



# Between The Lines SB Inc. Quarterly Safety Newsletter

**SB Inc.**

"WE PULL TOGETHER"

APRIL 2017

## On Duty Time / Rest Breaks

Sherman Brothers is having a problem with rest break and on-duty violations. In the past six months we have held steady at 33% on-duty violations, and 28% rest break violations. This level of violations is too high and I need your help in lowering it.

In comparison, our driving violations are at 8%.

The majority of our violations occur when we run into circumstances that we either did not anticipate or were surprised by. Most of you I am certain have received that phone call from your DM talking to you about your HOS violations from the day before. The goal of these phone calls or "counseling" sessions (as we like to call them) is to educate you on how to not repeat the violation again. If this action was working we should see our violations decrease right? The issue is, we are not. What

this tells me is that we may have an issue with drivers that have either forgotten or are struggling with time management. Maybe some drivers don't know how to tell their boss that they can't make that delivery window, or don't want to let the boss down? Whatever the reason, no load is worth your life or my families life.

Some time ago a trucker that I new took me under his wing and told me, *"Don't tell them what you cant do, but tell them what you can do."* This made perfect sense to me. If I couldn't make 6am but I could make 9am, tell you boss that. It gives them something to work with and puts the ball back in their court. They can do an array of things with information like that.

By definition *On-duty time* means all time from the time a driver begins to work or is required to be in readiness to work until the time the driver is relieved from work and all responsibility for performing work. *On-duty time* shall include:

- (1) All time at a plant, terminal, facility, or other property of a motor carrier or shipper, or on any public property, waiting to be dispatched, unless the driver has been relieved from duty by the motor carrier;
- (2) All time inspecting, servicing, or conditioning any commercial motor vehicle at any time;
- (3) All driving time as defined in the term *driving time*;
- (4) All time in or on a commercial motor vehicle, other than:
  - (i) Time spent resting in or on a parked vehicle, except as otherwise provided in §397.5;

(ii) Time spent resting in a *sleeper berth*; or

(iii) Up to 2 hours riding in the passenger seat of a property-carrying vehicle moving on the highway immediately before or after a period of at least 8 consecutive hours in the sleeper berth;

(5) All time loading or unloading a commercial motor vehicle, supervising, or assisting in the loading or unloading, attending a commercial motor vehicle being loaded or unloaded, remaining in readiness to operate the commercial motor vehicle, or in giving or receiving receipts for shipments loaded or unloaded;

(6) All time repairing, obtaining assistance, or remaining in attendance upon a disabled commercial motor vehicle;

(7) All time spent providing a breath sample or urine specimen, including travel time to and from the collection site, to comply with the random, reasonable suspicion, post-crash, or follow-up testing required by part 382 when directed by a motor carrier;

(8) Performing any other work in the capacity, employ, or service of, a motor carrier; and

(9) Performing any compensated work for a person who is not a motor carrier.

Your thirty minute restbreak needs to be taken as “off duty”. This is a MANDATORY break. This means that you must be relieved of all duty and responsibility for the vehicle, its accessories, and any cargo or passengers being transported.

You must take this break before your eighth hour of driving to be in compliance.

## Live Well Work Well

### Phlegm: A Key Player in Fighting Off Illness

Phlegm is a mucus-like substance produced by your lungs and respiratory system. When you get sick with a cold or a sinus infection, your body will produce more mucus than normal in an attempt to trap and expel the virus or bacteria causing your illness.



Depending on your illness, the color and consistency of your phlegm will change. The American Chemical Society recently released a [video](#) that describes what different colors of phlegm may indicate and offers tips about which treatments are best for your symptoms.

- Yellow or white phlegm is present when you're congested. The color, combined with the thickness of your phlegm, indicates that you could have a cold.
- Green phlegm indicates the presence of neutrophils (a type of white blood cell) and a green-colored enzyme that they produce, called myeloperoxidase. Green phlegm indicates that your body is likely hard at work fighting a viral infection.
- Red phlegm indicates the presence of blood in your mucus and is generally the result of irritation and drying of your nasal tissue. A little bit of blood is nothing to worry about, but if you experience excessive bleeding, contact your doctor right away.

For more information on phlegm or for advice on treatment methods, contact your health professional.



## Securement

When I think of securement, I think of Sherman Brothers. I have always been proud to say that we have one of, if not the best training and securement program around. We employ some of the most talented, hardworking, creative men and woman I know.

Some of you are very experienced and have many miles under your belt. Others of you are just beginning.

Remember the phrase “When you get comfortable riding you better get off the bike”. This implies complacency, danger, and unconscious thinking. Same can be said for your load securement. All drivers including the veterans can fail to see a good load securement. Pay special attention to your securement devices and working load limits. If you are

a newer driver, don't be shy to ask questions. I see thousands of loads a year come through our facility, most tied correctly but occasionally I see "the one". It may have a missing securement device or maybe an unserviceable device, all the same its usually due to education or "I wasn't thinking". Please give us a call if you have a question, we're here to make your job easier, safer, and more enjoyable.



## June 6<sup>th</sup> thru 8<sup>th</sup> 2017

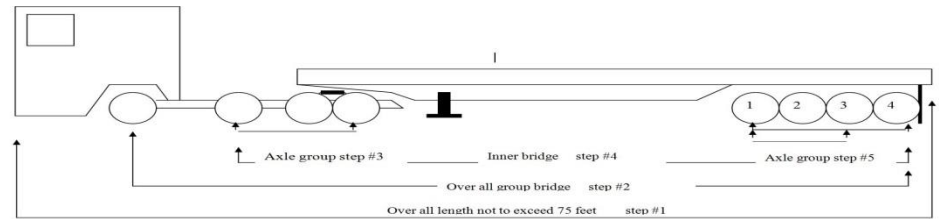
Roadcheck is an annual 72-hour event in which inspectors across North America conduct an increased amount of inspections on commercial vehicles to "conduct compliance, enforcement and educational initiatives."

Last year's focus was on tire safety, along with the traditional Level I inspections. The CVSA has yet to announce this years focus, but inside sources that I have had contact with mentioned load securement. Look out flatbed drivers!

## How to Figure Axle & Gross Weight Formulas

I recently took a phone call from a Sherman Brothers driver that was struggling with figuring his axle weights. He was very polite and apologetic about taking so much of my time. I reminded

him that, that's what we are here for and he was no trouble to me or to the company. Eventually with the help of one of our other drivers (David Swartout) the driver was on his way. This made me think that you can never go over these formulas too much which is why I am sharing them with you today.



This diagram will help you figure out how much weight the law will allow on axle groupings, and over all gross weights of the vehicle. This is only an example; the equipment you are operating may have different axle spacing. Take the time to know your equipment, so that you will obey the law of the states you are operating in, and Sherman Bros. Company policy. Do not haul overweight loads. Call your Driver Manager should there be any problems.

- **STEP #1.** Measure the overall length of the equipment that is to be operated. This measurement should be from the bumper on the truck to the rear of the trailer. Do not include any winches in this measurement. Tie down equipment is exempt by law.
- **STEP #2.** Measure the overall group bridge next. This should be from the center of the front axle to the center of the back axle on the trailer. Look to the weight tables and follow which step you are reading about. These will be highlighted. Because the truck has more than 5 axles, you will need to use the Extended Weight Table # 2. This truck and trailer has an overall group bridge of 71 feet. With 8 axles the gross weight of this vehicle will be 105,500 lbs.
- **STEP #3.** This measurement will be from the center of the tag axle, to the center of the rear drive axle. For an example let us say the measurement is 9 feet, 6 inches. Now the law says if any measurement is over 6 inches, round up to the next higher footmark. If it is less than 6 inches, round down to the next lower foot mark. At 9 ft. 6 in. you will round up to a 10-ft. spread. Now look at the permit in Weight Table # 1, at the 10-ft mark, and go to the 3-axle column. On this axle group it will be able to carry 43,500 lbs. This will be 34,000 lbs. maximum on the drive axles and 9,500 lbs. maximum on the tag axle.
- **STEP #4.** The next measurement will be the inner bridge formula. Measure from the center of the tag axle, to the center of the last trailer axle. As an example, let us say the inner bridge measurement is 65 feet 5 inches. Now let us reduce down to 65 feet. Look at Permit Weight Table 2, at 65 feet and the 7-axle column. The maximum weight is 98,000 lbs. To find the inner bridge weight, add the weight, which is on the drivers and the tag axle, to the weight on the trailer axles. With these 2 axle groups added together, they cannot exceed 98,000 lbs.



● STEP # 5. The final measurement will be the trailer axle group. Measure from the center of the first axle to the last trailer axle. For example the axle spacing is 13 feet 11 inches. Looking at Permit Weight Table #1 look at 14 feet and go to the 4-axle column. The maximum weights these axles can carry are 50,000 pounds. Measure from axle 1 to axle 3. For example the spacing is 9 feet 10 inches. The maximum weight would be 43,500 pounds this plus the tag axle cannot exceed 50,000 pounds in this example.

As you have seen, these formulas are easy to figure out, and the driver will know for certain how much weight his vehicle can haul in the axle and gross weights.

Do not take anyone's word on the axle spacing, or gross weight. Depend on yourself to know what your equipment is capable of doing.

## Load Formulas



These formulas are a helpful tool for proper load

placement, on axle and gross weights. Always check weigh loads after loading, never the leave the shipper's property with the axle groupings or the vehicle overweight. Remember Sherman Bros. will reimburse you, should you have to pay to weigh the truck, but SBI will not pay overweight tickets, they are on you. So Check Weigh.

**40/20/24 Sets:** 40' loaded 1 ft. ahead of center and 20/24' pup is loaded from back to front. Pup trailers can have 2 or 3 axles. Single axle maximum weight is 20,000 pounds.

**B-Trains:** Front trailer is loaded starting 3' from front of trailer back. Pup is loaded from back to front. Measure 3 axle spacing and check for maximum weight allowed in weight table 1.

**48ft. 3 axle trailer:** Place the load 6 to 12 inches ahead of center point of trailer.

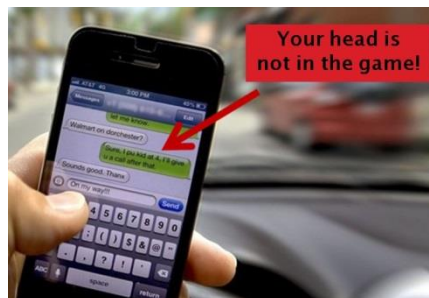
**53ft. 4 axle trailers:**

Alloy – 18 to 24 inches ahead of center point of trailer.

Western – 12 to 18 inches ahead of center point of trailer.

This obviously does not account for all load formulas. This section of load formulas is in your tie down manual page's 10 – 17.

## More than half of crashes involved phone distraction, study reveals



Since 2015, road fatalities in the U.S. increased by 14 percent, the largest two-year rise in 50 years according to the National Safety Council. Outside of the United States, there are 1.25 million traffic deaths worldwide, according to the World Health Organization.

**In 2015 Truck Driving was the Nation's most Fatal Occupation.** The Bureau of Labor Statistics study revealed that 745 truck drivers died on the job in the United States in 2015, the most of any profession.

Despite many safety features in newer cars, including lane assistance, auto emergency brakes and drowsiness alerts, the fatality rate keeps increasing and it may not be just because of record-breaking mileage being driven each year.

“ATA is committed to making our roads safer by focusing on the root causes of crashes: aggressive driving, speeding, impaired and distracted driving. As our roads become busier, it is incumbent on all drivers to do their part to improve safety.”

Drivers involved in a crash have 3 times more excessive speeding, 3.4 times more phone distractions and 1.8 times more hard braking activity. Among Americans, nearly 31 percent of all drivers are distracted by their phones.

Perhaps the most surprising finding is that phone distractions occurred on more than half of all trips that ended in a crash. Drivers were distracted for more than one minute in approximately 40 percent of

distracted drives. Approximately 20 percent of distracted drives found the driver distracted for more than two minutes.

Those who use their phone frequently, or in the 90th percentile of phone users, while driving are six times more likely to crash. The average distraction time was only 135 seconds.

So what are the top phone distractions? Texting, social media and emails are the most common forms of phone distractions.

Looking at the efficacy of distraction laws. The verdict: Not very effective

For example, Washington State was the first to pass a ban on texting while driving back in 2007. Fast forward a decade later and the Evergreen State has not reached the top ten safest driving states.

Among the states that have installed anti-phone laws, drivers are only slightly safer than those in states that do not have similar laws. States with laws banning handheld devices have an average distraction time of 3.17 minutes per 100 miles of driving. Comparatively, those with anti-handheld device laws for those under 18 have an average distraction time of 3.25 minutes and states with no laws stand at 3.82 minutes.

The worst states for distracted driving in terms of average distracted times are South

Dakota and New Jersey. Both states are the only states with average distracted times of more than five minutes per 100 miles of driving. Ironically, New Jersey has anti-phone laws. South Dakota does not.

Two states have average distracted times of 1-1.9 minutes, the lowest in the nation: Maine and Alaska. Maine has anti-phone laws installed, whereas Alaska does not.

The demographic that is suffering the most from distracted driving are young drivers. According to the National Safety Council, 11 teens die every day as a result of texting while driving.

The report is a shift from a 2014 Arizona Highway Patrol report. In that study, cellphones ranked third among crashed that involved distracted driving.

Distracted driving has remained on the National Transportation Safety Board's Most Wanted List for the past four years, mainly because of "portable electronic devices" such as cellphones.

Please don't text and drive. Decide to be an advocate and take action. Educate and speak out. Be relentless! And always keep in mind that....

**ONE TEXT OR CALL COULD  
WRECK  
IT ALL**

Thank you men and woman of Sherman Brothers Heavy Trucking, Inc.



**SB Inc. Driving Force.**

**"We Pull Together"**