

Safer Drivers

Workers Training Workers



Funding and Support for this Project has been Provided by the State of Washington, Department of Labor & Industries, Safety & Health Investment Projects



www.teamsterstraining.org



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T1 – TIRES Trucking Injury Reduction Emphasis

Need to Know: Trucking has some of the highest workers comp claims rates and costs in the State of Washington. Our combined goal is to reduce injuries and keep you safe.

Talking Points:

The TIRES website is www.keeptruckingsafe.org. For those of you that have internet on your phone let's go there and save it.

The Most Common Injuries:

- Slips, trips, falls
- Strains & sprains (Musculoskeletal disorders)
- Getting struck by or against an object
- Motor vehicle collisions

Major Causes

- Loading/unloading and material handling
- Exiting the cab or trailer
- Walking around the yard, terminal or customer site
- Tarping/strapping a load

Future safety meetings will focus on preventing these injuries.

This Week's Safety Focus:

Think safety in everything you do!

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TIRES Trucking Injury Reduction Emphasis

TIRES = Trucking Injury Reduction Emphasis. Trucking has some of the highest workers comp claims rates and costs in the State of Washington. The goal of TIRES and our company is to reduce injuries and keep you safe.

The Most Common Injuries:

- Slips, trips, falls
- Strains & sprains (Musculoskeletal disorders)
- Getting struck by or against an object
- Motor vehicle collisions

Major Causes

- Loading/unloading and material handling
- Exiting the cab or trailer
- Walking around the yard, terminal or customer site
- Tarping/strapping a load

The TIRES website: www.keeptruckingsafe.org

Please take the time to check it out. Future safety meetings will focus on preventing these injuries.

This Week's Safety Focus:

Think safety in everything you do!

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T2 – Jump Force

Need to Know: When you jump your weight is multiplied putting excessive force on your bones, joints, and muscles. Over time this can develop into chronic injuries.

Talking Points:

What are some of the places we jump from on our jobsite?

What are the heights of those jumps?

Who is the lightest, average, and heaviest in terms of weight?

Let's look at some examples:

Jump	150 lb driver	250 lb driver
From Cab or Trailer	1166 lbs	1860 lbs
From Bottom Step	237 lbs	395 lbs

Reference: <http://www.keeptruckingsafe.org/safetymaterials/90572010.pdf>
<http://www.keeptruckingsafe.org/safetymaterials/90392009.pdf>

Notes:

This Week's Safety Focus: No Jumps! Let's see if we can make it through the week without any jumps.

Don't Jump!



When you jump your weight is multiplied putting excessive force on your bones, joints, and muscles. Over time this can develop into chronic injuries.

Multiplied Force

Jump	150 lb driver	250 lb driver
From Cab or Trailer	1166 lbs	1860 lbs
From Bottom Step	237 lbs	395 lbs

Check out the cool jump force simulation at www.keeptruckingsafe.org

This Week's Safety Focus: No Jumps! Let's see if we can make it through the week without any jumps.

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T3 - Ingress/Egress of Equipment

Need to Know: 3 points of contact facing the equipment without items in hands is the only acceptable way.

Talking Points:

What is the proper way to get in & out of equipment?

How many of us always use the right way?

How many of us use the right way 50% of the time? 25% of the time? Never?

Why is it important?

- Greatly reduce slips, falls, jump pressure, getting hung up from fall, acute and chronic injuries.

Any Stories to Share?

Reference: <http://www.keeptruckingsafe.org/safetymaterials/902a2007.pdf>

Notes:

This Week's Safety Focus: Let's work together to see that we enter/exit the right way 100% of the time!

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INGRESS/EGRESS OF EQUIPMENT

The Right Way!



The Wrong Way!



The Right Way! Climb down, don't jump down or walk down. Face the equipment, 3 points, no objects in your hands.

The right way reduces slips, falls, getting hung up from a fall, and pressure from jumping. It only takes one bad entry/exit to create a lifetime of pain.

This Week's Safety Focus: Let's work together to see that we enter/exit the right way 100% of the time!

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T4 – Securing Loads – No Injuries

Need to Know: Avoid injuries when securing loads. Following proper procedures will reduce your risk.

Talking Points:

What are some of the procedures we should follow when securing loads?

- Wear proper PPE. (Hard hat, gloves, safety glasses, reflective clothing, footwear)
- Stand on the ground when tightening devices.
- Check before throwing straps. Make sure the area around you is clear of people, equipment, overhead lines.
- Tighten from the passenger side. This puts you on the shoulder side protecting you from traffic.
- Use ratchet binders instead of over center binders.
- Get to a safe haven before tightening when in transit.
- If must be at side of road walk around front of truck or exit passenger side.
- Avoid climbing on the trailer.

Reference: <http://www.keeptruckingsafe.org/safetymaterials/90362009.pdf>

Notes:

This Week's Safety Focus: Follow the procedures discussed to safely secure your loads.

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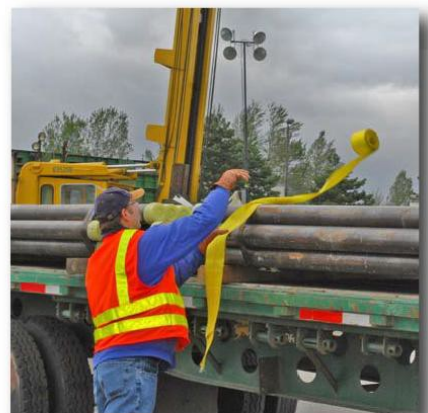
SECURING LOADS – NO INJURIES

Be a Pro!

Follow these steps to securing loads



Make sure your winch bar is in good condition.



Check for others and yell "Strap over" before throwing straps.



Thread straps neatly to prevent damage.



Inspect your straps for damage before each use.



Position your body to one side of the bar.

This Week's Safety Focus: Follow the procedures discussed to safely secure your loads.

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T5 – Proper Footwear

Need to Know: Proper footwear can protect you against injuries.

Talking Points:

What is proper footwear?

Why should we wear proper footwear?

How many people are wearing proper footwear?

For those that are not wearing proper footwear:

Why are you not wearing proper footwear?

Do you own proper footwear?

Will we see you tomorrow with proper footwear on?

Suggestions regarding footwear that works?

Reference: <http://www.keeptruckingsafe.org/safetymaterials/90422009.pdf>
<http://www.keeptruckingsafe.org/safetymaterials/90412009.pdf>

Notes:

This Week's Safety Focus: Let's wear the footwear of the pros everyday!

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PROPER FOOTWEAR

Want to be a pro?

Then wear the footwear of the pros!



Don't let flimsy footwear get you down - or cause you to fall. Wear sturdy shoes or boots that have good traction. This will keep you on your feet in rainy and icy weather.

This Week's Safety Focus: Let's wear the footwear of the pros everyday!

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T6 – Job Site Hazards

Need to Know: Awareness of job site hazards will reduce injuries due to slips, trips, and falls.

Talking Points:

What are some of the common job site hazards that we see everyday?

How can we eliminate those hazards?

If we cannot eliminate a hazard, how can we reduce our exposure to the hazard?

If we identify a jobsite hazard what should we do?

Reference: <http://www.keeptruckingsafe.org/safetymaterials/98582010.pdf>

Notes:

This Week's Safety Focus: Let's look for those jobsite hazards and see if we can get them eliminated!

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JOBSITE HAZARDS



True Stories:

A 59-year-old, no-touch freight truck driver was injured while completing her pre-trip inspection and putting the seal on the trailer. The truck and dry van trailer were parked on the pavement near a light post with grass around it.

Hidden in the grass was a 5" wide, 4" deep hole. She tripped in the hole, fracturing her right ankle.

Sadly, other drivers had also been tripped up by that hole, but the customer had not fixed it. Just packing some dirt in the hole would have prevented her injury. Instead it cost nearly \$47,000 and over a year and a half in lost work days. And the driver will now live with hardware in her ankle.

TIPS TO LIVE BY

Employers:

- If your driver is injured at a customer site, follow up with the customer to be sure it won't happen again.

Drivers

- Always wear sturdy shoes with good traction.
- Stay vigilant about hidden hazards. Before inspecting your truck and trailer. Inspect the area around them for slip, trip and fall hazards.
- Report debris, spills or other hazards to the yard manager.

This Week's Safety Focus: Let's look for those jobsite hazards and see if we can get them eliminated!

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T7 – Working Around Trailers

Need to Know: Hazards exist when working around trailers.

Talking Points:

Has anyone been injured while working around a trailer?

What are some hazards of working around trailers?

- Landing gear, 5th wheel release mechanism, doors, winches, broken or gouged rub rails, visibility by others, slippery decks, falling/overhanging loads.
- Weather related, rain/oil slick, snow/ice, wind, extreme heat.

What can we do to reduce or eliminate hazards of working around trailers?

Reference:

Notes:

This Week's Safety Focus: Be extra cautious when working around trailers.



WORKING AROUND TRAILERS

What are some Hazards that we might face?

- ✓ Landing gear
- ✓ 5th wheel release mechanism
- ✓ Doors
- ✓ Winches
- ✓ Broken or gouged rub rails
- ✓ Visibility by others
- ✓ Slippery decks
- ✓ Falling, overhanging or unstable loads
- ✓ Inclement weather - rain, snow, ice, mud, wind, extreme heat.

How many more can you identify?

How might we protect ourselves from the hazards?

This Week's Safety Focus: Be extra cautious when working around trailers.

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T8 – Tarping

Need to Know: Care should be taken when tarping loads.

Talking Points:

How can we prevent falls when tarping?

Who has a ladder to assist in tarping?

What is the condition of your ladder?

How do you properly use the ladder?

How do you roll a tarp out forwards as opposed to backwards?

What are some tips that we can use to help make tarping safer?

Reference: <http://www.keeptruckingsafe.org/safetymaterials/9032007.pdf>
<http://www.keeptruckingsafe.org/safetymaterials/903a2007.pdf>

Notes:

This Week's Safety Focus:

Use care when tarping your loads!

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Don't Fall for It

Tarp Smart

Every year many Washington state truck drivers fall and are injured while tarping and untarpping loads on their trucks

These injuries don't just happen

Prevent falls while tarping loads

- Carry a ladder to access the top of the load
- Use tarping stations that customers make available
- Equip dump trucks with auto tarping systems
- Share techniques or tricks with other drivers
- Use a forklift to get tarps on top of the load, but don't ride the forks along with the tarp
- Roll tarps forward not backwards, which keeps edges and voids visible
- Consider using curtain vans where feasible

Identify it, deal with it

This Week's Safety Focus:

Use care when tarping your loads!

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T9 – Loading Docks

Need to Know: Loading docks are a common place for slips, trips, and falls.

Talking Points:

Has anyone been injured while working around a loading dock?

What are some of the hazards of working around loading docks?

How can we eliminate some of those hazards?

What can we do to protect ourselves and others when working around loading docks?

Reference: <http://www.keeptruckingsafe.org/safetymaterials/901a2007.pdf>
<http://www.keeptruckingsafe.org/safetymaterials/90012007.pdf>

Notes:

This Week's Safety Focus: Let's look for hazards around our loading docks and take steps to eliminate them.

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Don't Fall for It

Hundreds of Washington state trucking industry workers are seriously injured every year from a slip, trip, or fall

These injuries don't just happen



***Identify it,
deal with it***

Preventing falls from loading docks

- Practice good housekeeping
- Look for marked floor transition at dock edges
- Replace barriers at dock openings after handling freight
- Use stairs or ladder to access dock level
- Identify hazards, eliminate them

This Week's Safety Focus: Let's look for hazards around our loading docks and take steps to eliminate them.

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T10 – Loading and Unloading

Need to Know: Follow procedures when loading and unloading to reduce or prevent injuries.

Talking Points:

Has anyone received an injury while loading or unloading?

What are some of the hazards specific to the loading and unloading that we do?

How might we reduce or eliminate those hazards?

Let's look at these specific areas:

- Prevent falls.
- Prevent injuries to muscles, tendons, and joints
- Review loading dock areas and operations.

Reference: <http://www.keeptruckingsafe.org/safetymaterials/90012007.pdf>

Notes:

This Week's Safety Focus: Let's follow the tips to live by and prevent loading/unloading injuries.

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LOADING AND UNLOADING

Industry: **Delivery**
Occupation: **Truck driver**
Task: **Tidying up loading dock**



Incident location

TIPS TO LIVE BY

Prevent falls

- Maintain good housekeeping
- Clearly mark floor transition at open dock edge.
- Install and assure use of barriers for dock openings.
- Provide dedicated stair or ladder access from ground to dock level.

Prevent injuries to muscles, tendons and joints.

- Re-design dock to hinge dock plate so that it functions similar to a draw bridge. This eliminates need to manually move the plate and when raised it closes off opening.

Review loading dock areas and operations including:

- Policies and procedures
- Dock plate/ramp positioning
- Load configurations
- Dock equipment systems
- Dock design/layout
- Types of vehicles using dock

Train employees in dock safety procedures .

Delivery driver fatally injured in fall

On July 12, 2004, a driver employed for 18 years by a commercial bakery suffered a fatal head injury while unloading his truck. The incident happened at the loading dock inside the warehouse of the bakery's distribution center.

The driver parked his delivery vehicle parallel to the loading dock and, using the truck's side door, unloaded empty bread racks and other items. The truck was positioned 4 feet from the loading dock and a metal dock plate was positioned from the side door of the truck to the loading dock. The loading dock stood 4 feet 3 inches above the concrete floor of the distribution center. The truck bed was 4 feet above the floor. There was a standard guardrail system around the perimeter of the loading dock.

After emptying the truck the driver was observed tidying-up the loading dock. Several minutes later a coworker found him lying on his back on the concrete floor between the loading dock and the truck. The dock plate was detached from the truck and was found resting on the floor of the loading dock. The driver was bleeding from his head. He was taken to a hospital where he died of his injuries two days later. The coroner determined that the victim died of "blunt head trauma" as a result of a fall.

www.KeepTruckingSafe.org

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SHARP Program

Dept. of Labor & Industries

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This Week's Safety Focus: Let's follow the tips to live by and prevent loading/unloading injuries.

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T11 – Struck by Falling Objects

Need to Know: Drivers need to protect themselves from falling objects.

Talking Points:

Has anyone received an injury from a falling object?

What are types of falling objects do we have the potential to be exposed to?

How might we reduce or eliminate those hazards?

Reference: <http://www.keeptruckingsafe.org/safetymaterials/90252008.pdf>

Notes:

This Week's Safety Focus: Follow the procedures.
Protect yourself from load shift!

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Protect yourself from falling objects

Hazard	Solution
 <p data-bbox="276 955 795 1018">Simply opening your trailer doors can put you at risk for a serious injury.</p>	 <p data-bbox="836 955 1339 1018">Unlock and open one side at a time. Stand behind the door while opening.</p>

Many workers' compensation claims are caused by falling cargo.

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You can protect yourself from load shift.

- Make sure all goods are shrink-wrapped, strapped on the pallet or secured to side wall.
- Secure the load using a cargo bar, Velcro™ strapping, or webbing.
- Unlock and open one trailer door at a time. Shield yourself from falling cargo by standing behind the door.
- Don't try to catch falling cargo or boxes.

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This Week's Safety Focus: Follow the procedures.
Protect yourself from load shift!

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T12 – Caught In-Between Equipment and Structures

Need to Know: Prevent being caught in-between equipment and structures by following proper procedures.

Talking Points:

What equipment do we operate that has the potential for someone to become caught in-between it and a structure?

What areas do we work in that are the most dangerous?

How might we make those areas safer?

What can operators do to protect the area they work in?

- Use marked work areas, barricades, taped off areas, ground equipment when someone wants to approach.

What can workers do to protect themselves?

- Stay out of protected areas, stand clear until the operator stops and you have their attention. Make sure equipment is grounded before approaching.

Reference: <http://www.keeptruckingsafe.org/safetymaterials/90282008.pdf>

Notes:

This Week's Safety Focus: Wait until the equipment stops, get the drivers attention, then walk up.

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CAUGHT IN-BETWEEN EQUIPMENT AND STRUCTURES



**Don't risk it. Stay out of the way
when forklifts are working!**

Forklift drivers

- Treat the 6-foot area around the forklift as a danger zone.
- Always look in the direction you are traveling.
- Don't drive distracted. No earbuds or loud music.

Everyone else

- Keep to designated walking paths.
- Never walk up behind a forklift.
- Wait until the forklift stops, get the driver's attention, then walk up.

www.KeepTruckingSafe.org

CDC/NIOSH Grant No. U60 OH008487
Publication No. 90-28-2008

This Week's Safety Focus: Wait until the equipment stops, get the drivers attention, then walk up.

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T13 – Be Seen – Be Safe

Need to Know: Prevent run over injuries

Talking Points:

One of the worst things that can happen to us as drivers is to be run over!

Where are we at risk of being run over?

How might we reduce those risks?

Print out and review the posters, especially “Be the BRIGHT person”.

Reference: <http://www.keeptruckingsafe.org/safetymaterials/90292009.pdf>
<http://www.keeptruckingsafe.org/safetymaterials/90322009.pdf>

Notes:

This Week's Safety Focus: Wear your vests when outside of the truck. Be the BRIGHT person!

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BE SEEN

BE SAFE



www.KeepTruckingSafe.org

Each year trucking industry workers are injured and killed when hit by other drivers who do not see them. Make sure other drivers can see you by wearing a high visibility vest and making eye contact with drivers.

Wear your vest each time you exit your truck:

- In the company yard.
- At your customer's dock.
- On the side of the road.

This Week's Safety Focus: Wear your vests when outside of the truck. Be the BRIGHT person!

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T14 – Prevent Run Over Injuries

Need to Know: None of us wants to be the person that runs over someone.

Talking Points:

One of the worst things that can happen to us as drivers is to run over someone?

Where are we at risk of running over someone?

How might we reduce those risks?

- Develop and follow procedures to make sure people are clear of trucks and trailers before moving.
- Do a walk-around prior to moving the vehicle; look under it.
- Improve the driver's visibility from the cab. Consider adding:
 - More mirrors.
 - Closed circuit television cameras with a cab monitor.
- Give the truck keys to the mechanic. Return them to the driver only after the mechanic's work is done.
- Increase lighting in work zones.
- Define pedestrian paths within the terminal.

Reference: <http://www.keeptruckingsafe.org/safetymaterials/90232008.pdf>

Notes:

This Week's Safety Focus: Do a walk-around prior to moving your vehicle including looking under it.

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PREVENT RUN OVER INJURIES

Driver killed when run-over by co-worker

Industry: General Freight
Occupation: Truck Driver / Mechanic
Task: Adjusting Brakes

A 51-year-old truck driver/mechanic for a general freight trucking company was doing the pre-trip safety checks on his and a co-worker's truck at the company yard. The victim adjusted the brakes on both trucks and finished the safety inspection. He then told his co-worker that they were ready to go make their deliveries.

The co-worker got into his truck and was checking his maps. He did not see the victim and assumed he had gone to his truck. He was blocking the victim's trailer, so he drove forward to give him room to back up to his trailer. As he was pulling forward he looked into his rear view mirror and saw the victim's feet sticking out from under the trailer.

A police report determined that the victim was under the front of the truck and was run over by both sets of wheels. A wrench and hammer were found under the truck. The wrench fit the bolts that were used to adjust the brakes.



Injury Prevention Tips To Prevent Run-over Injuries

- Develop and follow procedures to make sure people are clear of trucks and trailers before moving.
- Do a walk-around prior to moving the vehicle; look under it.
- Improve the driver's visibility from the cab. Consider adding:
 - More mirrors.
 - Closed circuit television cameras with a cab monitor. This choice may be appropriate for certain types of vehicles, such as straight trucks and waste collection trucks.
- Give the truck keys to the mechanic. Return them to the driver only after the mechanic's work is done.

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This Week's Safety Focus: Do a walk-around prior to moving your vehicle including looking under it.

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T15 – Struck By – Your Truck



Need to Know: If your truck starts to roll and you are not in it often times it is too late to get out of the way.

Talking Points:

Has anyone experienced a near miss and was almost run over by their own truck?

What are some rules to follow to prevent being struck by our own truck?

- Turn engine off.
- Remove the key.
- Set parking brake.
- Double check that the parking brake is set.
- Do not use the trailer hand valve for parking.
- Chock wheels.
- Do not try to stop a runaway vehicle.
- Use Safety Start procedures – In seat, parking brake set, truck in neutral, clutch in.

Reference: <http://www.keeptruckingsafe.org/safetymaterials/90302009.pdf>

Notes:

This Week's Safety Focus: Double check that the brakes are set prior to leaving your vehicle.

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STRUCK BY YOUR TRUCK

Small details can save your life

Industry: **Department Store**
Occupation: **Truck Driver**
Task: **Backing Up to Dock**

A 48-year-old truck driver was backing a delivery box van truck up to a loading dock. He stopped the truck with the engine running and got out to remove a shopping cart from between the loading dock and the rear of the truck. He did not set the parking brake or use chocks. The truck rolled and he was killed by being pinned between the rear of the truck and the loading dock.



Some people will not be forgotten

This man will not be forgotten by family, friends, co-workers, employer or the people who found him.

Some things cannot be forgotten

When you feel rushed, remember: Being safe might cost you time, but it could save your life.

- Shut off the engine and set the parking brake.
- Use wheel chocks, especially on inclines.

www.KeepTruckingSafe.org

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Phone: 1-888-667-4277

E-mail: TruckingNews@KeepTruckingSafe.org

This Week's Safety Focus: Double check that the brakes are set prior to leaving your vehicle.

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T16 – Spotting Trucks

Need to Know: The spotter must understand what the truck driver needs to do and be in a place to see and be able to communicate to the driver that it is safe to proceed.

Talking Points:

What is a qualified spotter?

- Understands what the driver needs to do.
- Able to communicate signals to the driver.
- Knows to stay in drivers view.
- Should wear a safety vest.

When should you use a spotter?

- Whenever one is available.
- Especially in tight spots or when people are present.
- WAC 296-155-610(2)(f) states spotting requirements for dump trucks.

What signals must you and your spotter use?

- Whichever signals you've agreed on.
- A clenched fist always means STOP.

Who is responsible?

- You (the driver) are always responsible for what happens when you are backing your truck. When you are uncertain about the information you are getting from your spotter stop, get out and look for yourself.

How can we use a spotter at night or in bad weather?

- Place the spotter in a lighted area or use a flashlight or a 2-way radio.

Notes:

This Week's Safety Focus: Always use a qualified spotter when one is available.

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USING SPOTTERS

Using spotters in the military to back trucks and equipment



The spotter must understand what the truck driver needs to do and be in a place to see and be able to communicate to the driver that it is safe to do so.

- Use a qualified spotter when one is available. Especially in tight spots or when people are present.
- Signals should be agreed on. A clenched fist always means STOP.
- The driver is ultimately responsible. If unsure, stop, get out, look.

This Week's Safety Focus: Always use a qualified spotter when one is available.

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T17 – Loading Trucks

Need to Know: Drivers need to stand in an area that they cannot possibly be hit when their truck is being loaded.

Talking Points:

Has anyone been injured when their truck was being loaded?

What could you have done to avoid the injury?

What are some specific hazards that we encounter when loading?

How can we avoid or eliminate those hazards?

Reference: <http://www.keeptruckingsafe.org/safetymaterials/90202008.pdf>
<http://www.keeptruckingsafe.org/safetymaterials/90222008.pdf>

Notes:

This Week's Safety Focus: Stay clear while your truck is being loaded!

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Drivers, protect yourself from falling freight when loading and unloading:

- Stay clear of your trailer when it is being loaded.
- If you must assist, have a communication plan and stand in a safe place.
- Take advantage of designated safe work areas or break rooms.
- Never walk or crawl under a loaded forklift.
- Wear your safety vest and hardhat!

This Week's Safety Focus: Stay clear while your truck is being loaded!

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T18 – Inside The Cab, The Right Fit

Need to Know: Injuries to muscles, tendons, and joints are injuries that may occur over time. Ignoring poor ergonomic solutions today can create pains tomorrow.

Talking Points:

How do injuries to muscles, tendons, and joints occur?

Why do we want to avoid injuries to muscles, tendons, and joints?

- They are easier to prevent than to cure.
- Injuries to muscles, tendons, and joints can result in chronic pain that may last the rest of your life.

How has our equipment improved ergonomically over the years?

Does anyone have any ergonomic issues with their equipment? How might we correct those issues?

Pain or discomfort even small or unnoticeable may grow into a disability injury. Report them immediately.

Reference: <http://www.keeptruckingsafe.org/safetymaterials/907a2007.pdf>
<http://www.keeptruckingsafe.org/safetymaterials/9011a2008.pdf>

Notes:

This Week's Safety Focus: Be aware of your surroundings and take steps to improve them. Fit the truck to the worker, not the worker to the truck!

Save Your Body:

For your kids and grandkids sake!



Injuries to muscles, tendons, and joints are:

- Injuries that may occur over time.
- They are easier to prevent than to cure.
- May result in pain that can last the rest of your life.

This Week's Safety Focus: Be aware of your surroundings and take steps to improve them. Fit the truck to the worker, not the worker to the truck!

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T19 - Coupling/Uncoupling

Need to Know: Proper body posture and force exertion technique is the key to preventing injuries when coupling/uncoupling.

Talking Points:

What are some potential ways we can hurt ourselves when coupling/uncoupling?

- Making glad hand connections, electrical connections, unlatching fifth wheel, cranking the jack, making hydraulic connections.

How might we keep from hurting ourselves when coupling/uncoupling?

- Proper body positions, squatting or kneeling instead of bending, getting in front of rather than beside the component being connected.

Demonstrate those positions.

Reference: <http://www.keeptruckingsafe.org/safetymaterials/90562010.pdf>

Notes:

This Week's Safety Focus: Let's see if we can use good body position every time this week when coupling or uncoupling.

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Making The Connection When Coupling/Uncoupling



Stress to your wrist, shoulder, elbow and back are two to three times higher when you lean, twist or use other awkward postures.



If possible, use a full-fist power grip to make connections. Support tightening or loosening motions with your free hand.

Body posture is important when:

- Pulling on the fifth wheel release.
- Cranking the landing gear jack.
- Coupling lines, cables and hoses.

Get yourself positioned in front, feet shoulder width apart, minimize awkward bending or twisting, keep your hands close to your body.

This Week's Safety Focus: Let's see if we can use good body position every time this week when coupling or uncoupling.

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T20 – Driver Wellness

Need to Know: With current and proposed legislation drivers must take care of their wellness to remain in the industry.

Talking Points:

What are the major risk factors for today's drivers?

- Smoking
- Overweight
- Hypertension (High Blood Pressure)
- Stress
- Sleep Disorders
- Alcohol and Drugs

Discuss those risk factors as they relate to the group.

Discuss that many of the risk factors are related.

How may drivers implement an effective wellness plan?

How can companies encourage driver health?

- Greatest loser contest, stop smoking challenge, exercise teams

Notes:

This Week's Safety Focus: Prioritize your risk factors, set a plan.

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Driver Wellness

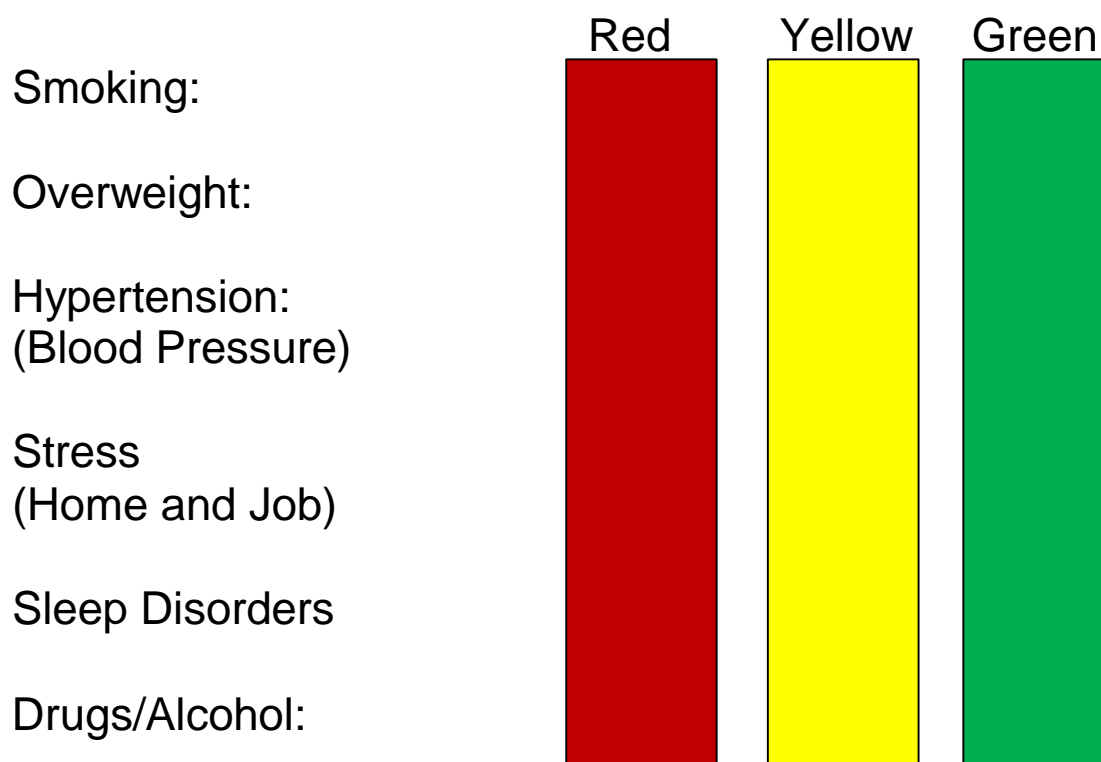


How well is your wellness?

Red = Danger

Yellow = Needs Attention

Green = Congratulations



This Week's Safety Focus: Prioritize your risk factors, set a plan.

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T21 – Lifting Technique

Need to Know: Improper lifting may lead to career ending acute injuries or chronic pain that is difficult to cure.

Talking Points:

How can we avoid injuries when lifting?

- Use other methods such as forklifts or dollies.
- Use lifting devices such as straps, handles, or sliders.
- Get help. Team lifting.
- Don't overestimate your strength.
- Use proper lifting technique.

What is proper lifting technique?

- Bend at knees.
- Back straight.
- Chin up.
- Keep weight close.
- Lift straight up with legs.
- Don't twist.
- Note: These techniques will not prevent injury if weight is too heavy.

Demonstrate, then have the group demonstrate.

Notes:

This Week's Safety Focus: Make sure you use proper lifting techniques every time you lift something. If it is too heavy do not lift it, get help.

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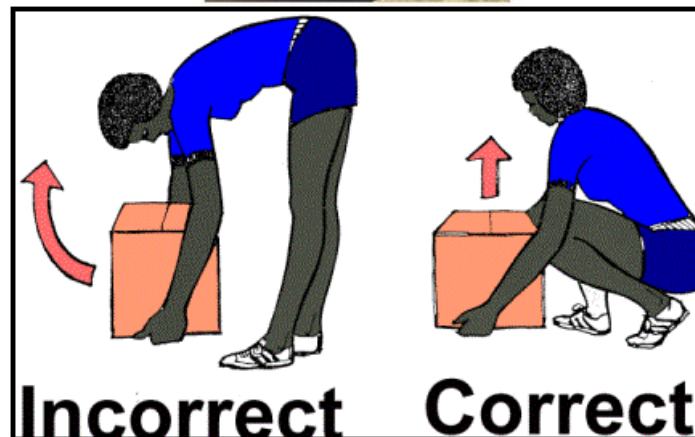
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LIFTING TECHNIQUE



Lifting and Your Back
Preventing Back Injury



This Week's Safety Focus: Make sure you use proper lifting techniques every time you lift something. If it is too heavy do not lift it, get help.

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T22 - Heavy and Awkward Loads

Need to Know: Heavy and awkward loads require additional planning and care to be handled safely.

Talking Points:

We talked about proper lifting technique. What about heavy and awkward loads?

- Plan the move.
- Identify that the location and pathway is clear.
- Look for alternatives to lifting: Dollies, rollers, sliders, straps, forklifts.
- If item must be lifted obtain adequate help. Team Lifting
- Discuss the lift plan.
- Check for understanding. Possible trial run.
- If team lifting use proper lifting technique.

What is the company policy regarding heavy and awkward loads? Should one be developed?

Notes:

This Week's Safety Focus: Don't risk it! Get help with heavy and awkward loads.

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HEAVY AND AWKWARD LOADS



While we can't provide a blimp to help, follow these tips when handling heavy and awkward loads:

- Plan the move.
- Identify that the location and pathways are clear.
- Look for alternatives to lifting: Dollies, rollers, sliders, straps.
- If item must be lifted obtain adequate help. Team Lifting
- Discuss the lift plan.
- Check for understanding. Possible trial run.
- If team lifting use proper lifting technique.

This Week's Safety Focus: Don't risk it! Get help with heavy and awkward loads.

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T23 – Avoiding Chronic Injuries

Need to Know: Chronic injuries are those that develop slowly over a long time.

Talking Points:

What is a chronic injury?

What are the disadvantages of chronic injuries?

What are we exposed to that can create a chronic injury?

How can we avoid chronic injuries?

Reference: <http://www.keeptruckingsafe.org/safetymaterials/90942012.pdf>
<http://www.keeptruckingsafe.org/safetymaterials/9014a2008.pdf>
<http://www.keeptruckingsafe.org/safetymaterials/909a2007.pdf>
<http://www.keeptruckingsafe.org/safetymaterials/90152008.pdf>

Notes:

This Week's Safety Focus: Create a personal plan that will help you avoid chronic injuries.

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AVOIDING CHRONIC INJURIES

Cowboy Up!

I wouldn't recommend it.

We all love America's cowboys - tough guys with a can-do attitude. A career spent mostly solo, sitting on the back of a horse, may not be so different from the modern-day truck driver, who spends hours alone in his or her truck.

According to PBS *New Perspectives on the West*,* the average age of a cowboy was 24, and they were generally too injured to continue the job after age 30. Even optimism and a can-do attitude can't overcome the limitations of the body. If you, like the American cowboy, love the adventure and freedom of the open road, take good care of your body so your career can last for the long haul.

- Maintain your truck and report problems so you don't need to "make it work" or resort to untested work-arounds.
- Report aches and pains early so they can be dealt with before they become chronic.



*<http://www.pbs.org/weta/thewest/program/episodes/five/cowboys.htm>

This Week's Safety Focus: Create a personal plan that will help you avoid chronic injuries.

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CSA1 – What is CSA?

Need to Know: CSA is the FMCSA's new National Safety Enforcement Program for Trucks and Buses.

Talking Points:

Benefits:

- Reduced accidents and injuries involving trucks and buses.
- Improved safety awareness – carriers
- Improved safety performance – drivers
- Elimination of “Bad Player” companies and drivers

Attributes:

- FLEXIBILITY – Adapts to a changing environment. Accommodates changes in technology.
- EFFICIENCY – Maximizes use of resources. Improves federal and state enforcement staff productivity.
- EFFECTIVENESS – Improve safety performance. Identifies behaviors associated with safety risk.
- INNOVATION – Leverages data and technology. Uses performance data to improve safety.
- EQUITABILITY – Is fair and unbiased. Ensures consistent treatment of motor carriers and drivers.

Get Your Companies CSA Information:

- Go to: <http://ai.fmcsa.dot.gov/sms/> and enter your company's DOT Number, click Search, select the Basic you want then click the Print button.

References: <http://csa.fmcsa.dot.gov/>
<http://www.whatiscsa.com/overview/>

This Week's Safety Focus: The CSA program rewards the professional driver! Be a professional driver.

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What is CSA?



This Week's Safety Focus: The CSA program rewards the professional driver. Be a professional driver.

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CSA2 – CSA Core Components

Need to Know: The CSA Program Provides a Three Way Approach to Safety Enforcement.

Talking Points:

Safety Measurement - All roadside inspection results count in compiling a carrier's safety profile

Intervention

- **Early Contact** - Warning Letters, Data Access, Targeted Roadside Inspections
- **Investigation** - Offsite, Onsite – Focused, Onsite – Comprehensive
- **Follow-on** - Cooperative Safety Plan, Notice of Violation, Notice of Claim, Operations Out-of-Service Order

Safety Fitness

- **Safety Fitness Determination (SFD) has Three Levels**
 - **Unfit** -- **Marginal** -- **Continue to Operate**
- **SFD Process**
 - SFD can change based on roadside data alone
 - Evaluated on a monthly basis
 - Based on all safety-based regulations and evaluation in 7 BASICS

References: <http://csa.fmcsa.dot.gov/>

Notes:

This Week's Safety Focus: The CSA Program is a nationwide system for making the roads safer for motor carriers and the public alike.

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CSA Core Components



Safety Measurement



This Week's Safety Focus: The CSA Program is a nationwide system for making the roads safer for motor carriers and the public alike.

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CSA3 – CSA History

Need to Know: CSA is a new program for improving the health and safety of professional drivers, their companies and the motorists who use the nation's highways.

Talking Points:

TIMELINE	YEAR
• Trucking Industry Deregulated	1978
• Federal Motor Carrier Safety Administration (FMCSA) – Created January 1, 2000 by the Motor Carrier Safety Improvement Act of 1999	2000
• CSA Development – <ul style="list-style-type: none">○ Developed following the results of the Large Truck Crash Causation Study in 2003. See: http://ai.fmcsa.dot.gov/ltccs/default.asp○ Listening Sessions in 2005, 2006, 2007, 2008 to obtain public input about design and implementation of the proposed plan	2004
• CSA Testing – Began February 2008 in 4 states (CO, GA, MO, and NJ) then expanded to 9 adding (DE, KS, MD, MN and MT) in 2009	2008
• CSA Implementation – Implemented on December 10, 2010, legal challenges denied	2010
• CSA Improvement – Improvements and developments are added almost monthly	Ongoing
• CSA is now operational and is here to stay	Ongoing

Notes:

This Week's Safety Focus: Under CSA only the best companies and drivers will survive. Do everything possible to assure that you are one of the best drivers.

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CSA History



1978 Trucking Industry Deregulated.

2000 FMCSA Created to Improve Trucking Safety.

**2000 – 2010 Trucking Safety Regulated Primarily
by Onsite Inspections.**

- Few Inspectors
- Many Companies

2010 December, CSA Implemented.

- National Database
- Inspection Driven
- Challenged in Court
- Here to Stay

This Week's Safety Focus: Under CSA only the best companies and drivers will survive. Do everything possible to assure that you are one of the best drivers.

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CSA4 – Collecting and Using the Data

Need to Know: CSA creates a 2 year safety history based on roadside inspection and crash data on every company that has a DOT number.

Talking Points:

Roadside Inspection

- Any time you or your vehicle is inspected. Including at a weigh station, traffic violation or an incident/accident.

Crash

- Whenever any Police Accident Report is submitted. Includes: at fault, not at fault, property damage only, injury and fatality accidents.

Results

- Are recorded in the FMCSA national data base daily. All data is published monthly on the CSA – Safety Measurement System (SMS) website.

Inspection Selection System (ISS)

- Advises officers to pass/inspect based on the carrier's current CSA - SMS rating.

References: <http://ai.fmcsa.dot.gov/sms/>

Notes:

This Week's Safety Focus: CSA information (your safety record) is public information. Keep it clean.

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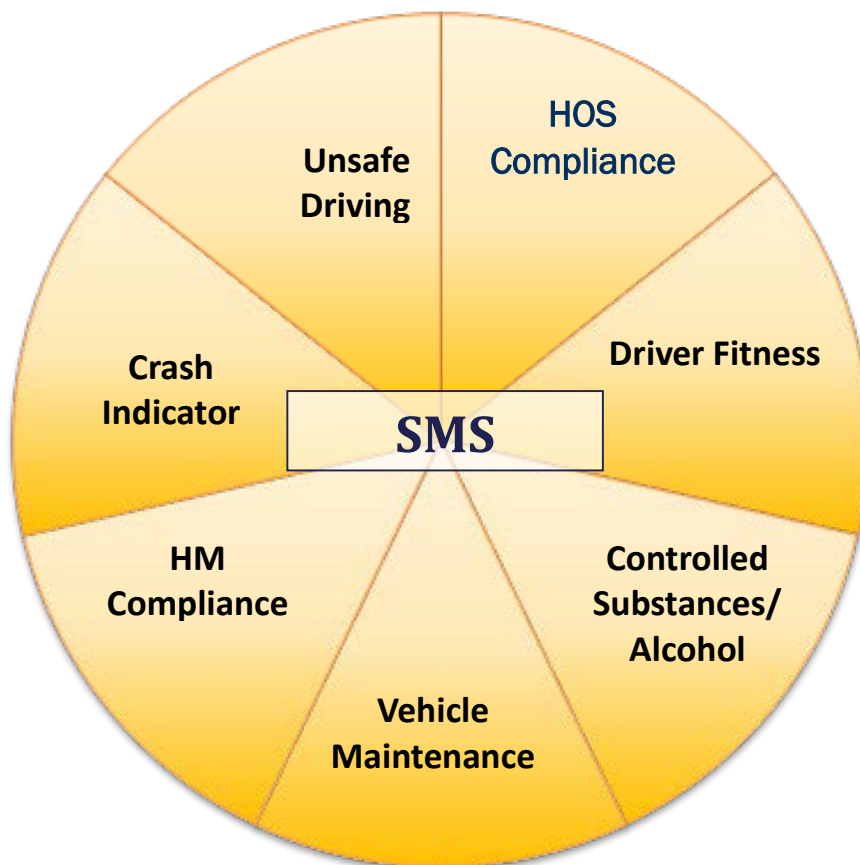
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Collecting and Using the Data



Safety Measurement System

Behavior Analysis and Safety Improvement Categories (BASICS)



This Week's Safety Focus: CSA information (your safety record) is public information. Keep it clean.

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CSA5 – Unsafe Driving

Need to Know: Unsafe Driving violations are driver based and include all moving violations such as speeding, reckless driving, improper lane change, and inattention plus seat belt and cell phone violations.

Talking Points:

Unsafe Driving is the primary category that drivers have the ability to change.

- One of the most prevalent citations is CMV Driver not wearing a seat belt. Another one is Failure to Yield Right-of-Way. And of course there is the ever popular Speeding.

Let's see how our company's Unsafe Driving Violations measure up! Review your company's CSA Score.

Resources: <http://csa.fmcsa.dot.gov/resources.aspx>, click Driver Toolkit and then Unsafe Driving Basic.

Notes:

This Week's Safety Focus:

We need to pay attention to our CSA scores,

Especially our Unsafe Driving scores.

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Unsafe Driving BASIC Factsheet



UNSAFE DRIVING BASIC

This BASIC addresses driving in a dangerous or careless manner. Examples include speeding, reckless driving, improper lane change, and inattention.

Also includes using seatbelts



and Cell Phones.



This Week's Safety Focus:

We need to pay attention to our CSA scores.
Especially our Unsafe Driving scores.

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CSA6 – Hours-of-Service (HOS) Compliance

Need to Know: Hours-of-Service (HOS) compliance violations are driver based and driver controlled.

Talking Points:

Hours-of-Service (HOS) compliance is another category that drivers have the ability to change.

The FMCSA is developing regulations regarding Electronic-Onboard-Recorders to more effectively regulate Hours-of-Service.

New programs are being implemented to reduce the impact of Sleep Apnea on driver fatigue.

Let's see how our company's Hours-of-Service (HOS) compliance scores measure up. Review your companies HOS scores now.

References: <http://csa.fmcsa.dot.gov/resources.aspx>, click Driver Toolkit and then Fatigued Driving/Hours-of-Service Basic.

Notes:

This Week's Safety Focus: Follow the regulations and protect your Hours-of-Service (HOS) compliance scores.

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HOURS-OF-SERVICE (HOS) COMPLIANCE



Hours of Service (HOS)
BASIC Factsheet

Hours of Service (HOS) BASIC



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Firebrand



Don't Drive When Drowsy!
**Never Drive More Hours Than
The Law Allows!**
Keep Your Logs Current!



This Week's Safety Focus: Follow the regulations and protect your Hours-of-Service (HOS) compliance scores.

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CSA7 – Driver Fitness

Need to Know: Driver fitness violations are driver based and driver controlled.

Talking Points:

Driver Fitness is another category that drivers have the ability to change.

- Includes licensing requirements (current, correct endorsements) and not having your medical card up-to-date or in your possession.
- Medical card is part of license for interstate drivers.
- Both FMCSA and WA State are currently investigating the problem of drivers not reporting suspended licenses to their employers.
- DOT medical cards are going to be more difficult to get in the future.

Let's see how our company's Driver Fitness Violations measure up! Review your company's CSA Score.

References: <http://csa.fmcsa.dot.gov/resources.aspx>, click Driver Toolkit and then Driver Fitness Basic.

<http://www.dol.wa.gov/driverslicense/cdlsuspensions.html>

Notes:

This Week's Safety Focus: Taking care of your health equals taking care of your career!

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DRIVER FITNESS



Driver Fitness BASIC Factsheet

THE BASIC THAT COVERS DRIVER LICENSING & MEDICAL QUALIFICATIONS



Doubles and Triples

Tanker and HAZMAT

MEDICAL CARD

CDL ENDORSEMENTS



**Be sure your Medical Card is up-to-date, in your wallet and on your Driving Record.
Pay Attention To Any Restrictions You Might Have.**

This Week's Safety Focus: Taking care of your health equals taking care of your career!

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CSA8 – Controlled Substances/Alcohol

Need to Know: Controlled Substances/Alcohol violations are driver based and controlled.

Talking Points:

The Controlled Substances/Alcohol Basic is another category that drivers have the ability to change.

- Includes driving a CMV while under the influence of Illegal Drugs, Alcohol, some Prescription Drugs and Prescription Drugs not prescribed to you.
- The Controlled Substances/Alcohol Basic tracks violations only while you are driving your CMV.
- In addition to these violations there are CDL suspensions and revocations that can result that are not recorded on your company's CSA score such as getting a DUI in your personal vehicle.

Let's see how our company's Controlled Substances/Alcohol Violations measure up! Review your company's CSA score.

Resources: <http://csa.fmcsa.dot.gov/resources.aspx>,
click Driver Toolkit and then Controlled Substances/Alcohol Basic.
<http://www.dol.wa.gov/driverslicense/cdlsuspensions.html>

Notes:

This Week's Safety Focus: Say no to Drugs. If you've been drinking don't drive any type of vehicle!

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CONTROLLED SUBSTANCES/ALCOHOL



Controlled Substances/Alcohol
BASIC Factsheet

Controlled Substances/Alcohol BASIC



NOT SOMETHING TO MESS WITH



- Alcohol
- Illegal Substances
- Prescription Drugs

You'll lose your CDL if you are:

- Convicted in Court of Driving Under the Influence (DUI)
- Driving a Commercial Motor Vehicle (CMV) with .04 or more
- Arrested in your car for .08 or more
- Refusal to test
- Deferred Prosecution for DUI

This Week's Safety Focus: Say no to Drugs. If you've been drinking don't drive any type of vehicle!

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CSA9 – Vehicle Maintenance (Vehicle)

Need to Know: Vehicle Maintenance requires the driver to inspect, write-up and report and the company to fix.

Talking Points:

How can we assure that our Vehicle Maintenance Basic score stays low?

- Do a complete pre-trip before every shift including tie down equipment. Never take a vehicle with “Red Tags” out on the road.
- Use the proper load securement equipment and inspect it daily.
- Do a complete post-trip inspection.
- Make your write-ups understandable. The shop can’t fix what they don’t know is wrong.
- Remember Vehicle Maintenance is a team effort.

Let’s see how our company’s Vehicle Maintenance violations measure up! Review your company’s CSA score.

References: <http://csa.fmcsa.dot.gov/resources.aspx>

click Driver Toolkit and then Vehicle Maintenance Basic.

<http://www.fmcsa.dot.gov/safety-security/safety-initiatives/cargo/cs-manual-chap2.htm>

Notes:

This Week’s Safety Focus: Perform a good pre-trip and post-trip. Write up and turn in your findings.

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Vehicle Maintenance (Vehicle)



Vehicle Maintenance BASIC Factsheet



VEHICLE MAINTENANCE BASIC

THE DRIVER'S JOB:

Thorough Pre-Trip,

Pay Close Attention All Day,

Thorough Post Trip.

The five most common vehicle maintenance violations discovered in roadside inspections:

- Missing, inoperative or defective lighting.
- Brake hoses/lines rubbing.
- Tire tread depth and condition.
- Properly charged and secured fire extinguisher.
- Oil and/or grease leak.

All could be caught during a pre-trip.

This Week's Safety Focus: Perform a good pre-trip and post-trip. Write up and turn in your findings.

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CSA10 – Vehicle Maintenance (Cargo)

Need to Know: Cargo violations include improper load securement, unsecured cargo and spilling or falling cargo .

Talking Points:

What must drivers do to keep the Vehicle Maintenance (cargo) scores down?

- Learn and apply the North American Cargo Securement Standards.
- Use the proper tie down equipment and inspect it daily.
- Make sure to use the correct number and placement of tiedowns.
- Check that your load is secure every time you stop.

Let's see how our company's **Cargo-Related** violations measure up! Review your company's CSA score.

References: <http://csa.fmcsa.dot.gov/resources.aspx>
click Driver Toolkit and then Cargo-Related Basic.
<http://www.fmcsa.dot.gov/safety-security/safety-initiatives/cargo/cs-manual-intro.htm>

Notes:

This Week's Safety Focus:

Follow the regulations when securing loads.

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VEHICLE MAINTENANCE (CARGO)



BASIC Factsheet

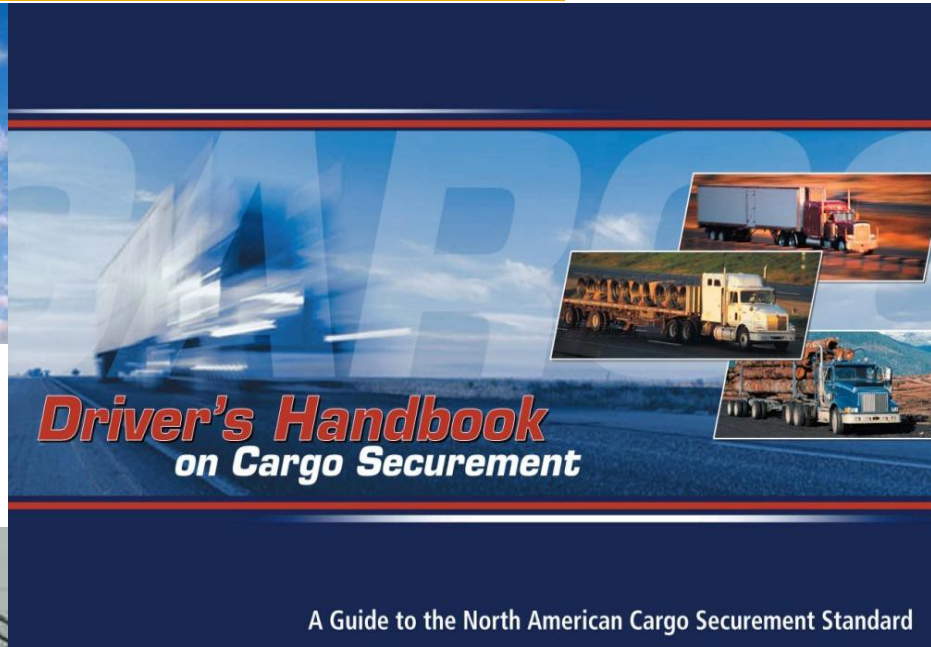
VEHICLE MAINTENANCE BASIC (CARGO)



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THE RIGHT WAY



THE WRONG WAY

This Week's Safety Focus:

Follow the regulations when securing your loads.

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CSA11 – Hazardous Materials (HM) Compliance

Need to Know: Transportation of hazardous materials requires the proper endorsement and the required training.

Talking Points:

- Examples:
 - HM package is not properly loaded and secured on vehicle
 - Shipping papers are missing or incorrect
 - Placards/markings are missing, damaged or incorrect
 - Failure to stop at railroad crossings
 - Failure to follow route/parking plans
 - Lack of current HM endorsement on CDL
- DOT requires training in 5 categories: General Awareness, Function Specific, Safety, Security Awareness, In-depth Security.
- Training must be refreshed every 3 years.

References: <http://csa.fmcsa.dot.gov/resources.aspx>
click Driver Toolkit and then Hazardous Materials Basic.

http://phmsa.dot.gov/staticfiles/PHMSA/DownloadableFiles/Developing_HMT_Program_Guide.pdf

Notes:

This Week's Safety Focus: Be sure to follow the HM rules whenever transporting Hazardous Materials.

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HAZARDOUS MATERIALS (HM) COMPLIANCE



Hazardous Materials BASIC Factsheet



HAZARDOUS MATERIALS BASIC



- Security
- Cargo Tank Safety
- Rollover Prevention
- Regulations

- Spill Reporting & Prevention
- Training & Education
- HM FAQs



Notes:

This Week's Safety Focus: Be sure to follow the HM rules whenever transporting Hazardous Materials.

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CSA12 – Crash Indicator

Need to Know: Crash Indicator is based on histories or patterns of high crash involvement including frequency and severity.

Talking Points:

What must drivers do to keep the Crash Indicator Basic scores down?

- Always Drive Defensively. Always drive legally. Stay up on the rules.
- Use the 7 BASIC Categories to remind yourself of specific areas where you can improve your skills.
- Participate in the weekly safety meetings and/or have safety discussions with your fellow drivers.
- Safety First ! - Don't bend the rules to save time.
- Buckle Up!
- Stay Off the Phone!

Let's see how our company's **Crash Indicator** violations measure up! Review your company's CSA Score.

Do we need to improve and if so, how?

References: <http://csa.fmcsa.dot.gov/resources.aspx>

click Driver Toolkit and then Crash Indicator Basic.

Notes:

This Week's Safety Focus: We need to pay attention to our CSA scores, Zero Crashes is None too Many.

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Crash Indicator



**Crash Indicator
BASIC Factsheet**

CRASH INDICATOR BASIC



© Fuse/Getty Images

- Tracks frequency and severity of crashes.
- Uses crash history to reveal a set of behaviors
- The consequence of a behavior(s) can point to a problem that needs attention.
- Crashes raise the score indicating lower safety compliance.



This Week's Safety Focus: We need to pay attention to our CSA scores, Zero Crashes is None too Many.

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CSA13 – (PSP) Pre-Employment Screening Program

Need to Know: The Pre-Employment Screening Program tracks each driver's roadside inspection and crash results.

Talking Points:

What must drivers do to keep their PSP scores down?

- Get your PSP scores and keep track of your own inspection results.
- 3 years of roadside inspection data
- 5 years of crash data.
- Always do a thorough pre-trip inspection
- Drive Defensively. Always drive legally. Stay up on the rules.
- Discuss safety related issues with your fellow drivers.
- Always Buckle Up!
- Stay off the Phone!

Let's see how our PSP scores measure up! Review your own PSP Score.

Do we need to improve and if so, how?

References: <http://csa.fmcsa.dot.gov/resources.aspx>
click Driver Toolkit and then Crash Indicator Basic.

Notes:

This Week's Safety Focus: We need to pay attention to our PSP scores. Our career and our livelihood may depend on it

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Pre-Employment Screening Program

- 3 years roadside inspection data
- 5 years crash data
- Drivers can purchase personal records
- Solely for the purpose of conducting pre-employment screening
- Prospective employers can only get your scores with your written consent
- Don't let your scores keep you from that great job



Driver Application

Secured by 2013-03-04

Personal Information

Contact Information

Recruiter:

Full Name:

*Address 1:

Address 2:

*City: *Zip:

In case of emergency, notify:

In case of emergency, Phone:

Reference Name: Relationship:

Reference Phone: Relationship:

Reference Name: Relationship:

Reference Phone: Relationship:

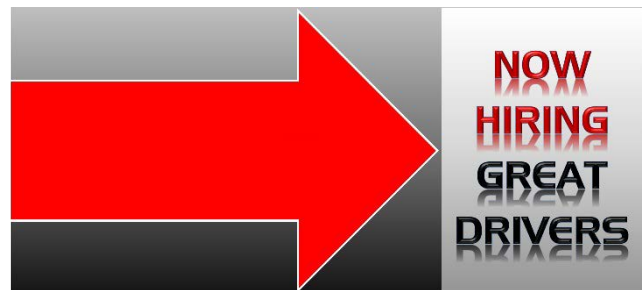
*Day Phone: Cell Phone:

Night Phone:

**APPLICATION DENIED
PSP SCORES**

This

vs.



This

This Week's Safety Focus: We need to pay attention to our PSP scores. The future of our careers will depend on it.

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CSA14 – Using CSA to your Advantage

Need to Know: Drivers and companies need to work together as a team to keep their company's CSA score as low as possible.

Talking Points:

Learn to see CSA as a team sport where the winning team has the least points. Each company's (team's) score is posted monthly.

- Work with your teammates to hold your scores down as low as possible.
- Watch the scoreboard (the CSA – SMS website) to see what safety issues need attention on your team.
- Watch other company's scores to see how your team matches up.
- Help your fellow drivers see the importance of safe work practices.
- Show your employer that you want your company to be the best.
- Use the CSA website and all of the available resources to help your team be the safest on the road.
- Companies and drivers who don't want to play safe won't be permitted to play.

References: <http://csa.fmcsa.dot.gov/default.aspx>
<http://www.fmcsa.dot.gov/about/outreach/education/driverTips/index.htm>

Notes:

This Week's Safety Focus: Be part of a winning team by defending your CSA score!



USING CSA TO YOUR ADVANTAGE

What is Your Player Rating?

Every team player has an individual player rating. What is your player rating? Red = Intervention, you are not helping you or the team. Yellow = The referees are watching you. Green = You are one of the starting players.

	Red	Yellow	Green
Unsafe Driving:			
Hours of Service:			
Driver Fitness:			
Drugs/Alcohol:			
Vehicle Maintenance:			
Hazardous Materials:			
Crash Indicator:			

This Week's Safety Focus: Be part of a winning team by defending your CSA score!

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D1 – A Good Driver, Why?

Need to Know: Being a good driver is more than just the money, it is a quality of life.

Talking Points:

Why did you choose to become a professional driver?

What are your major challenges as a professional driver?

Why do you need to be a good driver?

What part of driving gives you the most satisfaction?

Reference:

Notes:

This Week's Safety Focus: Let's be proud that we are professional drivers.

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A GOOD DRIVER, WHY?



Consider these questions:

- Why did I choose to become a professional driver?
- What are my major challenges as a professional driver?
- Why do I need to be a good driver?
- What part of driving gives me the most satisfaction?

This Week's Safety Focus: Let's be proud that we are professional drivers.

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D2 – Look Ahead, Plan Ahead

Need to Know: A professional driver is constantly looking and planning.

Talking Points:

What does Look Ahead, Plan Ahead mean to you?

- Looking as far ahead as I can see, off to the sides, mirror checks, and observing areas that I need to get into. This allows me to identify possible hazards and plan for them.

Describe an incident where Look Ahead, Plan Ahead allowed you to avoid an accident?

How can we improve our Look Ahead, Plan Ahead skills?

- Look far ahead for hazards, mirror checks every 8 to 10 seconds, slow down in unfamiliar areas, observe areas that we must access prior to entering.
- Plan for those hazards before you get there.

Notes:

This Week's Safety Focus: Let's make it a habit to "Look Ahead, Plan Ahead".

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“Look Ahead, Plan Ahead”

What does it mean to you?



How can we improve our looking and planning skills?

This Week’s Safety Focus: Let’s make it a habit to “Look Ahead, Plan Ahead”.

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D3 – Cell Phones

Need to Know: It is illegal for commercial motor vehicle drivers to use a hand held cellular or smart phone.

Talking Points:

What is the new rule?

- The rule prohibits unsafely reaching for a device, holding a mobile phone, or pressing multiple buttons on a hand held mobile phone

How can drivers use a mobile phone and still obey the rules?

- The device must be securely placed and operable by the driver while wearing properly adjusted safety belts.
- Must utilize an earpiece or the speaker phone function.
- Use voice-activated or one-button touch features to initiate, answer, or terminate a call.

What happens if a driver is caught using a hand-held phone or texting while driving?

- Civil penalties up to \$2,750
- Disqualification for multiple offenses
- Motor carrier's civil penalties up to \$11,000 for requiring or allowing
- Violations will impact CSA results.

References:

<http://www.distraction.gov/http://www.fmcsa.dot.gov/rulesregulations/administration/fmc/sr/fmcsrruletext.aspx?reg=392.82>
http://www.teamster.org/sites/teamster.org/files/S&HFactSheet_Restricted_Cellphone_Use_Rev_12202011_with_FAQs.pdf

This Week's Safety Focus:

It's Really Simple - PARK TO TALK!

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CELL PHONES



**ONE TEXT OR CALL COULD
WRECK
IT ALL**

This Week's Safety Focus:

It's Really Simple - PARK TO TALK!

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D4 – Conversational Driving

Need to Know: Conversational driving is a method used for improving hazard recognition and avoidance.

Talking Points:

What is conversational driving?

- Conversational driving is when you discuss potential hazards and the associated solutions with yourself while driving.
- It may include: Directions, road conditions, animals, pedestrians, kids, bicycles, other vehicles, or any other potential hazard.

How many of us currently conversational driving?

Conversational driving is not always verbal.

- As you become experienced at conversational driving the conversations and solutions become thought processes. They occur automatically. Decisions are made quickly and reaction time is reduced.

Notes:

This Week's Safety Focus: Talking to yourself is a good thing! Practice conversational driving.

Safer Drivers

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CONVERSATIONAL DRIVING

What Is Conversational Driving?



Conversational driving is when you discuss potential hazards and the associated solutions with yourself while driving.

This Week's Safety Focus: Talking to yourself is a good thing! Practice conversational driving.

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D5 – Managing Space

Need to Know: Managing space applies to the space in front, the sides, behind, above, and below the driver's truck and trailer. Drivers also need to manage space for turns.

Talking Points:

As drivers, what are the spaces that we need to manage?

Manage vs. control:

- We can not always control who or what is occupying the space around us.
- We need to manage that space to the best of our ability. This includes being aware, identifying hazards that are present, anticipating hazards that may arise and planning escape routes for those hazards.

Conditions:

- Open conditions – Rural highways with little traffic.
- Closed Conditions – Heavy traffic is a closed condition.
- Changing Conditions – The condition is going from open to closed or closed to open.

Notes:

This Week's Safety Focus: Pay attention to the space around you. Practice the tips discussed.

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MANAGING SPACE



Open Conditions



Closed Conditions



Changing Conditions

This Week's Safety Focus: Pay attention to the space around you. Practice the tips discussed.

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D6 – Following Distance

Need to Know: Following distance is related to vehicle, speed, load and weight, conditions, site distance, and reaction time.

Talking Points:

What is the general rule in Washington state for following distance?

- 1 second for every 10 feet of vehicle length. Add a second if over 40 miles per hour
- Example: 63 foot combination = 6.3 seconds, 7.3 seconds if over 40 miles per hour.

How do we determine how many seconds we are following?

When do we need to increase our following distance?

Notes:

This Week's Safety Focus: Pay special attention to maintaining proper following distance.

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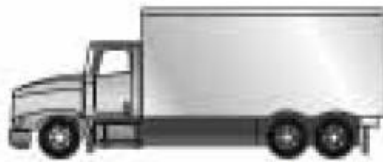


FOLLOWING DISTANCE

Heavy Vehicle Formula

For timed interval following distance

- 1 second required for each 10 feet of vehicle length at speeds under 40 mph
- Above 40 mph use same formula, then add 1 second for the additional speed



40 foot truck (under 40 mph) = 4 seconds



50 foot truck (above 40 mph) = 6 seconds



60 foot truck (above 40 mph) = 7 seconds

Reprinted from the WA State CDL Handbook

Proper following distance is related to vehicle type and condition, speed, load and weight, conditions, site distance, and reaction time.

This Week's Safety Focus: Pay special attention to maintaining proper following distance.

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D7 – Recognizing Hazards

Need to Know: A hazard is any condition that is a possible danger. Recognized hazards can be avoided. Un-recognized hazards can become an emergency and may become accidents.

Talking Points:

What are some of the common driving hazards?

- Road conditions, weather, bicycles/pedestrians, other drivers, backing, drop off and pick-up areas, other trucks/buses, construction sites, vehicle limitations.

What are some methods we use to recognize hazards?

What are some methods we use to avoid those hazards?

- Pre/post trip inspection, Mirror checks every 3 – 5 seconds, scan the road ahead, behind, and to the sides of your vehicle, Watch for sudden movement of other objects, be aware of the sound and feel of your vehicle, conversational driving, follow the rules of the road.

Is it possible that you are a driving hazard?

Notes:

This Week's Safety Focus: Let's focus on recognizing hazards and taking steps to avoid emergencies.

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RECOGNIZING HAZARDS

A hazard is any condition that is a possible danger. Recognized hazards can be avoided. Un-recognized hazards can become an emergency and may become accidents.



This Week's Safety Focus: Let's focus on recognizing hazards and take steps to avoid emergencies.

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D8 – Avoiding the Crash That is Not Your Fault

Need to Know: The best drivers are those that avoid crashes regardless of fault.

Talking Points:

What are some of the accidents we avoid that could be blamed on another driver?

- Ran a light or stop sign, pulled out in front of me, changed lanes into me, ran into the back of me, ran into the side of me, hit me head on.

Does anyone have a specific incident/avoidance they would like to share?

How do we avoid those accidents?

- Manage space around us, leave an out, look far ahead and to the sides, mirror checks, conversational driving.

Reference:

Notes:

This Week's Safety Focus: Drive to avoid accidents.
Keep track this week of how many accidents you avoid.

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AVOIDING THE CRASH THAT IS NOT YOUR FAULT

The rock falling out of the sky may not be avoidable!



How might you the professional driver avoid the following:

- Another driver running a red light or stop sign.
- Another driver running into the back of your vehicle.
- Another driver backing into your parked vehicle.
- Another driver pulling out in front of you.
- Another driver changing lanes into you.
- A head on collision.

This Week's Safety Focus: Drive to avoid accidents.
Keep track this week of how many accidents you avoid.

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D9 - Aggressive Driving/Road Rage

Need to Know: There are no winners as a result of aggressive driving/road rage.

Talking Points:

What is Aggressive Driving?

- Driving in a bold, selfish, or pushy manner without regard for the rights or safety of other drivers.
- A ticketable offense

What is Road Rage?

- Using a vehicle as a weapon with intent to do harm.
- Physical assault of a person or vehicle while operating a vehicle.
- A criminal offense.

What is the Cause?

- Usually trivial in nature, rarely a single incident, usually a series of “stressors” in the driver’s life.

How Can We Win?

- Be courteous to other drivers, relax, reduce your stress, realize that dealing with other drivers is part of the game, focus on your driving.

Reference:

http://www.nsc.org/safety_road/Employer%20Traffic%20Safety/Pages/NationalAggressiveDriving.aspx

<http://www.aaafoundation.org/resources/index.cfm?button=AggressiveDriving&gclid=CIHi3Ynk2LECFsQbQgod0CUAYA>

Notes:

This Week’s Safety Focus: Change your behavior, give others a break, take the pressure off of you.

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AGGRESSIVE DRIVING/ROAD RAGE

Driver Behavior Check

Angry Behavior: Are you angry at other drivers, malfunctioning traffic lights, at your passengers? Does your spouse or passengers tell you to calm down?

Impatient Behavior: Are you impatient at stop lights, in traffic, waiting in lines, waiting for pedestrians to cross the street, when riding with others, when behind schedule?

Competing Behavior: Do you compete for space on the road, with other drivers, with yourself, in traffic jams? Do you race with others? Do you compete to amuse yourself when bored?

Punishing Behavior: Do you punish other drivers for being stupid? Complain to passengers about other drivers? Curse at other drivers or use obscene gestures? Block, tailgate, brake check, or use high beams to punish other drivers?

How many times did you say Yes? Can you see how possibly changing your behavior takes pressure off of you and makes it easier for other drivers?

This Week's Safety Focus: Change your behavior, give others a break, take the pressure off of you.

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D10 – Reducing Stress

Need to Know: While stress cannot be eliminated, the professional driver develops ways to manage stress.

Talking Points:

Is truck driving a stressful job?

What are some of the stressors we must deal with?

- Irregular hours, long hours, traffic, other drivers, deadlines, delivery delays, changes in routes, weather conditions.

What are some things we can do to manage the stress?

- Do not try to control the uncontrollable, accept that traffic and dealing with other drivers is part of the job, flip your thinking from negative to positive, solve the little problems, do something nice for someone, watch what we eat and drink, exercise, better trip planning.

Reference:

<http://www.drivinghealthy.org/resourcecenter/stressmanagementresources/>
<http://familydoctor.org/familydoctor/en/prevention-wellness/emotional-wellbeing/mental-health/stress-how-to-cope-better-with-lifes-challenges.printerview.all.html>

Notes:

This Week's Safety Focus: Put the tips suggested into practice to help you manage your stress.

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REDUCING STRESS

While stress cannot be eliminated, the professional driver develops ways to manage stress.

Tips to Manage Stress

- Do not try to control the uncontrollable – You cannot control traffic, weather, other drivers.
- Accept that the uncontrollable is part of the job – As an example, relax when stuck in traffic. It is going to take whatever time it takes to get past the delay.
- Flip your thinking from negative to positive – Is the glass half full or is the glass half empty.
- Solve the little problems – Control the controllable and eliminate the problems that you can.
- Do something nice for someone – Hold the door or let another driver in.
- Watch what you eat and drink – Improving your diet can help you manage stress along with other health benefits.
- Exercise – Is a healthy way to relieve your pent-up energy and tension. It is also known to release feel good chemicals in the brain.

This Week's Safety Focus: Put the tips suggested into practice to help you manage your stress.

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D11 - Fatigue

Need to Know: An alert driver is a safe driver. A fatigued driver is an at risk driver.

Talking Points:

According to the National Safety Council statistics show that fatigue is a primary cause of **serious** collisions.

What causes fatigue?

- Stress, lack of sleep, irregular hours, irregular meals, lack of breaks, driving alone, cab temperature, medication or alcohol, sleep disorders.

What are some of the signs of fatigue?

- Can't focus or keep your eyes open, wandering and confused thoughts, don't remember last few miles driven, drift out of lane, difficulty maintaining speed, missing an exit.

How do we reduce fatigue?

- Sleep is the best cure. Exercise, diet and physical fitness also help.

Reference:

<http://www.drivinghealthy.org/preventionandscreening/conditionmanagement/osa>

<http://www.fmcsa.dot.gov/facts-research/research-technology/topics/fatigue.htm>

<http://www.fmcsa.dot.gov/safety-security/sleep-apnea/industry/commercial-drivers.aspx>

Notes:

This Week's Safety Focus: Monitor your fatigue level. If you think you may have sleep disorder consult a doctor.

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FATIGUE

Commercial driver fatigue has been researched extensively. Here is what is known:

- An alert driver is a safe driver.
- Many conditions contribute to fatigue.
- Driving from midnight to 6 am is high risk.
- Drivers are not very good at assessing their level of alertness.
- Operator fatigue is a primary cause of **serious** collisions.
- Adequate sleep is the best cure to fatigue.
- The FMCSA estimates as many as 28% of CDL holders have a sleeping disorder.

<http://www.fmcsa.dot.gov/facts-research/research-technology/topics/fatigue.htm>

<http://www.fmcsa.dot.gov/safety-security/sleep-apnea/industry/commercial-drivers.aspx>

This Week's Safety Focus: Monitor your fatigue level. If you think you may have sleep disorder consult a doctor.

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D12 – Backing Rules

Need to Know: Backing is a dangerous maneuver due to blind spots. Drivers need protect the **“Zone”**

Talking Points:

Washington state law requires **dump truck drivers** on construction sites to use a spotter when backing if there is any possibility someone on the ground could enter the Backing **“Zone”** behind their truck.

Discuss the **“Zone”** for dump trucks.

Is this possible in our industry?

- Most likely, No?

What can we do to protect the **“Zone”**?

- Assess the area as we approach, set up to block, use reflections in windows, use shadows.
- Use spotters when possible.

References: <http://apps.leg.wa.gov/wac/default.aspx?cite=296-155-610>

Notes:

This Week’s Safety Focus: Use extra care when backing.
Protect the **“Zone”**.

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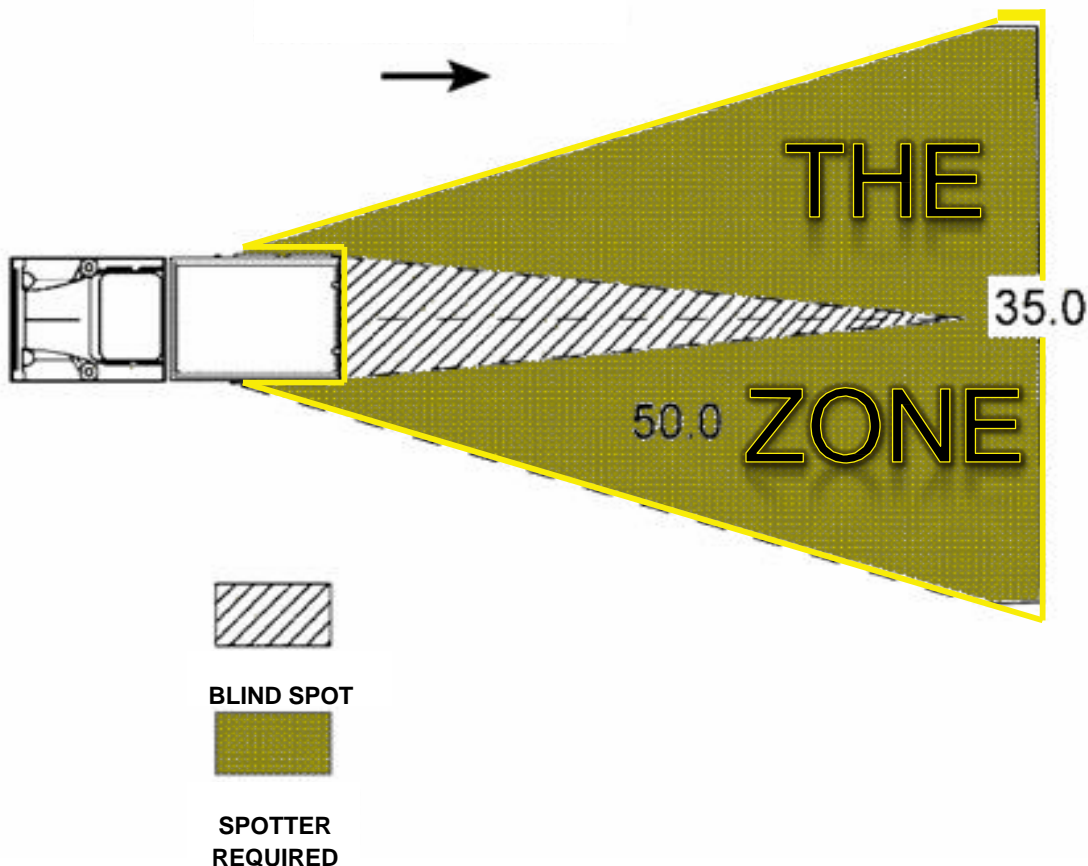
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BACKING RULES

WAC 296-155-610(2)(f)

Requirements for Dump Truck Drivers



This Week's Safety Focus: Use extra care when backing.
Protect the **"Zone"**.

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D13 – Blind Spots

Need to Know: There are 4 major blind spots around a vehicle.

Talking Points:

Where are the 4 major blind spots that make up the “**No Zone**”?

- Directly in front, directly behind, to the left ahead of the mirrors view, to the right ahead of the mirrors view.

How can we reduce the effect of the “**No Zone**”?

- Adjust mirrors, clean mirrors and windows, additional mirrors, backup cameras, lean and look, scanning more often, increased mirror checks, increase your following distance if you have tailgaters.

Reference: <http://www.sharetheroadsafely.org/nozone/nozone.asp>

Notes:

This Week’s Safety Focus: Be aware of the “**No Zone**”.
Protect the “**No Zone**”.

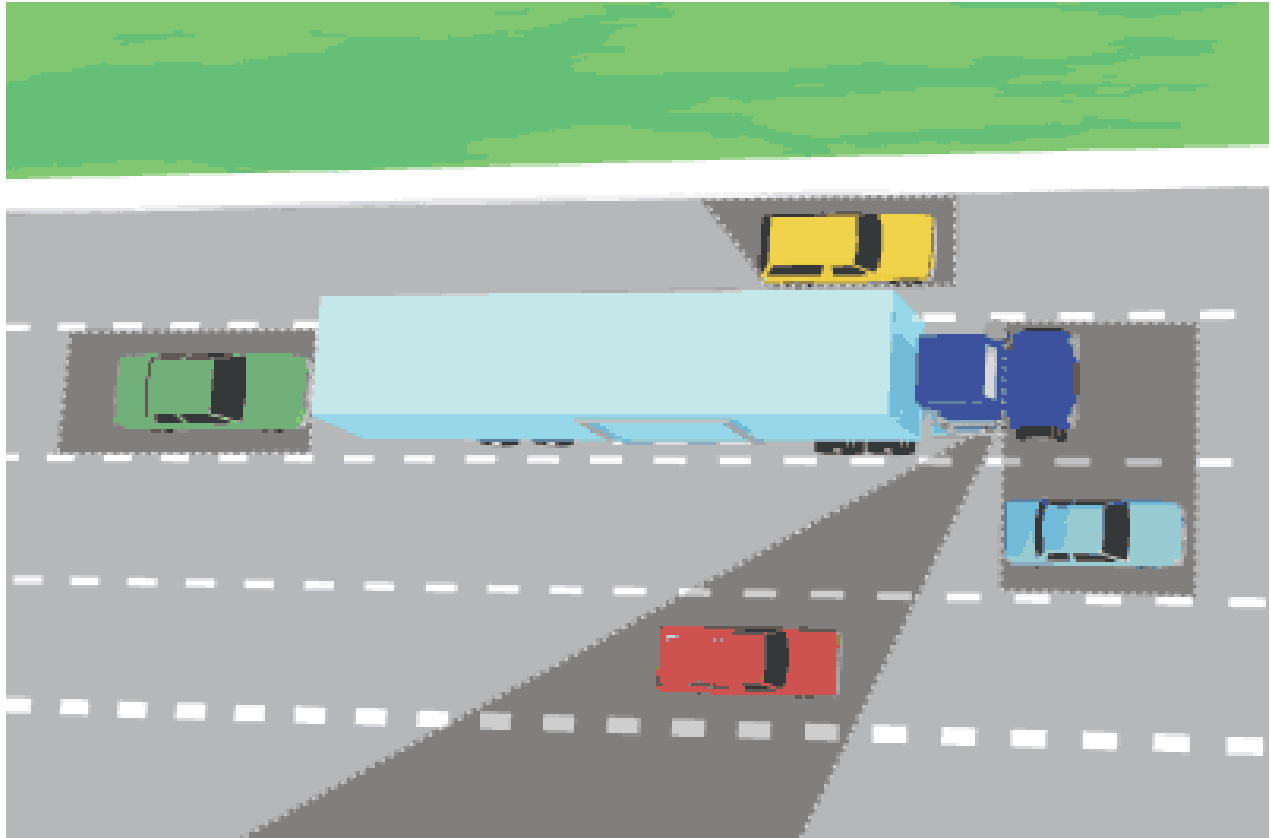
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BLIND SPOTS

The “No Zone”



Keep mirrors adjusted and clean, windows clean, add mirrors or cameras, scan, mirror checks, lean and look.

<http://www.sharetheroadsafely.org/nozone/nozone.asp>

This Week’s Safety Focus: Be aware of the “No Zone”.
Protect the “No Zone”.

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D14 - Turns

Need to Know: Proper turns protect both the driver and the public.

Talking Points:

What is the rule for Mirror Checks?

- Approach, middle of turn, exit. Both Mirrors.

What is the curb rule for right hand turns?

- Cannot touch the curb and no more than 6 feet.

Two lanes turning right or left, which lane should you be in, inside or outside?

- Outside.

In what lane should you complete your turns?

- Right turn = curb lane, left turn = centerline lane

Reference: www.dol.wa.gov/driverslicense/docs/cdlguide.pdf

Notes:

This Week's Safety Focus: Let's make nice legal turns!

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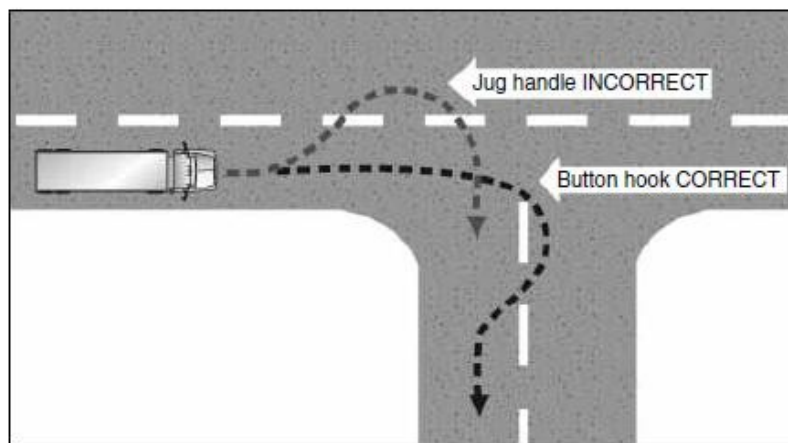


TURNS

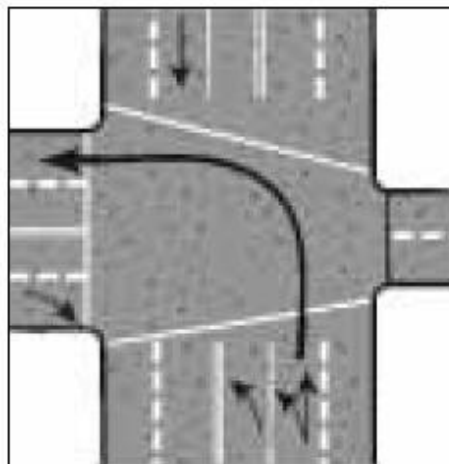
Mirror Checks: Are required on approach, in the middle, and on exit of a turn.

Right Turns: No more than 6 feet between curb and trailer on approach, turn, and exit. Complete the turn in the lane closest to the curb.

Left Turns: Complete the turn in the lane closest to the centerline then signal and move right when safe to do so.



When two turn lanes are available, use the outside lane.



This Week's Safety Focus: Let's make nice legal turns!

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D15 – Emergency Warning Devices

Need to Know: Emergency warning devices must be correctly placed within 10 minutes of parking beside the road.

Talking Points:

What do you need to do when parking beside the road?

- Truck in neutral, parking brake set, 4 way flashers on.
- Place reflective devices within 10 minutes of parking.
- One way or divided highway – 10, 100, 200 feet behind.
- 2 way or undivided highway – 100 feet in front, 10, 100 feet behind.
- Obstructed view – 10, 100 to 500 feet behind.

When placing triangles:

- Wear your safety vest.
- Face traffic.
- Hold the triangles between you and traffic.

Reference: www.dol.wa.gov/driverslicense/docs/cdlguide.pdf

Notes:

This Week's Safety Focus: This week lets test each other on the proper placement of triangles!

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EMERGENCY WARNING DEVICES

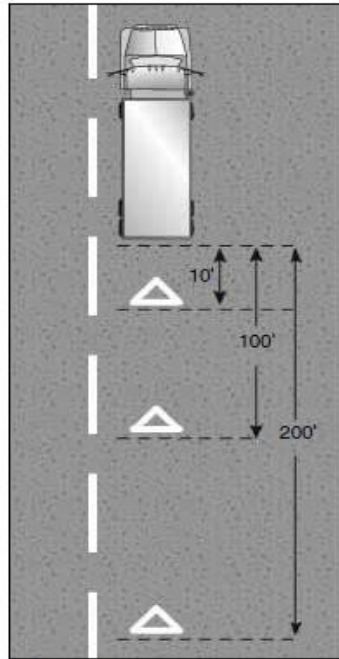


Figure 2.8
One-way or divided highway

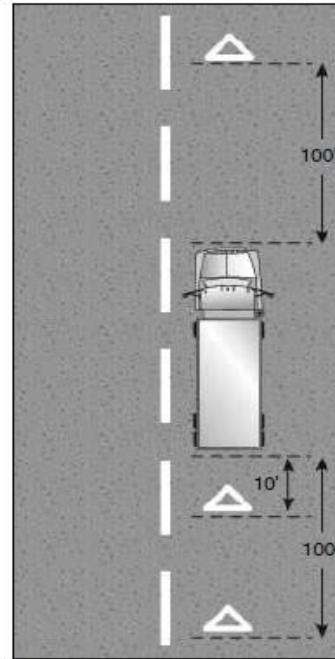


Figure 2.9
Two-way or undivided highway

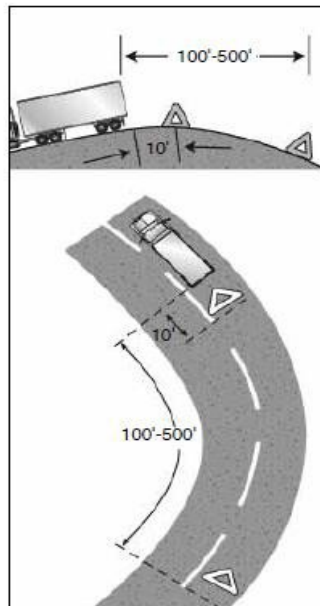


Figure 2.10
Obstructed view

Source: Washington State CDL Guide

This Week's Safety Focus: This week lets test each other on the proper placement of triangles!

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Website Links

Department of Labor & Industries

www.lni.wa.gov/

TIRES – Trucking Injury Reduction Emphasis

www.keeptruckingsafe.org

SHARP – Safety & Health Assessment & Research Project

<http://www.lni.wa.gov/Safety/Research/default.asp>

FMCSA - Federal Motor Carrier Safety Administration

www.fmcsa.dot.gov/

CSA – Compliance, Safety, Accountability

www.csa.fmcsa.dot.gov/default.aspx

For general information on CSA

<http://www.whatiscsa.com/>

To find your company's CSA Score

<http://ai.fmcsa.dot.gov/sms/>

U.S. Department of Transportation

www.dot.gov/

WA Department of Transportation

www.wsdot.wa.gov/

WA Commercial Drivers License Guide

www.dol.wa.gov/driverslicense/docs/cdlguide.pdf

Teamsters Training Center

www.teamsterstraining.org

Pre-Employment Screening Program

www.psp.fmcsa.dot.gov/Pages/default.aspx