

W.W. Transport INC.

Safety Newsletter

March 2018



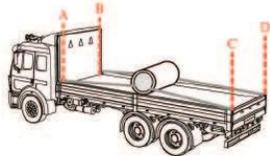
FEBRUARY SAFETY LEADERS

Congratulations to this month's Safety Leaders!

Gary Cochran- Wood River, IL
 Darryl Flick- Burlington Flatbed
 Miguel Godinez- New Braunfels, TX
 Michael Legette- Doraville, GA
 Kevin Noble- Columbus, OH
 Mike Thompson- Burlington, IA
 Jonathan Wilkerson- Martins Creek, PA

Daniel Darragh- Martins Creek, PA
 Kevin Ghumm- Newton, NC
 Sadil Jugovic- Camp Hill, PA
 Richard McLaughlin- Wood River, IL
 John Tacket- Flatbed TX
 Mike Torrance- Burlington, IA

Keep up the great work!



Unsecured Objects in Vehicles

Usually when an accident occurs, a driver's main focus is bringing your vehicle to a safe stop, but there are also dangers inside the vehicle that can occur. It has been reported that unrestrained items in vehicles cause over 13,000 injuries annually. When a vehicle comes to a sudden stop, items in the cab become projectiles that can cause serious damage to a driver. For example, the force of gravity for a 1-liter bottle of water can hit a weight of 44 pounds during violent deceleration.

Unrestrained items can include:

- Rubber Mallets
- Tool boxes
- Water bottles
- Lunch boxes
- Travel Bags
- Cell phones



How can you
minimize the risk?

It's not just the risk of injury that is caused when an unsecured object comes into contact with you during an accident or when the vehicle suddenly stops that you should be concerned about. Unsecured objects flying around the car, like newspapers or paperwork, can also distract you when they fly about the car, increasing your risk of being involved in an accident. Small objects can actually roll under the seat and become dislodged under the brake pedal.

- Use anchor or tethers to secure loose objects in your car. Put tools in exterior tool box if possible.
- Keep paperwork and small objects inside secured bags or consoles.
- Unless an item (such as a GPS device) has a secure clip-in system, store all such items in a closed compartment.
- Make it a habit at the end of each day to remove any and all "clutter" from inside your vehicle, so that you start each day safely.

Cargo Securement

Anything and everything carried on a truck must be properly secured to prevent loss of control or falling cargo from injuring drivers, passengers, or pedestrians. While safe cargo securement principles (and of course regulations) apply to every single item carried for delivery, they also apply to anything else on the truck, including dunnage, tools, and equipment you need to get your job done. Shovels, blocks, webbing, chains, spare tires, brooms, forklifts, pallet jacks, winches, ratchets, etc., all must be secured.

Regulations require tie-downs to be attached and secured in a manner that prevents it from becoming loose, unfastening, opening, or releasing while the vehicle is in transit. But over time, tie-downs can become worn, torn or damaged. Make sure you inspect tie-downs for damage.

There may be best practices, established by consensus by those who haul what you're hauling, that are worth following. If you're shipment is more unique, do your research. Find out what works best, but always make sure your load is properly contained, immobilized and secured that it cannot leak, spill, blow off, fall from, fall through or otherwise be dislodged from the vehicle, or shift upon or within the vehicle to such an extent that the vehicles stability or maneuverability is affected.

What do the REGS say?

Federal Regulations 392.9 **require** you to make sure:

- Your cargo is properly distributed and adequately secured.
- Your vehicle's tarpaulins, spare tire and other equipment used in its operation, and the means of fastening your vehicle's cargo, are secured.
- Your cargo or any other object does not obscure your view ahead or to the right or left sides, interfere with the free movement of your arms or legs, prevent free and ready access to equipment required for emergencies or

prevent the free and ready exit from your vehicle's cab or driver's compartment.

In addition, you **must**:

- Inspect the cargo and the devices used to secure the cargo before leaving the shipper.
- Inspect the cargo within the first 50 miles after beginning a trip and make any adjustments to the cargo or load securement devices as necessary; and
- Re-examine the cargo and its load securement devices during the course of the trip- making any necessary

adjustments to the cargo or load securement devices.

Re-examination and any necessary adjustments **must** be made:

- Whenever you make a change of duty status; or
- Your vehicle has been driven for three (3) hours; or
- Your vehicle has been driven for 150 miles, whichever occurs first.



Congratulations on your Milestone!

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

Scott Link, 11 years! Burlington, IA
Chad Pence, 8 years! Burlington TW Manager
Trey Brandmeyer, 7 years! Burlington, IA
Justin Goemaat, 7 Years! Burlington Tank Wash
Eduardo Cruz, 6 years! Martins Creek, PA
Christopher Kuehne, 6 Years! Wood River, IL
Ricky Downard, 6 years! Cement Division

Michael Merritt, 9 years! Reefer Division
Walter S. Day, 8 years! Winona, MN
Mike Walters, 8 years! Maintenance Manager
Israel Morales, 7 years! South TX
Carl Powers, 7 years! Wood River Shop Manager
Pedro Mejia, 6 years! North TX

Employee Spotlight



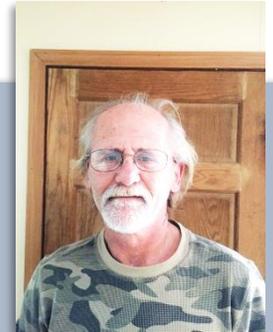
Christopher Priestly Heavy-Haul Division

Christopher Priestly has been a heavy haul driver since Fall of 2016. After working for a company with less than favorable conditions and scarce home time, Chris joined the W.W. Transport team and has been an outstanding employee since. Chris said, "I get a lot more home time here, and don't have to worry about my paycheck bouncing." Born in Detroit and predominantly raised in Texas, with a couple stops in Southeast Kentucky and New Mexico, Chris currently resides in Texas and works for our San Marcos Heavy Haul division. When Chris is not hauling bridge beams, he helps out with the bulk department in North Texas, and trains new drivers in the heavy haul division.

Asked what keeps him motivated to go to work every day, he replied, "A lot of things keep me here, I like all the folks I work with and work for. I have a pretty good crew here. I like working for Clint and actually having a boss that comes out here, jumps in a truck and gets his hands dirty."

In the heavy haul division, Chris most often hauls bridge beams throughout Texas which, he says, is nothing short of exciting, "I get to haul these huge bridge beams every day, my adrenaline pumps every time I set a beam on my truck." He also helps out the Georgia heavy haul, traveling to Atlanta, Savannah, Myrtle Beach and throughout the Carolinas, all of which is instrumental in building infrastructure throughout those respective states, cities, and counties.

Chris' advice to new drivers is to pay attention to detail and keep your head on a swivel. "One small detail you miss now," he says, "can become a greater problem later." "Problems and trucks don't fix themselves. Good luck out there, stay off your phone, and listen to the people who have come before you."



Darryl Flick Flatbed Division

Darryl Flick has been in the trucking industry for over 10 years and has been with W.W. Transport's Flatbed division for a little over a year. Darryl's daily work routine involves strapping and tarping anything from steel plates to steel coils and hauling just about anything that can be hauled on a flatbed trailer.

Darryl was born in southern Illinois and raised in Burlington Iowa. Living in Burlington, Darryl was able to witness the W.W. Transport team expand and develop. He says what brought him to W.W. was his respect for his manager, Mike Dotson. "Mike is a good guy to work for, he helped me out a lot, he helped me get back on my feet and really looked out for me." Darryl said.

On average, Darryl spends his week out and gets home on weekends. He says he loves his job, "getting up and knowing I'm making decent money and I can take care of my family at home," is what keeps him motivated. Darryl says his favorite part of his job is the pride he takes in it, "knowing I got the job done and got it done right."

In the past, Darryl spent about 5 years training new truck drivers, and always gave each one of them this sound advice, "One of the first things I tell them is slow down. Out here, you're not only driving that truck, you're responsible for all the cars around you."

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