

Due Diligence

One day, while out trucking, I discovered a trailer flat tire during my vehicle inspection. The tire had lost about 50% of its pressure and had a bolt in it where the sidewall and tread meet. After a wait for the on-call tire guy to come in, he had it fixed in short order. While completing his paper work we chatted a little. One of my comments to him was that I've heard that many fleets have made it a policy that once a tire is below 50% capacity it must be replaced and checked out. In the past, the repair person would often just add air, depending on the amount of time they had. His reply to me was that the majority of his calls where there is a 50% air loss, he is instructed to pull the tire off the rim and check it out. He pointed out that he also has some fleets that have a 10% air loss rule where the dismount is to take place.

Tire repairs can be an expensive, especially if the repair is unnecessary. I suggest that you monitor this a little closer. When a tire has lost 50% of the air it should be taken out of service. This is something that could in most cases be prevented and not show on the carrier CVOR with a small amount of preventative work.

Track where the tire travelled recently when it has a flat tire. There are highways that are famous for garbage and debris that can cause flat tires. Is your equipment going into construction sites, land fill and junk yards that result in flat tires?

June Marked the 1 Year Anniversary of Bill 168

MOL says 80% of small businesses still aren't compliant with the law. June 15th marked the one year anniversary since Bill 168 (workplace violence & harassment legislation) became law in Ontario. Employers are required to develop policies and procedures around managing violence and harassment in the workplace, perform a physical risk assessment of their workplaces, survey their workforce for their experiences and finally, train all staff in this serious piece of legislation.

Need some help to get into compliance call me at 519 748 4420.

SOMETHING TO THINK ABOUT:

Rules without enforcement are useless, as are safety systems without implementation or auditing. Author Unknown

There is still time to book a fall safety talk. It is not too early to start thinking about booking a spring safety talk.

NEW I have just released a *train the in-cab coach* course for working with your new drivers. When these drivers come out of a driving school they need to be trained on the industry way of doing the job. This course gives the coach the tools to help the entry level driver become a professional.

Call 519 748 4420 for details.

Coming events:

Lift Truck Operator Refresher

Nov. 26

Managing Fleet Safety

Nov. 28

Defensive Driving (Professional Driver)

Dec. 3

Defensive Driving for the Non Professional

Dec. 5

It is not too early to book your driver's spring safety talks.

For details regarding these sessions go to www.transportationsafetycs.ca or phone 519 748 4420

You get what you pay for?

There are truck driver training schools that are charging between \$2000 to \$6,500 to train new drivers. With this in mind, a new driver should check out the schools and compare what they have to offer. They should also be talking to carriers to get their opinion on schools and if they recommend one over the other.

When a carrier is hiring an entry level driver or driver with limited experience, the school that the driver attended is important and as a carrier you should be familiar with the schools you hire your drivers from.

Does your company have a mentoring program or an orientation program for new hires? There is a difference. All companies should be doing some type of orientation and depending on the type of work and products transported the orientation should be more in-depth.

Entry level drivers should be assigned a mentor and spend lots of time with them. Most of the time, if not all the time, should have the rookie as the driver. This training must be documented and placed in the driver file. This is not a 4-5 day endeavor; it is more like 4-5 weeks depending on the type of work.

Safety in school zones

The kids have just returned to school and some of those kids will be attending school for the first time. Because of this new excitement, they may not be paying attention to the traffic.

To make the journey to and from school safely, your help is required by:

- Always slow down in school zones,
- Be alert and ready to stop at all times,
- Always try to make eye contact with children waiting to crossing the road,
- Be patient while children are crossing the road,
- Always stop for school buses with lights flashing

Daylight hours are getting shorter making it more difficult to see pedestrian's.
Drive with care

For the Drivers

More and more carriers are looking at some little extras for the drivers. With the cold and flu season just down the road maybe think of getting hand sanitizers for all your trucks and have some around the shop, office and the dock area.

Not everyone thinks this is a worthwhile investment, but it is a cheap and easy way to help keep your workforce on the job and healthy.

Common Factors in Forklift Accidents (part five of five)

Many work-related factors can cause accidents. In the last newsletter we discussed the how workplace design can contribute to forklift trucks accidents.

What mechanical conditions or design features increase the risk for forklift accidents?

- Malfunction of brakes.
- Malfunction of steering.
- Malfunction of clutch, shift linkage, or transmission.
- Malfunction of mast assembly.
- Leaks in hydraulic systems or transmission.
- Safety devices lacking, inadequate, or malfunctioning.
- Emissions from forklifts.
- "Blind spots" or obstructions blocking driver's view.
- Poor layout of controls and displays.

In summary you must make sure that lift trucks are being inspected on a daily basis at a minimum. If a lift truck is operated for more than one shift it should be inspected at the start of each shift. Have all repairs taken care of and anything that is a serious defect must be placed out of service.

Repairs can be expensive but not as expensive as an accident or a piece of equipment placed out of service by a MOL inspector or a worker work refusal.

Safety starts at the top and filters down. As an owner or supervisor you have a responsibility to ensure workers in your workplace have a safe environment to work in.

Time to get your 2012 Safety Plan in Place

Could you please share with me and the readers some of what you intend to do as your New Year's Safety Resolution at your workplace.

In my personal life I am not a believer but in the safety world I am a firm believer that we must have safety resolutions or Action Plans.

I am hoping for a big response to place in the next edition of Safety Lane

Light for the Loading Dock

I like to take the opportunity to talk to people whenever I get the chance. That is one reason why I like being in the trucking industry because there is always that opportunity to meet and talk to new people.

One such occasion came to me earlier this year when I was unloading at a food warehouse. I noticed that all the dock lights had been changed to LED. We have all been told that they are more energy efficient so that in itself is a good opportunity to investigate the change. This particular model was also very compact and looked to be very well protected to prevent breakage. I know most companies that have any size of a dock do not purchase the flood lights for the dock lights by the package rather they are purchased by the case. At the end of the year that all adds up real quick.

The lift truck operator told me that he generally likes the LED as it makes it so much brighter in the trailer for unloading and checking product. However, he did mention that LEDs are, in fact, too bright if not aimed either high or low. He felt that until he had learned this they were hard on the eye. With that in mind, if you were to decide to change over it would be worth sharing that information with your dock crew.

Another downfall to LED lights is that in a refrigerated warehouse, you can no longer use the light bulb to warm your hands on a cold shift.

This was a good conversation which inspired me to add this column to the newsletter. I think the LED dock lights are well worth investigating. If you have looked into the change over and have comments that you wish to share please e mail me your thoughts mike@transportationsafetycs.ca.

What are your drivers are doing when you are not around?

Recently I got a call from a local fleet owner. He said that he had a driver that in a matter of a few weeks received calls with regard to how this driver was driving. To make a long story short, the driver was speeding and his driving was aggressive.

The fleet supervisor told me that he thought he had a good guy and does not want to let him go based on a couple of calls from people he does not know. What could he do? I suggested that we do a little detective work and perform some road observations of his driving habits. Unfortunately, the complaints were based on truth and this driver was a high risk and it was just a matter of time before he caused a collision based on what he demonstrated.

Prior to this, progressive discipline had taken place with a verbal warning and then a written warning. The final step was termination and likely some better sleep at night. I am not suggesting that you tail your drivers but I would suggest that you have an in-cab evaluation done with them from time to time to know for sure that you have good drivers and you can feel confident that you have done your due diligence.