Cottingham & Butler





Stationary Objects

The Accident Countermeasures program was created to provide a way for our company and our most important asset, the drivers, to cover important safety topics in a meaningful and accessible manner. This program allows you, the driver, to study safety material and learn desirable information at a time mostconvenient to you.

CB

Please take the time to read through the material, study the pictures, and then answer the questions at the end of this handout. Your completed answer sheet should then be turned in to receive credit for completing this program.

> Prepared by: Safety Management Services Company A Cottingham & Butler Company



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Safety Management Services Company's Accident Countermeasures Program

Safety Management Services Company's Accident Countermeasures program was created to provide a way for our company and our most important asset, the drivers, to cover important safety topics in a meaningful and accessible manner. This program allows you, the driver, to study safety material and learn desirable information at a time most convenient for you.

Please take the time to read through the material, study the pictures, and then answer the questions at the end of this handout. Your completed answer sheet should then be turned in to receive credit for completing this program.

DRIVING DISTRACTIONS

Driving a vehicle safely requires the driver to maintain a constant focus on the road and surrounding area. There are an increasing number of gadgets competing for a driver's attention. This includes cellular phones, navigation systems, in-dash message displays, onboard computer systems, collision detection systems, night vision systems, heads-up displays, and more.

Cellular phones, in particular, are falling under intense scrutiny. Navigation systems are also coming into question because of the attention-level some units require to operate.

Some common tips for avoiding distractions while driving include:

- Don't let your instrument panel or any other read-outs take too much of your attention away from the road.
- Operations such as cell phone calls, changing compact discs, viewing satellite messages, etc., all usually require that you drive one-handed, which is never a good idea in a moving vehicle. Know your equipment and, whenever possible, program the stations/satellites or put in the CDs that you want to listen to before starting out.
- The only appropriate time to perform any other task that requires you to take your eyes off the road or move your hands from the steering wheel (eating, reading, etc.) is when the vehicle is completely stopped. If you must eat on the go, be sure that you have your food unwrapped and ready to eat before starting out.
- Maps and map reading can also be a big distraction, especially in urban areas. Get your information in advance. When dispatched to a terminal or customer that you have not previously visited, get directions from other drivers who have been there, or get out a map at the terminal and plot your course in advance.
- If you need to make phone calls, pull off the road into a proper parking area and make your calls. That's the way you did it before you had a cell phone.

The secret to overcoming outside distractions is to be aware that they can are potentially hazardous and, therefore, you must stay focused on the job of driving.

KNOW YOUR VEHCILE

The maximum permissible height of vehicles must be obeyed, unless otherwise expressed in a permit on all highways. Every driver is required to know the exact height of his vehicle and load at all times. Observe all overhead clearances! They will be posted in advance of underpass and tunnels. In some areas, overhead check bars, chains, and warning devices are installed to assist in checking height clearances. Before entering a limited clearance area, you should check the relevant regulations. You should also know the clearances for your route.

Do not rely entirely on posted heights at bridges and overpasses. Repaved roads or packed snow on road surfaces can reduce posted overhead clearance. Special attention should be given for low overhead clearances which may not be posted such as: fire escapes in alleyways, marquees, tree limbs overhanging to roadway, service station and store canopies, low wires across residential driveways, intersections and roadways, warehouse doors.

The weight of the vehicle affects its height. The fact that you were able to drive under a bridge when you were fully loaded does not mean that you can do it on the return trip when your rig is empty or lightly loaded.

Before you enter a bridge or tunnel, check the posted load limit and overhead and side clearance. Slow down when the posted clearance is less than six inches from the height of the truck. Do this to avoid hitting a bump and bouncing into the top of the underpass or tunnel. Check the elevation of the road before going under a low bridge or underpass. REMEMBER, it is not uncommon, when traveling under an overpass, for the front wheels of a long rig to ride up on a higher elevation, while the rear wheels of the semi-trailer are also at a point of higher elevation. This situation raises the middle of the truck and trailer and it could cause it to strike the overpass.

MANUVERABILITY AND OFF-TRACKING

The maneuverability and off-tracking of the tractor trailer are affected by the position of the trailer tandems and the position of the fifth wheel. When you slide the fifth wheel to the rear of the tractor, the overall length of the vehicle increases. The distance between the steer axle and the king-pin also increases, along with the distance to the trailer tandem axles.

When you turn, the greater the distance between the steer axle and the pivot point (king-pin) of the trailer, the further the trailer will off-track. The swept path of the trailer will *increase*. You will need more space to make a turn.

The position of the tandem axles of the trailer also affects off-tracking and the space needed to turn. When you slide the tandem axles all the way to the rear, the distance between the king-pin and the rear axle wheels increases.

When the tandem axles are all the way back, trailer off-tracking increases and so does the swept path of the vehicle. The sharper the turn, the more the rear wheels will off-track.

When you slide the tandem axles forward and the distance between the king-pin and the rear axles decreases, the rig is easier to maneuver. There is also less trailer off-tracking. This is very helpful when

you are making deliveries. You must also be very careful when tandem axles are all the way forward because there is a trailer overhang.

As you can see, the benefits of sliding the tandem axles forward when you drive in downtown traffic and tight areas can help reduce the possibility of hitting stationary objects.

MIRRORS

To successfully operate your rig, you must be aware of what is going on around you. Your view from the cab of your truck is much different from that of a four-wheeler. You can see farther ahead because you are sitting above traffic. You see over the traffic. This is a plus for you as a driver. On the other hand, you cannot see as well to the sides and rear. It is hard to see the right side of the tractor-trailer and alongside the drive wheels on both sides.

Every driver needs to learn to adjust both the left and right mirrors to get the best view. All mirrors should be adjusted to show some part of the vehicle (trailer body, tires, etc.). This will give you a reference point for judging the position of the other images. Adjust mirrors when the rig is straight for the best image.

When adjusting the mirror, the vertical edge of the mirror (about $\frac{3}{4}$ into 1 inch) should reflect the trailer body. The rest should show what is on that side (for about 15 feet) and behind the trailer.

ACCIDENT INFORMATION

Date/Location:	February 2, 2009, Elmhurst, Illinois.
Accident Description:	The driver of unit 1 stated he pulled into a parking lot to turn around. He was backing up so he could make a wide turn around a parked vehicle. He unknowingly stuck the phone wire that was connected to the building with his trailer. The wire was then pulled back causing damage to the building, and causing the electrical pole to crash down on the fence.
Total Cost:	\$93,047 physical damage. The claim has not been settled at this point in time.

STATIONARY OBJECTS

Name:	Date:	
QUESTION PAGE Please return this page to your safety departme	ent to receive credit for course completion.	
1. How can you prevent yourself from being distracted while driving?		
2. These factors can affect posted sign heights?		
А.		
В.		
C.		
D.		
3. The maneuverability and off-tracking of the t	ractor-trailer are affected by and	

- 4. When you slide the tandem axles forward and the distance between the king-pin and the rear axles decreases, the rig is:
 - A. Easier to maneuver.B. Harder to maneuver.
- 5. When adjusting the mirror, the vertical edge of the mirror should reflect:

STATIONARY OBJECTS

ANSWER PAGE

DO NOT INCLUDE THIS PAGE WITH THE COUNTERMEASURES HANDOUT TO THE DRIVER!

1. How can you prevent yourself from being distracted while driving?

Don't let your instrument panel distract you. Avoid using your cell phone, changing CDs and viewing satellite messages. Avoid eating and reading behind the wheel. Gather all your directions in advance to avoid reading a map while driving.

- 2. These factors can affect posted sign heights?
 - A. Snow build-up
 - **B. Revamped Roads**
 - C. Elevation changes in the tractor and trailer
 - D. Weight of the tractor and trailer
- 3. The maneuverability and off-tracking of the tractor-trailer are affected by _____ and _____.

The position of the trailer tandems and the position of the fifth wheel.

- 4. When you slide the tandem axles forward and the distance between the king-pin and the rear axles decreases, the rig is:
 - A. Easier to maneuver.
 - B. Harder to maneuver.
- 5. When adjusting the mirror, the vertical edge of the mirror should reflect:

The trailer body.