

Wright Knox Motor Lines, Inc.



Important reminder:

Let's be good neighbors and slow down going through town, we have had some complaints. The speed limit is 35 mph and it is a limited weight highway. Please respect the local residents, remember children, elderly and pets live in small towns like Armagh. We appreciate your attention to the safety of our home town.

FROM THE PRESIDENT:

Complacency, as defined by Webster Dictionary is self-satisfaction especially when accompanied by unawareness of actual dangers or deficiencies. Relating to safety, this is dangerous.

How does one become complacent? It is not a lack of knowledge or training, but the repeated experience of performing an already learned, engrained task. Sounds a bit like Pre trip and Post trip in the trucking industry, doesn't it? We spend a lot of time teaching Pre-trip, and if the driver doesn't really learn it, he will not get his CDL, so what happens after this?

A proper Pre-Trip is one of the most important activities, (*other than safe driving*), that drivers can do to stay safe and help prevent accidents and breakdowns on the road. My belief is a Pre-Trip is equal to or more important than a Post-Trip. By definition, Post is passed but Pre is yet to happen. Although the Pre-trip is not a written report, and the recorded Post-Trip was clear of defects, this is the point of the day when a driver will learn what has occurred while he slept or was away from the unit. Was the unit vandalized, a tire go flat, lights burned out, turn signals operating or not, airline leak, brake systems in proper working order, wipers operational, mirrors properly set, missing or loose lug nuts, etc.?

Have you heard drivers discussing whether or not they need to do the Pre-Trip, since it is not a written record; or ask, "How much time do I need to give to a Pre-trip on my ELD?" Or worse, if the ELD system they are using has allowed the company to enable Pre-Trip tracking, they believe..."now that I have the ELD, just tapping the button to make sure the act of Pre and Post trip are recorded; I have fulfilled the FMCSA requirement."

Once drivers have been made aware that the FMCSA "Green Book" §392-Driving of Motor Vehicles; §392.7 does indeed require a Pre-Trip (*with a general list of 11 areas or items which need examined daily*) to satisfy themselves of the safety level of the units; you face the possibility that the examination of these items is may be performed with unawareness. This is when the danger of complacency sets in.

(Continued)

“In the year 55-55.... Your arms hangin’ limp at your sides.... your legs got nothin’ to do.... some machine is doing that for you”, a lyric from a song by Zager and Evans; which comes to mind when people talk about the ELD’s, automation of trucks and continual addition of systems to new trucks so drivers don’t need to “think, do or check” the operation of their equipment. But we are not in the year of 55-55, and no machine is soon likely to perform all these safety tasks.

And, most certainly, the ELD is not doing our Pre-Trip. It is only **records** that the driver indicated he/she physically examined all the items and is satisfied the unit is safe to take on the highway. It falls to us as company owners and drivers to do all we can to not become complacent...which is not an easy task. It is human nature to develop a false sense of security if nothing “bad” has happened.

To combat complacency, we must be proactive and think of ways to teach our drivers (and all employees) to recognize and overcome complacency and Pre-Trip is a good place to start.

Here are some suggestions:

First... don’t assume the drivers remember what they are looking for or remember from their initial entry to trucking, how to conduct a complete Pre-Trip.

Second... teach drivers to **expect** to find an issue- this way they will be actively looking for a problem, not just giving a quick glance.

Third... have drivers pay attention to others and notice what they have missed in the Pre-Trip area. By seeing what someone else has missed, they will begin to consciously check that on their Pre-Trip.

Fourth... remind everyone that finding and repairing a problem BEFORE getting on the road will make their work safer, more efficient, and less time away from home.

Fifth... make sure your company has a policy in place so the driver can get the problem fixed or another unit, if necessary. Drivers need to know a problem is taken serious by their company, or why bother reporting it. Not correcting that which needs repairs will breed complacency.

Sixth... take time to watch drivers perform their Pre-Trips. Evaluate each driver on his own to see if he or she may need a friendly reminder or more education on Pre-Trip procedures.

Seventh...As a company, make a commitment to improve your Pre-Trip performance compliance rate.

As a driver, commit to ensuring yours and the motoring public’s safety BEFORE entering the highway. Remember, the number one goal is to arrive home the same as you left. Happy, healthy, with no harm to anyone or any equipment.

When you stop paying attention to detail and complacency becomes a way of life, you may be setting yourself up to lose your life or someone else’s.

Safety starts with the company belief of Safety First – Always.

Gladys W Knox



DISPATCH:

Drivers:

Being that we are all human and human error occurs...

I just want to give a friendly reminder to ask you to make sure that you are hooked to the correct trailer when you leave. (Pre-Trip)

- If you are taking an empty to drop at Specialty Tires or Thermal Window...just swing the doors and make sure it is empty.
- If your load is in the yard please compare your trailer number to your paperwork. We have a really good track record of getting hooked up to the correct trailer but every once in a while we have a hiccup.
- Since you are the last person to check your trailer number before leaving the yard...you would be the one to catch a mistake.

Thank you drivers for doing a superior job...we really do appreciate it!

FROM GARAGE SUPERINTENDENT:

Just a few notes to our drivers to help with maintenance issues...

- Please DO NOT IDLE if not necessary...it builds carbon in the exhaust system and contributes to the need for regens, and cuts into the life of the DPF and the loading of the DEF
- Use auxiliary heating and air-conditioning units. If they are not working properly, **write it up** so we are aware and can get it repaired, or if you have questions about its operation, please talk to us. If you need a review of how the system works, please see us.
- When a light comes on, CALL!!
- Make sure you do a good Pre-Trip and Post-Trip on both tractor and trailer.

Write up anything that needs to be addressed. Write Up sheets are in the drivers lobby at the office.

"Thank you!"

Garage Safety Meeting Notes...

(Videos are provided by Great West Casualty regarding OSHA Workplace Safety)

11/09/18...Working Safely with Compressed Air – Part 4

Discussed employee qualifications. Safety Shoes

11/16/18...Working safely with Compressed Air – Part 5 (Final Video in series).

11/23/18...Hand and Wrist Injuries - Part 1

11/30/18...Hand and Wrist Injuries - Part 2



FROM THE SAFETY DIRECTOR:

Be careful when entering and exiting trucks during the winter months. Parking lots, truck stops, etc. can become iced over very quickly leaving a very slippery stepping surface.

Always use a 3 point contact when entering and exiting your truck and wear appropriate footwear to minimize slippage.

Roadside Inspection UPDATE

Wright Knox Motor Lines, Inc. CSA SCORES

Unsafe Driving	15%	Crash Indicator	5%	HOS	19%
Vehicle Maint.	3%	Controlled Subs.	0%	Haz. Mat.	0%
Driver Fitness	0%,				

Unsafe driving down 4%, maintenance down 3%, Crash indication down 3%, HOS up 4%

Personal Conveyance Clarification

Q. 1. May a driver, who drops his or her last load at a receiver's facility use personal conveyance to return to their normal work location. (i.e. home or terminal)?

A. NO. Returning home or to the terminal from a dispatched trip is a continuation of that trip, and therefore cannot be considered personal conveyance.

Q. 2. The guidance allows for "authorized use of a CMV to travel home after working at an offsite location. What is meant by the term "offsite" when used in this context?

A. The term refers to a location, other than the carrier's terminal or a shipper's or receiver's facility where a driver works for a temporary period for a particular job. Specifically, this is intended for construction and utility companies that set base camps near a major job and operate for there for days or weeks at a time. These remote locations are considered "offsite" location. Therefore, travel between home and that offsite location is considered commuting time, and qualifies as personal conveyance.



Q. 3. Is personal conveyance treated any differently when the driver is hauling hazardous materials?

A. NO. There is no restriction on personal conveyance regarding provisions of 49 CFR Part 177 and 397

Q. 4. Can a driver who claims the short haul exception use personal conveyance?

A. YES. There is no connection between the personal conveyance and the short haul exception. As always, off duty time does not extend the 12-hour duty time limitation.

Q. 5. How is personal conveyance time calculated in the hours-of-service rules?

A. Time spent under personal conveyance is off duty time.

Q. 6. May a driver use personal conveyance when they run out of available (Driving/On-Duty) hours?

A. NO. Except for the one exception described in the guidance where a driver who runs out of hours while at a shipper's or receiver's facility may drive from that facility to a nearby, safe location to park, provided that the driver allows adequate time to obtain rest in accordance with daily minimum off-duty periods under the Hours of Service rules before beginning to drive. Personal conveyance is those times where a driver is operating solely for a non-business purpose and cannot be used to extend the duty day.

Q. 7. Are there maximum distance time or distance limits for the use of personal conveyance?

A. NO. However, it is important to note that the provision in §392.3 of the FMCSRs, prohibition the operation of a commercial motor vehicle while fatigued, continues to apply. Therefore, a driver must get adequate rest before returning to driving.

Q. 8. If a driver picks up the commercial motor vehicle from a repair facility once repairs are complete, would the driver be allowed to use personal conveyance to their residence from the repair shop?

A. NO. Travel for repair and maintenance work is being done in the furtherance of the business and is considered on duty time.

Q. 9. Can a loaded vehicle be used as a personal conveyance?

A. YES. Determining personal conveyance is based on the nature of the movement, not whether the vehicle is laden.

Q.10. Can personal conveyance time be combined with other off-duty time to complete a 10 or 34-hour?

A. **YES.** Since the PC is off-duty time. However, it is important to note that the provision in §392.3 of the FMCSRs, prohibiting the operation of a commercial motor vehicle while ill or fatigued continues to apply.

Q.11. Can a driver be inspected during personal conveyance? If so, what is the driver's duty status during the inspection?

A. **YES.** Since the driver is still subject to the FMCSRs, the driver or vehicle can be inspected. The driver's duty status would be "on-duty, not driving," during the inspection.

A Tidbit from Driver Trainer...

