of damage and wear. Stop using the chain immediately and replace it if you see any worn, stretched, bent, or cracked chain links.
- Different sizes and grades of chains have different strengths. Make sure your chains are marked with the grade of chain – standard is G70. An unmarked chain is the weakest rating!



- The "weld" of the chain link is the weakest part of the chain. It is not a true weld and is instead melted and pressed together. Always make sure that your chain hook rests against the solid side, instead of the "weld" side.
- If you "horseshoe" your chains, they are only worth half the strength of the chain. For example, if a 3/8" G70 chain is normally worth 10,000 lbs, then a "horseshoe" would only be good for 5,000 lbs.
- Smaller chain sizes have smaller weight ratings. When you use both sides of the trailer to secure the chain, the chain can secure double its WLL rating. The WLL rating tables for chains can be found in your FMCSR Pocketbook §393.108.
- Remember, the trailer tie-down points also have WLL ratings. On most trailers you can find a plate or sticker listing these WLL ratings. If you are not sure, contact dispatch!

- Steel is harder than aluminum. You should never hook your steel chain directly to the aluminum trailer. Putting your chain hooks on the aluminum pockets, rubrail, or j-hooks is a quick, easy way to damage the trailer and make the chain useless. HOOK ON CHAIN!
- Take special care to inspect your hook clevis & pin. Ensure that the cotter pin is not broken and cause the hook to come free of the chain. A couple of spare cotter pins and clevis pins will not take up much space and may come in very handy.

STOP USING THE CHAIN IMMEDIATELY AND REPLACE IT IF YOU SEE ANY WORN, STRETCHED, BENT, OR CRACKED CHAIN LINKS.

QUESTION of the MONTH

In what section of the FMCSR will you find the working load limit of a tiedown?

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.

Congratulations to the winners of last month's safety newsletter question!

Office: Natalie Kochanowski, Starlene Haefner
Drivers: Clarence Hall, Brandon Harigle, Thomas Hutchinson, Kevin Lynn, Albert Gupton

DID YOU KNOW

- As of May 21, 2014, a valid physical can only be obtained from a doctor that is registered with the National Registry of Certified Medical Examiners. To find a doctor that is registered, you can do a search at <https://nationalregistry.fmcsa.dot.gov>.
- If you have a brake out of adjustment, adjusting it again isn't a permanent fix. Once brakes are out of adjustment, this is normally due to a mechanical defect. For a permanent fix, a mechanic must determine the cause and replace the malfunctioning part.
- When involved in an accident, in addition to contacting the Risk Department at 1-800-TEAM PGT or (800) 832-6748 and your Fleet Manager, be sure the police have been contacted. No matter where you are, the police can be reached by dialing 911!
- There is a new PGT agency working out of the PGT Birmingham terminal. If you have not spoken with Pam, PJ, Ashley, or Lauren yet, please call them at 800-643-5859 and welcome them to the PGT family.
- If you have any suggestions to improve our safety record, do not hesitate to call us at 800-837-8415 or email us safety@pgttrucking.com
- If you are cited for a violation during a roadside and successfully have it overturned or reduced to a lesser charge in court, any CSA points associated with the violation can be significantly reduced or removed entirely. Call the Safety Department for details!



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!