



AUGUST SAFETY LEADERS

Congratulations to this month's Safety Leaders!

Tim Batchelor – Cement Division
Bill Brown- Burlington, IA
Arthur Ferguson- Tampa, FL
William Gresham- Norcross, GA
Dennis Millingen- Doraville, GA
Michael Reiss- Martins Creek, PA
Dean Schneider- Burlington, IA
Terry Whitlow- Wood River, IL

Matthew Blair- Ogden, UT
James Davis- Dowagiac, MI
Roy Gerst- Flatbed Division
Joey Maniego- Tampa, FL
Sheree Norbrey- Ogden, UT
Franciou Romelus- Tampa, FL
Roger Triplett- Wood River, IL
Ronald Simon- Flatbed Division

Keep up the great work!

Defensive Driving, something you *can* control

No matter what you drive, remember to practice defensive driving at all times. Driving defensively saves lives, time, and money in all types of road conditions, and despite the actions of other drivers, according to the American National Standards Institute and National Safety Council. Defensive drivers anticipate other drivers' mistakes, maintain a safe speed and distance from other vehicles, and stay alert. Follow these tips to be a safety conscious driver:

- Stay focused and avoid distractions, such as eating, drinking, talking to passengers, reading, grooming, reaching for items, or using electronic devices. Remember, handheld cell phone use is prohibited while driving a CMV.
- Always wear your seat belt. It is a proven life-saver.
- Observe your surroundings. Check side mirrors frequently and scan your field of vision through the windshield for traffic or other hazards.
- Anticipate the actions of motorists, bicyclists, and pedestrians moving toward the roadway from side streets, driveways, or parking lots.
- Drive the speed limit or slower if road, traffic, or weather conditions are bad. Leave plenty of distance between you and the vehicle ahead, and always use your turn signal.
- Know your blind spots and check your mirrors before changing lanes, turning, or merging. Most lane-change or merge crashes occur because the driver changing lanes didn't notice another vehicle or obstacle. Drivers of large trucks should be aware of "no-zones" where passenger vehicles can disappear from view, and should remember that other drivers probably aren't aware of these zones.
- Be careful at intersections. Look out for crossing traffic in all directions before entering an intersection. Don't assume that other drivers will see your signal or will give you the right of way.
- Be prepared to slow down or stop if you see a warning sign for hills, curves, or other obstacles that make it hard to see obstacles in the road.
- Be careful when you drive through road work zones and areas with a lot of traffic. Look ahead to check road conditions and anything that might make you brake suddenly.
- If you can't avoid braking when traffic ahead of you stops abruptly, turn on your hazards to warn the drivers behind you that you are reducing your speed.
- Have an escape route: slow down or speed up safely to make sure other drivers don't box you in.
- Be kind to other drivers and let them go first when they are determined to do so.
- If you've been drinking, have taken prescription or other drugs, or are tired, don't drive. Designate a sober, alert driver or call a friend, cab, or ride-sharing service.

Merging Safety



Collisions frequently occur when traffic merges from one lane into another. These merging maneuvers usually occur

at highway on/off ramps, at the juncture of two or more highways blending together in the same direction, and on local streets and highways as the roads narrow or available lanes are reduced due to construction, or lane obstructions, etc. Merging in traffic is an especially difficult challenge for a truck driver and is one situation where the limitations of a large truck are most noticeable. Most highway merging collisions are considered "preventable" on the part of the professional driver. What can you do to avoid a merging collision?

- Before beginning the trip, properly adjust the driver's seat and clean and adjust all mirrors in order to minimize your blind spots.
- While driving, scan your mirrors often so you know what is around your vehicle.
- Make certain you have enough space to complete any maneuver you attempt to make.
- Communicate your intentions to merge or change lanes to other drivers by turning on your turn signals before you begin your maneuver. A minimum of three blinks of your signal is recommended.
- After you pass, make sure the vehicle you just passed has the proper following distance behind you before your lane change back in front of it.
- Watch for any vehicles around your truck that may be moving into your blind spots. If you had sight of a vehicle and suddenly it "disappears," it is most likely in your blind spot.



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

Christopher Elliott, 21 years! Wood River, IL
Thomas Chevalley, 9 years! Wood River, IL
Danny Swoap, 8 years! North Texas Manager
Rodney Mifflin, 7 years! Wood River, IL
Scott Daley, 5 years! Burlington, IA Shop
Jose Treviño, 5 years! North TX

Ross McVey, 14 years! Burlington, IA
Dexter Cooper, 9 years! Tampa, FL
Eugene Latham, 7 years! Norcross, GA
Kyle Newsome, 6 years! Columbus, OH Shop
Todd Smith, 5 years! Martin's Creek, PA

Personal Conveyance, What doesn't qualify?

Need to use personal conveyance (PC) while you are off duty? Not sure if what you're doing can be considered 'off-duty'? Here are some examples of when it is **NOT** ok to use PC.

1. The movement of a CMV in order to enhance the operational readiness of a motor carrier. For example, bypassing available resting locations in order to get closer to the next loading or unloading point or other scheduled motor carrier destination.
2. After delivering a towed unit, and the towing unit no longer meets the definition of a CMV, the driver returns to the point of origin under the direction of the motor carrier to pick up another towed unit.

3. Continuation of a CMV trip in interstate commerce in order to fulfill a business purpose, including bobtailing or operating with an empty trailer in order to retrieve another load or repositioning a CMV (tractor or trailer) at the direction of the motor carrier.

4. Time spent driving a passenger-carrying CMV while passenger(s) are on board. Off-duty drivers are not considered passengers when traveling to a common destination of their own choice within the scope of this guidance.

5. Time spent transporting a CMV to a facility to have vehicle maintenance performed.

6. After being placed out of service for exceeding the maximum periods permitted under part 395, time spent driving to a location to obtain required rest, unless so directed by an enforcement officer at the scene.

7. Time spent traveling to a motor carrier's terminal after loading or unloading from a shipper or a receiver.

Food Grade Safety

It's easy to accredit food safety to an actual food handler like a waiter or a cook, or factories in the food production field, but W.W. drivers hauling flour and other food ingredients are just as essential in the food production and food safety process. The foods that we haul are part of the bigger picture of what will eventually be a product consumed by the public.

As an integral part of the food production operation, our drivers bear the responsibility and commitment of keeping our part of the process of food production safe from potential contaminations. The contamination of a food grade product can occur in a range of ways, so it's that much more important that we have and follow the procedures in which we prevent those contaminations. These procedures include: checking and confirming trailer seals, confirming trailer wash dates, using our inline screens and hose stands anytime we are unloading. One of the critical contamination prevention points we have in place is the "Authority to Unload." This is the final handoff from our drivers to our customer. It is a confirmation that both parties are in unison.

It is important to recognize our drivers that maintain our standards for food grade safety on a daily basis. Your dedication to providing not only excellent service to our customers, but meeting and exceeding food grade safety standards is the key to supporting and protecting our food producing customers.

Clay Crews
General Manager