

W.W. Transport INC.

Safety Newsletter

July 2018



JUNE SAFETY LEADERS

Congratulations to this month's Safety Leaders!

Jassen Ahlers- South Texas
Daniel Berg- Dowagiac Manager
Ernesto Diaz- Doraville, GA
Lewis Gilyard- Tampa, FL
Zachary Maroney- Tampa, FL
Douglas Mueller- Cement
Lon Smith- Burlington, IA
Phillip Wood- Newton, NC
Warren Holmes- Burlington, IA

Gary Bancroft- Cement Division
Edward Chappel- Cement Division
Chris Geyer- Camp Hill, PA
Carl Henderson- Colorado
Freddie Mitchell- Newton, NC
Michael Schneringer- Wood River, IL
Michae Woll- Wood River, IL
Ronald Bielser- Burlington, IA

Keep up the great work!

Pre-Trip Inspections

Performing a proper pre-trip inspection of your vehicle is one of the most important duties of a truck driver. If you fail to conduct a thorough pre-trip inspection of your vehicle, on a daily basis, you are placing yourself as well as others in harm's way.

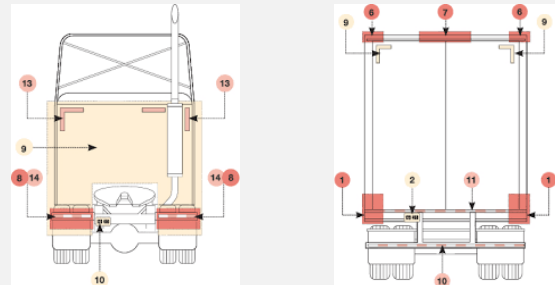
Why are pre-trip inspections important?

Truck drivers have a moral and legal obligation to insure the safe working condition of their vehicle. Conducting a thorough inspection of the vehicle, prior to departure, allows the driver to check the mechanical and safety components of his/her vehicle such as:

- Tire inflation and tread depth.
- Fluid levels such as oil, coolant, power steering, etc. Remember, "leaks spell trouble".
- Brake system including adjustment, brake shoes, linkage, etc.
- Lights and reflectors — all are present, in working order, and clean.
- Steering system — check that components are not loose, no leaks, etc.
- Suspension systems — check for worn or loose parts, air leaks, etc.
- Coupling system — look for cracks in upper/lower plates, worn trailer kingpin, proper latching, no play in locking jaws, etc.
- Load securement — check that cargo is properly loaded and secured with doors properly latched.
- Assess yourself — are you mentally and physically fit for the day's challenges?

Failure of any of the above can have serious consequences on the road. They can cause massive damage and be potentially deadly. When a driver uses shortcuts during the vehicle pre-trip inspection or doesn't do one at all, they are placing their life as well as the lives of others at risk. Remember, staying safe is a big part of your job as your loved ones are depending on you to return home safely!!!

Pre-Trip: Lights



Inspecting the trailer and tractor for broken or inoperable lights can save a driver time and stress in the long run. Due to schedules and time constraints, drivers don't always invest the proper amount of time into pre-trip inspections.

- Lights account for almost 30 percent of all CSA violations.
- Lighting violations carry **six** severity points each, with headlight and tail light violations an automatic Out-Of-Service violation, adding another **2** points.
- In addition to being functional and intact, lights and reflectors must also be wiped clean of any dirt or debris.

Inoperable lights can serve as visible indicators that may bring a trucks overall maintenance into question and act as an invitation to inspectors to give the truck a thorough inspection. Pre-trip and post-trip inspections play a significant role when it comes to avoiding CSA violations.

There is no more important step in lighting safety than a proper pre-trip inspection. Regardless of maintenance practices and the type of lighting technology on a vehicle, it all leads to the question of whether the lighting and electrical system is in sufficient operational condition for safe operation and the driver is the last person in line to make that call.



July Milestones

We appreciate your work for all these years and many best wishes on the anniversary of your service this July!

Clint Smith, 15 years! Heavy Haul Manager
Gregory Mueller, 13 years! Burlington Shop
Michael Neally, 9 years! Tampa, FL
John Wolf, 7 years! Wood River, IL
David Lovell, 6 years! Burlington, IA
Michael Sheppard, 6 years! Burlington, IA
Richard Hough, 5 years! Heavy Haul Division

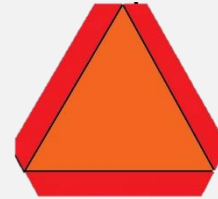
Jesse Bond, 13 years! Burlington, IA
Carissa Lewis, 11 years! Payroll Department
Ralph Cox, 8 years! Columbus, OH
John Gaudin, 6 years! Dowagiac, MI
Karl Newsom, 6 years! Burlington, IA
John Cornick, 5 years! Burlington, IA
Brenda Wyatt, 5 years! Burlington, IA

Employee Spotlight



Wayne Mills is a member of the refrigerated division at W.W. Transport and has been a driver with W.W. for over a year. In the refrigerated division, Wayne hauls potatoes year-round from farms to locations that make potato chips. His route varies depending on the time of year with runs to and from Michigan, Charlotte, NC and Hanover, PA. His current route is driving from Illinois to Indiana. Wayne says he enjoys working in the refrigerated division because, "I have good bosses, and once you learn where the farm is, it's like a dedicated run you do every day." On average Wayne stays out from a month to 6 weeks over the road, he says he likes to "keep the truck rolling and keep everything moving." Wayne's advice to new drivers at W.W. Transport is to "hang in there and listen to the advice that the bosses give you." He says, "there are always other drivers to talk to," for information on routes and where not to go, because "they've been there before." If you are fortunate to find a mentor when you first start, Wayne says, "listen to them, pay attention to the tools they give you."

Rural Road Hazards



For a commercial driver, operating on rural roads and highways presents many hazards not commonly encountered out on the interstate highway system. Slow moving vehicles including farm tractors, frontend loaders, combines and various other farm implements can often be found operating in these rural roads, particularly during the spring and fall. Accidents involving trucks and these slow-moving farm vehicles often end with disastrous consequences.

Nearly 18% of crashes occurring on rural roads involve farm equipment and commercial motor vehicles. As a professional driver, several measures to prevent being involved in a crash with a slow-moving farm vehicle include:

- **SLOW DOWN.** When sharing the road with farm equipment, slow down and allow additional stopping distance between your truck and the vehicle in front of you. Anticipate that slow-moving vehicles may make sudden stops or turns from the roadway.
- Keep in mind how wide the farm equipment can be, especially if you will need to pass.
- Don't get impatient. Only pass a slow-moving vehicle when it is both legal and absolutely necessary to pass. Often times the commercial vehicle will only need to follow a slow-moving vehicle a short distance before it will pull off the road. Remember that if you have a double-yellow line, you can never pass, even if behind a slow-moving vehicle.
- During planting and harvesting seasons, anticipate that farm equipment may be operating even after it is dark. Although these vehicles should have adequate lighting and slow-moving vehicle signs, in some cases this will not be the case.
- Rural roads have many more hills and blind curves where a slow-moving vehicle might be out of your view, so slow down when approaching these "blind" areas and anticipate the unexpected.

Operating on roads in rural areas can create many accident situations not often faced when operating on the interstate highway system. Although we have reviewed measures the professional driver can employ to prevent these types of crashes, the most important factor to keep in mind is to **SLOW DOWN**. Most losses occurring in rural areas can be prevented if we simply keep this safety factor in mind.

Earn some extra cash!

With our driver referral program, a quick convo could land you \$1000 in your pocket!

Call for details
319-768-5545

DriveWW.com

