

# BETWEEN the WHITE LINES

ISSUE 22  
JUNE 2015



A SAFETY NEWSLETTER FROM PGT TRUCKING

## DEADLY MICHIGAN TRUCK WRECK MAKES DRIVERS THINK TWICE ABOUT PRE-TRIP INSPECTIONS

**A** set of dual tires fell off a tractor-trailer, bounced over the median, and struck a car in crash last month in western Michigan. Two people in the car were killed. The May 30 accident is under investigation, and it's unclear what caused the tires to come off the truck.

ACCIDENTS BRING TO MIND TRANSPORTATION INDUSTRY RISKS AND REINFORCE FOR MOTOR CARRIERS OF THE IMPORTANCE OF PRE- AND POST-TRIP INSPECTIONS.

This accident happened right before the annual CVSA International Roadcheck (June 2-4). The Commercial Vehicle Safety Alliance reports that since the group started the yearly checkup blitz in 1988, more than 1 million inspections have been conducted, with more than 300 lives saved and more than 5,000 injuries avoided.

This accident is a chilling reminder of the huge transportation industry risks drivers manage every day at "the office." Most drivers we have the pleasure of working with strive to make safe decisions at every turn. But some parts of the work, from cargo to the weather to other drivers, don't make the ride easy or safe.

### Managing Transportation Industry Risks Includes Diligent Maintenance

Accidents bring to mind transportation industry risks and reinforce for motor carriers of the importance of pre- and post-trip inspections. Looking over your vehicle before and after you hit the road is the best way to catch any maintenance issues. (It's not known whether maintenance was an issue in the Michigan crash.)

Consider all the elements that get checked during a Level 1 inspection — like the inspections performed during the recent CVSA International Roadcheck. Performing a once-over on the following components during a pre-trip inspection isn't a bad idea:

- braking system
- coupling devices
- exhaust system
- frame
- fuel system
- lights
- safe loading
- steering mechanism
- suspension
- tires
- van and open-top trailer bodies
- wheels and rims
- windshield wipers
- emergency exits (on buses)
- paperwork, including CDL, trailer registration, and documents in permit book



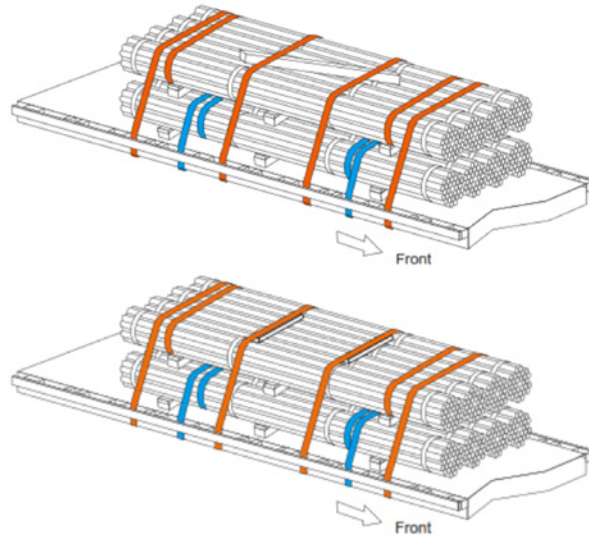
It's also a best practice, although not required, for a driver to conduct a pre- and post-trip inspection on himself. Drivers should take a few minutes to examine how tired they feel and to perform a mini-mental health check. They should answer, "How's my energy level?" and "Is my head in the game for this?" This time of reflection helps ensure that they can safely do the job and determines how much of a break they need before they can roll out again.

Source: HNI  
Written by Jim McKinley

## RELATE TO YOUR FREIGHT

### BUNDLED PIPE IN TIERS

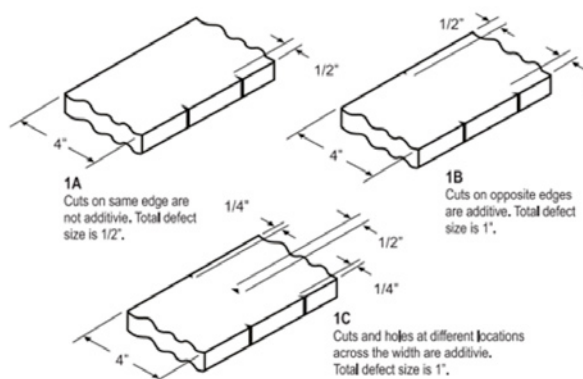
1. Place 4" x 4" lumber on the trailer for every 8' of cargo length.
2. Nail wedges or blocking onto the ends of the 4" x 4" lumber.
3. Lay the bundles across the lumber.
4. Secure the bundles with straps or chains, depending on the shipper requirements. Belly wrap the bundles near the front and near the rear of the load with straps or chains.
5. Lay another set of lumber on the first tier of pipe, directly above the bottom lumber.
6. Lay another tier of bundles across the lumber and belly wrap the bundles near the front and near the rear of the load with straps or chains.
7. Secure additional tiers in the same manner, with the top tier chained or strapped every 8' over the entire load.
8. Place two short 4" x 4"s. One towards the front; the other towards the back of the middle top layer of cargo as pictured. This will prevent the cargo from "walking" forward or backward. If you do not have short 4" x 4"s use longer 4" x 4"s by placing them at an angle.



Emergency crews on scene of fatal crash.

## SECURE to ENDURE STRAPS OR SYNTHETIC WEBBING

- Any cut or worn straps should not be used. Replace them as soon as possible. Refer to the table for the CVSA standards for OOS range.
- Any straps with holes or burn marks in them should not be used. Replace them as soon as possible.



- When putting a strap out of service, you should cut the hook from the strap to ensure it does not accidentally get mixed in with good straps and reused.
- Strap should always remain inside the rubrail.
- Strap hooks should be attached to the lip underneath the trailer whenever possible.
- When hooking to the rubrail is unavoidable, make sure to utilize a proper DOT wrap as illustrated at top right.
- Always ensure the opposite side of your trailer is clear before throwing the straps across the cargo.
- Wind the strap around the strap hook before throwing the strap across the cargo. If the strap strikes another object or the cargo, the strap will soften the blow and could prevent damage.
- Use out of service strap material to place between the cargo and good straps or tarps. This will help protect your good equipment.
- Your straps should be marked with a WLL tag. If the tag is missing or you cannot read it, revert to the tables in §393.108 (displayed at right).

Web Size	Out-of-Service Range
1 3/4"	Larger than 3/8"
2"	Larger than 3/8"
3"	Larger than 5/8"
4"	Larger than 3/4"

Width	Working Load Limit (WLL)
1 3/4"	1,750 lbs.
2"	2,000 lbs.
3"	3,000 lbs.
4"	4,000 lbs.

## DID YOU KNOW

- Even big trucks are difficult to see in the dark. When backing from a road, your truck and trailer looks like another vehicle traveling on the road from an onlooker. Despite the reflective sheeting on the sides of your trailer, it is very hard to see. The headlights of your truck blinds oncoming traffic and they cannot see that your trailer may be blocking the road. When backing off the road in darkness, turn off your headlights so oncoming traffic can see your truck and trailer. Remember to ensure all your marker lights are lit so you are visible!
- Team Building days are being scheduled throughout the year. The next couple of events will be Leipsic, OH on July 18th and Gary, IN on August 8th. Stay tuned as additional events become scheduled!
- The Speed Limit on all company property is 10 miles per hour. Remember, your fellow drivers and employees frequently walk around the lot and may be distracted.
- Many parts of the country have already had consistent 100-degree days. Pay attention to your body and how you feel — flatbedding is a physically demanding job. Ensure you drink plenty water, and keep extra bottles of water in the truck in case you get stuck. Some of the symptoms of dehydration include weakness, dizziness, confusion, palpitations (racing heart), and fainting. Symptoms of heatstroke are high body temperature, nausea, alteration in sweating, altered mental state, rapid breathing, and racing heartbeat. Drinking plenty of water prevents dehydration and heatstroke.

## QUESTION of the MONTH

What is the speed limit for all vehicles on PGT property?

The first five drivers and first two office personnel to submit the correct answer to [safetynewsletter@pgttrucking.com](mailto: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](mailto:safetynewsletter@pgttrucking.com)



SAFETY IS EVERYONE'S JOB - ALL THE TIME!

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

Office: Rachelle Ciccone, Robin Devine, Drivers: Timothy Ute, Casey Harigle, Steven Dowler, William Sizemore, David Johnson