

BETWEEN the WHITE LINES

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A SAFETY NEWSLETTER FROM PGT TRUCKING

SECURE ENDURE

Tips for Safe Cargo Transport

All cargo is subject to forces that can cause it to move if it is not properly secured. If it moves far enough, it may fall off of your trailer. Cargo that is heavy enough and moves far enough in any direction may make the vehicle unstable and could cause a rollover. Drivers often report “the load shifted” as the primary factor in vehicle rollovers or why the cargo fell off the trailer. However, keep in mind that most - if not all - rollover incidents occur as the result of excessive speed and evasive maneuvers. If the cargo is secured properly, it will not move or shift, thus decreasing the likelihood of loose cargo creating a serious incident. Understanding these forces requires a grasp of the basic principles of physics. For instance:

An aspect of inertia is that objects in motion tend to stay in motion. So when a vehicle stops, any cargo it is carrying has a tendency to keep traveling at the same speed and in the same direction it was previously. In other words, your vehicle may come to a stop, but if your cargo isn't secured correctly it will keep moving.

The forces affecting cargo result from changes in vehicle speed and direction. These forces are greatly increased during a hard-brake event and amplified at low speeds. The best defense we can utilize to combat inertia is trip blocks.

Trip blocks must be used on coils sitting in the shotgun position per FMCSR §393.120. They can also be used on coils sitting eye-to-the-sky, for sheet or plate steel, and on any other cargo that could slide forward. So it's critical to secure your cargo correctly each and every time. If you have questions concerning trip blocks, or any other securement questions, please call the Safety or Training Department.

Source: CVSA Practical Cargo Securement Guide

Edge Protection

FMCSA 393.104(f)(4)

Edge protection must be used whenever a tiedown would be subject to abrasion or cutting at the point where it touches an article of cargo. The edge protection must resist abrasion, cutting, and crushing.

Remember edge protectors protect the cargo and the securement devices. Following proper securement techniques will protect you and avoid load shifts and possible injury. When in doubt of the proper securement, contact the Safety Department at 800-997-7590.

Is Your Securement Equipment Up to Par?

When was the last time you inspected...

- Chains for bent links?
- Tarps for holes?
- J-hooks for damage and stress fracture cracks?
- Binders for proper lubrication?
- Straps for frays and tears?
- Beveled lumber for cracks, dry rot, warping, etc.?

All of your equipment should be inventoried and inspected frequently to assure you have what you need and it is in proper working condition, free of damage, and meets D.O.T. Standards.

Speak to your Fleet Manager daily to let them know you are truly READY TO LOAD!!!

These are daily responsibilities to ensure that you and the freight are protected and transported SAFELY!!!

Did You Know?

Under FMCSR rule 392.9 (b)(2-3) you are required to:

- (2) Inspect the cargo and the devices used to secure the cargo within the first 50 miles after beginning a trip and cause any adjustments to be made to the cargo or load securement devices as necessary, including adding more securement devices, to ensure that cargo cannot shift on or within, or fall from the commercial motor vehicle; and
- (3) Reexamine the commercial motor vehicle's cargo and its load securement devices during the course of transportation and make any necessary adjustment to the cargo or load securement devices, including adding more securement devices, to ensure that cargo cannot shift on or within, or fall from, the commercial motor vehicle. Reexamination and any necessary adjustments must be made whenever—
 - i) The driver makes a change of his/her duty status; or
 - ii) The commercial motor vehicle has been driven for 3 hours; or
 - iii) The commercial motor vehicle has been driven for 150 miles, whichever occurs first.

March is Workplace Eye Wellness Month

The workplace can present a variety of danger to one's eyes. Eye injuries can be caused by flying objects in the air, chemical splashes, tools and particles. The good news is that approximately 90% of all work-related eye injuries can be prevented by wearing the proper personal protective equipment (PPE) while on the job.

In honor of Workplace Eye Wellness Month, reduce your risk of eye injuries by taking steps to eliminate hazards and wearing the appropriate eye protection. Consider the following recommendations:

- ◊ Select safety glasses or goggles that are appropriate for the job and your facial features. Glasses should rest firmly on the top of your nose and close to, but not against, the face.
- ◊ Always keep safety goggles and glasses clean. Scratches and dirt can reduce vision and may contribute to accidents.
- ◊ Wear glasses or goggles that are properly ventilated for the work you are performing.
- ◊ Identify and eliminate the dangers in your workplace before beginning your tasks for the day.

Source: Seubert & Associates, Inc.

What You Need to Know About Load Securement

Load/cargo securement is a fairly simple safety concept. There is an expectation that items transported in or on your vehicle will stay on the vehicle until ready to be removed. The concept applies to just about anyone who operates a vehicle(s) to conduct business. The first category of vehicles we typically think of are semis, but also included are dump and service trucks, pickups — with or without trailers — and in some cases, sedans.

A company may transport product, parts, tooling, or any number of items in support of customers or its business. Fleet managers and their companies are responsible to ensure those items are transported safely, efficiently, and free from damage. Failure to transport properly secured items may result in property damage, injury, or even a fatality. Claims from these incidents cost companies hundreds of millions of dollars annually. However, most of these incidents are preventable.

Cover the Basics of Cargo Securement

Good housekeeping practices for all fleet vehicles are important. A clean, tidy vehicle is the first step in projecting a positive corporate image to customers and the motoring public.

- ◆ Complete a thorough pre-trip vehicle inspection, including all components and accessories. A good reference for a pre-trip inspection can be found in the FMCSR 392.7 Equipment, Inspection and Use.
- ◆ Remove all debris from the vehicle bed or trailer deck. These areas can sustain a certain amount of damage from normal use; make sure they are in good repair.
- ◆ A critical precaution is securing a vehicle from movement while it is loaded. The parking brake may be adequate on smaller vehicles, while larger vehicles may require parking chocks.
- ◆ Ensure the vehicle is correctly sized if it hauls large or bulky items.

Protect Against Shifting and Falling Cargo

Under Part FMCSR 393.100, the company and driver must ensure cargo transported on a public road is loaded in a manner that prevents the cargo from leaking, spilling, blowing, or falling from the vehicle. In addition, the load or vehicle contents must be secured to prevent shifting. Further, any load shifting may not negatively affect vehicle stability or maneuverability.

Cargo Securement Definition of Terms

These definitions relate to cargo securement issues. The complete list can be found in Federal Motor Carrier Safety Regulation 393.5.

- ◆ **Aggregate working load limit.** The summation of the working load limits or restraining capacity of all devices used to secure an article of cargo on a vehicle.
- ◆ **Anchor point.** Part of the structure, fitting, or attachment on a vehicle or article of cargo to which a tie-down is attached.
- ◆ **Article of cargo.** A unit of cargo, other than a liquid, gas, or aggregate lacking physical structure (e.g., grain, gravel, etc.), including articles grouped so that they can be handled as a single unit or unitized by wrapping, strapping, banding, or edge protection device(s).
- ◆ **Blocking.** A structure, device, or another substantial article placed against or around an article of cargo to prevent its horizontal movement.
- ◆ **Bracing.** A structure, device, or another substantial article placed against an article of cargo to prevent it from tipping and may also prevent it from shifting.
- ◆ **Dunnage.** All loose materials used to support and protect cargo.
- ◆ **Edge protector.** A device placed on the exposed edge of an article to distribute tie-down forces over a larger area of cargo than the tie-down itself, to protect the tie-down and/or cargo from damage, and allow the tie-down to slide freely when tensioned.
- ◆ **Friction mat.** A device placed between the deck of a vehicle and article of cargo, or between articles of cargo, intended to provide greater friction than exists naturally between these surfaces.
- ◆ **Tie-down.** A combination of securing devices that forms an assembly attaching articles of cargo to, or restrains articles of cargo on, a vehicle or trailer, and is attached to anchor point(s).
- ◆ **Working load limit (WLL).** The maximum load weight that may be applied to a component of a cargo securement system during normal service, usually assigned by the manufacturer of the component.

FMCSR 393.100 Which types of commercial motor vehicles are subject to the cargo securement standards of this subpart, and what general requirements apply?

- (a) **Applicability.** The rules in this subpart are applicable to trucks, truck tractors, semitrailers, full trailers, and pole trailers.
- (b) **Prevention against loss of load.** Each commercial motor vehicle must, when transporting cargo on public roads, be loaded and equipped, and the cargo secured, in accordance with this subpart to prevent the cargo from leaking, spilling, blowing or falling from the motor vehicle.
- (c) **Prevention against shifting of load.** Cargo must be contained, immobilized or secured in accordance with this subpart to prevent shifting upon or within the vehicle to such an extent that the vehicle's stability or maneuverability is adversely affected.

The Federal Motor Carrier Safety Regulations Parts 393.102-201 provide specific details of cargo securement devices and systems.

Source: WorkTruck

Workplace Stress Levels Dropping

Stress in the workplace is on the decline, according to a recent study from health portal provider MediKeeper, Inc.

The majority of respondents said, on a scale of one to five, that their stress level was at a two in 2016. This is down from 2014, where the majority said they were at a level three.

Similarly, the number of people who reported a level one increased by 58 percent over the same two-year period.

Curb your stress with these helpful tips:

- Make to-do lists of tasks that need completing and cross off items as you finish them.
- Talk with a co-worker about things that are bothering you. Getting support from friends is a great way to relax and reduce anxiety.
- If you continually run late, set your clocks and watch ahead to give yourself extra time.
- Read over your job description so you know exactly what is expected of you.

Source: Seubert & Associates, Inc.

Spring Break Travel Tips

Traveling is usually the most stressful part of any vacation. Things like bad traffic, airport security or misplaced travel documents can set a bad tone for the rest of the trip. Here are some tips to help avoid travel woes.

Plan Ahead: A good trip is often well thought out and incorporates as many details about the vacation as possible. Things like coordinating transportation to and from airports and hotels, packing appropriate clothing for the destination climate, and having all required travel and reservation documents is essential for a smooth trip.

Arrive Early: If you are flying, it is recommended that you arrive at the airport at least two hours ahead of your departure. This will ensure you have time to queue through security checkpoints and settle in at the gate before boarding the plane.

Pack Smart for TSA: Security is a time-consuming and unavoidable ordeal at the airport. Make the process a little quicker by storing liquids in a separate, clear bag so you can pull it out at the screening checkpoint.

Source: Seubert & Associates, Inc.

PGT Health Insurance Open Enrollment will be approaching April 1st, 2017 to April 30, 2017 effective May 1st, 2017. Please look for upcoming emails and mailings in the month of March regarding meetings and webinars. Even if you are not going to make any changes, the 2017-2018 mandatory form will still be required from every company employee. Tentatively we're looking to schedule on-site meetings in Hopewell Township, Blairsville, and possibly Trenton, the week of April 9th-15th. Don't miss out on the opportunity to meet our Highmark and UPMC Representatives, or ask any nagging questions about Life Insurance or the 401K.

Load Bar Safety

The proper use of a load bar is essential for flatbed safety. Good techniques can prevent injuries to the back, face, arms, legs, and shoulders. Bad techniques can become a game changer, here are a few simple reminders when using a load bar.

THE DO'S

- Inspect the load bar before use for any cracks around the weld tip
- Insert the tip of the load bar through both holes of the winch
- Place 2 hands firmly on the load bar with both feet on the ground
- Bend at the knees applying pressure with your arms to tighten/loosen

THE DON'T'S

- Do not put the tip of the load bar through only one hole
- Do not jump up in the air to apply your body weight to the bar
- Do not bend using your back when applying pressure to the bar

Question of the Month

Those who submit the correct answer to safetynewsletter@pgttrucking.com within 24 hours will be entered into a drawing to receive a \$25 Gift Card.

Load check inspections are required to be completed and logged

- A. In the first 50 miles and the reexamination of the load is required at any change of duty status, 150 miles, or 3 hours, whichever comes first until the load is delivered.
- B. In the first 50 miles or first hour, no other checks are required.
- C. In the first 150 miles or 3 hours and the reexamination of the load is required at 300 miles or 6 hours, whichever comes first until the load is delivered.
- D. At first change of duty status and reexamined in 150 miles or 3 hours, whichever comes first until the load is delivered.

Last Month's Winners: James Gray, Bosko Josifoski, Alfredo Ramos, Bobby Reynolds, Melody Skaggs, Kayla Steffen, and Lynn Walker.

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