MONTHLY NEWSLETTER JUNE 2019 VOLUME 11 ISSUE 6

MJS Safety EXPANSION

• We've Doubled our Office Space •

More Room for Fit Testing, Audiometric Testing
and Operator Qualifications
As Well As Drug Testing Collections

▶ MJS SAFETY TRAINING ANNOUNCEMENT

MJS SAFETY LLC is proud to announce the addition of NCCER and O.Q.S.G. to our OQ Services. MJS SAFETY LLC is an "Authorized Assessment Center" for Proctoring Final Assessments and completing Performance Evaluations for O.Q.S.G. and NCCER – as well as other OQ disciplines such as MEA-EnergyU, Veriforce & EnergyWorldNet. call to schedule read more…

▶ Schedule of classes June 2019: • *TRAINING CENTER - 1760 BROAD ST, UNIT H, MILLIKEN, CO 80543* • read more…

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▶ FMCSA DRUG AND ALCOHOL CLEARINGHOUSE

COMING SOON

Commercial Driver's License Drug and Alcohol Clearinghouse

The Clearinghouse will improve highway safety by helping employers, FMCSA, State Driver Licensing Agencies, and State law enforcement to quickly and efficiently identify drivers who are not legally permitted to operate commercial motor vehicles (*CMVs*) due to drug and alcohol program violations. read more…

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The Petroleum Marketers Association of America

USE OF LEGALIZED MARIJUANA OR CBD OIL STRICTLY PROHIBITED UNDER U.S. DOT DRUG TESTING REGULATIONS

The **U. S. Department of Transportation** (*DOT*) recently clarified the agency's **drug and alcohol policy** concerning the **legalized use** under state laws of **CBD oil** and **marijuana** by **CDL drivers.** read more…

► Tech for Identifying Vehicles to Inspect Advances Rapidly

"Smart" weigh stations are using new technologies to make sure officers spend their time looking at the trucks that need to be inspected. read more…

► MSHA Discusses Fatalities, Powered Haulage Safety Initiative During Q1 2019 Stakeholder Webinar

During its **quarterly stakeholder** webinar on May 2, 2019, **MSHA** reviewed the **five mining fatalities** that took **place** during the **first quarter** of 2019 and discussed **Best Practices** to **prevent** those injuries. read more…

► MSHA MINE FATALITY

On May 13, 2019, a 57-year-old truck driver with 12 years of experience was fatally injured when his haul truck rolled over. read more…

► 12 Tips for Improving Welding Safety

Source: *www.millerwelds.com*

Best welding safety practices and equipment are universally applicable. read more…

► Dangers of Working in the Heat

Every year, dozens of workers die and thousands more become ill while working in extreme heat or humid conditions. There are a range of heat illnesses and they can affect anyone, regardless of age or physical condition. read more…

MJS SAFETY TRAINING ANNOUNCEMENT

MJS SAFETY LLC is proud to announce the addition of NCCER and O.Q.S.G. to our OQ Services.

MJS SAFETY LLC is an "Authorized Assessment Center" for Proctoring and Testing for ENERGY worldnet, Inc., as well as OQ Performance Evaluation Services.

MJS SAFETY LLC continues to offer Proctor and Testing Services, as well as Operator Qualification [OQ] Performance Evaluations under the "EnergyU" system – a service of Midwest ENERGY Association – as well as Veriforce.

MJS SAFETY LLC has "Authorized" Performance Evaluators on staff that can perform this service for specific "Covered Tasks."

MJS SAFETY LLC is also available to assist with the Knowledge Based Training for these tasks. Knowledge-based training is designed to help personnel successfully pass the OQ Knowledge Based Testing as well as the Performance Evaluation process.

The Operator Qualification Rule – commonly referred to as the "OQ Rule" addressed in Title 49 of the Code of Federal [US DOT] regulations, mandates that individuals who perform "Covered Tasks" on covered pipeline facilities be qualified through the Operator Qualification Process.

The intent of the OQ rule is to ensure protection of both pipeline personnel and the public at large. Providing individuals with the necessary knowledge and skills is an essential element of any Operator and Contractor OQ plan.

Acceptable requirements for qualification are determined by the operator. The quality and validity of data related to OQ training, testing, and performance is critical to meet these requirements.

If we can be of assistance with these types of services for your company, please **call to schedule**.

MJS Safety — your "GO TO" Safety Resource in 2019

"SAFETY STARTS WITH YOU"

Schedule training at our Training Center in Milliken…or On-Site at your facility

Just Some of the Courses Offered Include:

~PEC SafeLandUSA Basic Orientation
~OSHA 10 Hour General Industry
~OSHA 30 Hour General Industry
~NUCA Confined Space
~Hydrogen Sulfide [H_2S] - Awareness
~Respirator: Medical Evaluation & Fit Testing
~Hazard Communication – GHS Training
~Teens & Trucks Safety
~1st Aid/CPR Course- Medic 1st Aid
~HAZWOPER 8, 24 & 40 Hour
~PEC'S Intro to Pipeline
~Confined Space Rescuer Training
~PEC Core Compliance
~OSHA 10 Hour Construction
~OSHA 30 Hour Construction
~NUCA Competent Person for Excavation & Trenching
~Hands-on Fire Extinguisher training
~DOT Hazmat Training
~MSHA Sand & Gravel Training [Part 46 only]
~Fall Protection for the Competent Person
~Defensive Driving Safety for large and small vehicles
~Instructor Development for Medic 1st Aid/CPR
~Bloodborne Pathogens Compliance Training
~Respiratory Protection Training

► *MJS SAFETY offers these courses as well as custom classes to fit the needs of your company*

Schedule of classes June2019: • *TRAINING CENTER - 1760 BROAD ST, UNIT H, MILLIKEN, CO 80543*

- **PEC Safeland Basic Orientation: June 5, 17, 28; 8 – 4:30**
- **First Aid/CPR/AED/BLOODBORNE PATHOGENS (We offer MEDIC FIRST AID): June 6, 25; 8 — noon**
- **TEEX H2S Operator Training – Awareness (ANSI Z390-2017 Course): June 6, 25; 12:30 – 4:30**
- **Excavation & Trenching Competent Person (NUCA Course): Call to schedule a class**

[For any last minute schedule updates, go to www.mjssafety.com]

► NEED ANY OF THESE CLASSES IN SPANISH? CONTACT carriejordan@mjssafety.com TO SCHEDULE TODAY ◄

GO TO mjssafety.com FOR UP-TO-DATE CLASS LISTINGS
To sign up for one of these classes, or inquire about scheduling a different class
Call Carrie at 720-203-4948 or Jeremy at 720-203-6325 or Mike at 303-881-2409

— FEATURED TRAINING PROGRAMS —
• Safeland Basic Orientation • Hydrogen Sulfide Awareness • First Aid/CPR
• OSHA 10 Hour for General Industry or Construction • Confined Space for Construction
— ALSO OFFERING —
• PEC Basic 10 — 2 days that cover both Safeland and OSHA 10 for General Industry in 1 class

Unable to attend a class?

MJS SAFETY offers multiple "ONLINE TRAINING COURSES" including OSHA Construction, General Industry, Environmental, Hazardous Waste Public Safety, DOT, Human Resource, Storm Water & ISO Training Courses.

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Online courses provide a convenient way for **EMPLOYERS & EMPLOYEES** to complete MANDATED, REQUIRED or HIGHLY RECOMMENDED training in today's industry

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SOURCES FOR THIS ISSUE INCLUDE:
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CCJ
ISHN
cpwr.com
CVSA
MSHA
millerwelds.com
DOT
Aggregates Mgr
NUCA
PMAA
NHTSA
Drivewyze

What's in a Label?

When it comes to **FR,** the answer is: **more** than you **might think.** Even after **assessing hazard risks** and **selecting** the **appropriate FR clothing,** it also **falls** on the **employer** to **ensure** that each garment **truly matches** the **hazard** it's designed to **protect** against. That's why it's **especially important** to identify **proper labeling** on the part of the **manufacturer** as an **indicator** that the **garment** is, indeed, **fully compliant.**

NFPA® and **ASTM** labeling **requirements** are **strict,** but **not everyone** follows the **rules.** Fraudulently **labeled FR garments** can often be **identified** by their **violation** of the **standards.**

Read on to learn what to look for on your FR labels.

According to **ASTM F1506 6.3,** FR **garments** must be **labeled** with the **following information:**

6.3.1 *Meets requirements of Performance Specification F1506*

6.3.2 *Manufacturer's Name*

6.3.3 *Fabric Identifier*

6.3.4 *Garment Tracking and Identification Code*

6.3.5 *Size and other associated standard labeling*

6.3.6 *Care instructions and fiber content*

6.3.7 *Arc rating (ATPV) or arc rating (Ebt)*

6.3.7.1 *When garments are made with a different number of fabric layers in different areas of the garment, the arc rating for each area shall be designated. Pockets, trim, closures, seams, labels, and heraldry shall not be considered as extra layers.*

That's a **lot of label,** but it shows **specific compliance,** as opposed to **labels** that are **misleading** or **omit critical** information.

NFPA 2112, Chapter 4 provides **clear requirements** for **shirts,** pants, **coveralls** and **outerwear.** In addition to **bearing** the **mark** of the **3rd party certifier,** the following **words** and the **edition** of the **standard** must **appear** on the label of a **certified garment:**

> *"This garment meets the requirements of NFPA 2112, Standard on Flame-Resistant Garments for the Protection of Industrial Personnel against Flash Fire, 2012 Edition. NFPA 2113 requires upper and lower body coverage."*

Beware of **subtle changes** in **wording** on the **label** that claim to **meet** a **portion** of the **standard,** but **do not meet** all **requirements.** For **example,** the **following** language **does not meet** the **requirements** of **NFPA 2112:**

> "This garment meets the performance requirements of NFPA 70E-2009, ASTM F1506-02ae1, NFPA 2112-2007."

There's **one more way** to be sure your **FR gear** is fully compliant: **Visit** the **UL website,** where you can **query** to ensure that the **garment** has, in fact, **been certified** by **UL.**

While it may **seem nitpicky,** these **standards** for **FR labeling** are **very important.** They are **designed** to protect the **FR provider** and **FR wearer** from purchasing and wearing **fraudulent FR garments,** which do **not meet** the **minimum** requirements of **FR safety.**

Make a **habit** of **reading** your **labels.** Because when it comes to **protecting** yourself and your **crew** from the **hazards associated** with the job, you can **never** be **too careful.**

2019 Trench Safety Stand Down

June 17-21, 2019

What is a Safety Stand Down?

A *Safety Stand Down* presents the opportunity for employers to talk directly to employees and others about safety. These ***Stand Downs*** will focus on trench & excavation hazards and reinforce the importance of using trench protective systems and protecting workers from trenching hazards.

How to Conduct a Safety Stand Down

Companies will conduct a ***Trench Safety Stand Down*** by taking a break to have a toolbox talk or another safety activity to draw attention to the specific hazards related to working in and around trenches/excavations

Who Can Participate?

Anyone who wants to prevent trenching and excavation hazards in the workplace can participate in the Stand Down.

Find more information, useful Resources, and Forms at this link.

2019 International Roadcheck

JUNE 4-6

Focus on Steering, Suspension

The annual International Roadcheck 72-hour inspection blitz will be held ***June 4-6*** with a focus on ***steering and suspension systems***.

The **Commercial Vehicle Safety Alliance**, which conducts the event each year, says steering and suspension are critical for all commercial vehicles.

"Not only do they support the heavy loads carried by trucks and buses, but they also help maintain stability and control under acceleration and braking, keeping the vehicle safely on the road," says **CVSA** President Chief Jay Thompson with the Arkansas Highway Police. "Furthermore, they keep tires in alignment, reducing chances of uneven tire wear and possible tire failure, and they maximize the contact between the tires and the road to provide steering stability and good handling."

Inspectors will primarily conduct **Level I inspections** on most rigs checked during the three-day blitz. Level I inspections are the most thorough, including examination of both driver compliance and vehicle-related violations.

Inspections will include checks of brakes, cargo securement, lights, steering, suspension, tires and more.

Drivers will also be required to provide their CDLs, Medical Examiner's Certificates, logs and more. If no violations are found, inspectors will issue a **CVSA** decal that indicates the vehicle has passed an inspection.

"International Roadcheck is a high visibility, three-day commercial motor vehicle and driver inspection and enforcement event," Thompson adds. "However, aside from the increased inspections, we are not doing anything differently than any other day. The inspections performed during International Roadcheck are the same inspections that are conducted the day before International Roadcheck starts and the day after it concludes, as well as any other day of the year."

CVSA says approximately 17 trucks and buses are inspected, on average, every minute during the Roadcheck blitz.

Last year's event sidelined nearly 12,000 trucks and buses and more than 2,600 drivers with out-of-service orders. Brakes, tires and wheels, and brake adjustment were the top three vehicle out-of-service violations issued during 2018's Roadcheck. The top driver out-of-service violations were hours of service, wrong class license and false logs.

See a chart showing specific out-of-service numbers from 2018's Roadcheck.

Beating the Blitz: Brake Woes are the No. 1 Out of Service Violation

A truck sits and waits on **costly roadside service** along I-10 at the **weigh station** in Sneads, Fla. While the tractor is fine, the **trailer** it's hauling has enough **brake violations,** including a leaking air chamber, to place it **out of service** (*OOS*) during a **Level 1 inspection.**

Brake problems are easily the **number one** reason trucks are placed **out of service** during the annual ***Commercial Vehicle Safety Alliance (CVSA) International Roadcheck blitz.***

Last year, **11,910 vehicles** were identified with **out of service violations** and 45 percent of those were **owed** to **brake issues.**

While it's easy to hear a **busted diaphragm** inside a **brake's air chamber,** checking chamber **pushrod tolerances** take more time and may warrant more work than first realized if out of **adjustment.** Other components could be to blame which can still take the truck **out of service** not long after an **out of spec** pushrod is allegedly fixed.

"When a **brake adjustment** is necessary and the unit is **equipped** with automatic **slack adjusters** it is important to determine the **root cause** rather than adjusting the slack adjuster," says Matt Copot, vice president of maintenance at Transervice. "It's possible that the **slack adjuster** is defective or that there is **excessive wear** within the camshaft, **bushings,** or clevis pin. Simply **adjusting** the brake will **not prevent** the brakes from going **out of adjustment** a short time later."

Regular and **thorough inspections** will **help prevent** brake problems from leading to **OOS violations.**

"Brakes should be looked at for proper operation on a **regular basis,"** says Jim Lana, director of operations at Fleet Group. **"Proper lubrication** of the slack adjustors and **S-Cam bushings** will extend the **life** of the brakes and will **ensure** that you have the **properly operating** brakes. All brake components should be **inspected** for **excessive wear** and proper operation of the **slack adjusters.** Any wear in the **S-cam bushings** will effectively reduce the effective **stroke** of the **slack adjuster** resulting in **reduced braking** ability and tagged **out of service."**

Brake adjustment violations accounted for **16.3 percent** of **CVSA OOS violations** last year.

SAF-Holland **recommends** that the following **brake inspections** and checks be **conducted** after the **first 3,000 miles** or after the **first month,** whichever comes first, and **every month thereafter:**

- *Check brake linings for wear.*
- *Check S-Camshaft for proper operation and keep S-Camshaft bearing bushings lubricated.*
- *Check air brake system for leaks (brake applied).*
- *Check axle structural components for cracks or damage.*
- *Check hub lubrication level for excessive leakage. Check brake lining-to-drum clearance for correct adjustment, and re-adjust clearance, if necessary.*
- *Check service brake and parking brake for performance.*

During a **recent inspection,** Florida Highway Patrol Trooper Bobby Simmons points out how a **brake drum** is slightly thicker than a **quarter inch** which is within **CVSA** specs. Though **obviously worn,** the shoes are still within spec too. However, Simmons shows how the brakes on the **opposite side** of that **trailer axle** are in much **better condition.**

"Brake linings **look good.** Matter of fact, looks like they've just **been replaced,"** says Simmons, who adds that it's **not uncommon** to find **brake components** at various **stages** of wear **throughout** a **tractor-trailer.**

"Some carriers **may say** if you're going to do a **brake job** on this side, then you're **automatically** going to do one on **this side** to keep **everything even,"** Simmons explains. "It **all depends** on the **carrier."**

While it's easy to see the **correlation** between thorough **periodic maintenance** and fewer **OOS violations,** some fleets continue to **live** on the **edge.**

"Some fleets have **excellent logistic** and **maintenance practices** while others do not **perform inspections** until an **issue arises,"** says David Gonska, director of engineering at Stemco.

Working together to keep all systems up and running

Truck brakes are **not short** on variety. Though **low cost** and **reliable stopping power** still easily keep **drum brakes** the industry's most popular choice, Simmons says he's seeing **more disc** brakes which are mostly **spec'd** on **steer axles.**

Fewer **working parts** means **less maintenance** on disc brakes. And while fleets **report longer** service life, that comes with a **higher upfront cost,** more expensive parts and unwanted **weight gain.** Regardless if drums or **discs** are used, **air pressure** is the **driving force** behind bringing an **80,000-lb. rig** to a **safe stop.**

"Brake systems are made up of **two major systems**—air and **foundation** (*mechanical*)," explains Homer Hogg, director of technical service at TA/Petro. "The **air dryer** should be **serviced** per the **manufacturer's recommended** interval and the air tanks should be **drained frequently.** This helps keep **air leaks** and air valve replacements to a **minimum** by keeping the **air system clean** and dry.

"Have any **air leaks inspected** by a **professional technician,** as air leaks can be a **symptom** of a much **bigger problem,"** Hogg continues. "When your **air brake** system is **contaminated** with oil, **o-rings** and **seals** inside **brake valves** will **fail,** and the truck will experience **multiple valve failures** over time. This can be **costly** in both **repairs** and **downtime.** The root cause of this issue could **simply** be a **dirty air filter,** which causes the **air compressor** to pass oil into the **air brake system."**

Air leaks can **quickly lead** to an **OOS violation** as was the case for one of the trucks Simmons inspected **recently** in Sneads. **Another truck** Simmons examined had a **leak** on top of an **air tank** and still another had an **air line** that was being **worn away** from **friction** as it lay across an **axle** without **protective loom.**

"The **biggest thing** that we see on **air lines** is going to be **chafing,"** Simmons says.

Training is **undoubtedly** the most **effective step** in spotting **brake problems** and preventing **OOS violations.**

"Many **fleets** we visit implement **stringent training** programs, though there is always **room** for **improvement,"** says Jonathon Capps vice president of engineering at Webb Wheel.

To **aid** in their **efforts,** Webb Wheel **developed** and implemented a Training Toolbox on its **website** and **mobile app** which provides **free training** vignettes, **instructional** literature, and **certification tests** instructing fleets on how to get the most out of the **products.**

"Additionally, we have **developed** an **integrated brake surface** wear indicator to take the **guess work** out determining when a **brake drum** is worn out," Capps says.

In the shop, Bendix **advises** that **air brake system** inspections should include the following, all of which **relate directly** to items **inspected** during ***Roadcheck*:**

- *Conducting a 90- to 100-psi brake application and listening for leaks*
- *Measuring chamber stroke at each wheel-end to ensure proper brake adjustment*
- *Examining friction for good condition and minimum thickness*
- *Measuring/inspecting each rotor and drum for wear and heat cracking and/or leopard spotting*

Also, **check** the condition of **friction material** for compliance, whether during maintenance or **pre-trip.** This means **inspecting** for issues **including lining** cracks, missing **portions** of the lining, oil or **grease contamination** of the lining and compliant **friction lining** thickness.

"Should you need to **replace air disc** brake pads or **drum brake shoes,** select components that will ensure the **original equipment** manufacturer (*OEM*) requirements **are met,** so that your **vehicle**

remains **compliant** with the **standards** required of **reduced stopping distance** (*RSD*) braking systems," explains Keith McComsey, director of marketing and customer solutions at Bendix Spicer Foundation Brake (*BSFB*). "For example, not all **friction** that is **marketed** as **acceptable** under today's **RSD regulations** will **actually perform** to that **standard,** so Bendix recommends replacing **like-for-like OEM** friction. This is the **best way** to **maintain** your vehicle's **braking performance** in **stopping distance** and wear when **replacing linings** on **vehicles equipped** with **RSD brakes."**

Since **brake issues** account for **nearly half** of **all OOS violations,** using the **right components** along with taking the time to **effectively train** techs and **drivers** can go a long way to in **keeping more trucks** on the road and away from **costly roadside** repairs.

At Ryder, senior manager for **national accounts** technical support Art Trahan says since **drivers** easily spend **more time** with **trucks** than **technicians,** they should be **thoroughly trained** on how to **best conduct** pre and **post-driving inspections.** Trahan, who's worked at Ryder for 42 years, has **spent plenty** of time training drivers for **truck inspections.**

"Most **drivers struggle** with the **pre-trip,"** Trahan says. "When you're **scoring** someone that's doing the **pre-trip,** they may look at something but if they don't **visualize** it and if they **don't verbalize it,** that's a **problem.** If they don't **point it out** to you—show me, **touch it,** pull on it, do something, talk to me—you can't **give them credit** for it.

"When I **teach** how to do a **good pre-trip,** you **over-verbalize it:** try to explain to them what you're **looking for** and **why,"** Trahan continues. "And there's a **turnover** with drivers so you **may have** to do it **more often** than you like. Or you **train a driver** that would be a **driver-trainer** and then that **driver-trainer** can help **train** them. But if you just **tell someone** go do a **pre-trip** and you never trained them as to what a **pre-trip** and **post-trip** looks like, you're **not going to get** very **good results."**

FMCSA DRUG AND ALCOHOL CLEARINGHOUSE

COMING SOON

Commercial Driver's License Drug and Alcohol Clearinghouse

The Clearinghouse will improve highway safety by helping employers, FMCSA, State Driver Licensing Agencies, and State law enforcement to quickly and efficiently identify drivers who are not legally permitted to operate commercial motor vehicles (*CMVs*) due to drug and alcohol program violations. This secure online database will provide access to real-time information, ensuring that drivers committing these violations complete the necessary steps before getting back behind the wheel, or performing any other safety-sensitive function.

WEBSITE UPDATES

Updated FAQs, Timeline, New Resources

The Clearinghouse website has been updated with additional information, including an interactive timeline and revised frequently asked questions.

- **December 5, 2016**
  Clearinghouse Final Rule Published
- **Fall 2019**
  Registration Begins
- **January 6, 2020**
  Clearinghouse Implementation
- **January 6, 2023**
  Clearinghouse Three-Year Mark

HOW WILL I USE THE CLEARINGHOUSE?

GET NEWS AND UPDATES

FACT SHEET

CVSA's Operation Safe Driver Week Set for July 14-20 with a Focus on Speeding

Drivers' actions contributed to a staggering 94 percent of all traffic crashes, according to the **National Highway Traffic Safety Administration's** (*NHTSA*) **2015 Traffic Safety Facts** report.

In response to this issue, law enforcement personnel will be on the lookout for commercial motor vehicle drivers and passenger vehicle drivers engaging in dangerous driver behaviors July 14-20 as part of the **Commercial Vehicle Safety Alliance's** (CVSA) **Operation Safe Driver Week.** Drivers engaged in unsafe driving behaviors will be pulled over by law enforcement and may be issued a warning and/or citation.

- In 2017, speeding was a contributing factor in 26 percent of all traffic fatalities, according to **NHTSA**. That's 9,717 lives lost due to speeding.
- During **last year's Operation Safe Driver Week**, 16,909 passenger vehicle drivers and 1,908 commercial motor vehicle drivers were issued citations for speeding. In addition, 17 commercial motor vehicle drivers and 714 passenger vehicle drivers were cited for driving too fast for the conditions.
- According to the **Insurance Institute for Highway Safety Highway Loss Data Institute**, speeding has been a factor in more than a quarter of crash deaths since 2008.
- According **FMCSA's 2016 Large Truck and Bus Facts**, speeding of any kind was the most frequent driver-related crash factor for drivers of commercial motor vehicles and passenger vehicles.

For these reasons, **CVSA** selected **speeding** as the emphasis area for this year's **Operation Safe Driver Week** and law enforcement jurisdictions throughout North America will be endorsing, promoting and supporting the following message: ***Late won't kill you, speeding will.***

"For more than two decades, speeding has been involved in nearly one-third of all motor vehicle fatalities," said **CVSA** President Chief Jay Thompson with the Arkansas Highway Police. "That is unacceptable, especially because it's preventable. We will continue to educate the public on the dangers of speeding and we will identify individuals who are speeding on our roadways and may issue citations as a deterrent to future speeding tendencies and to affect diver behavior."

In addition to the emphasis on speeding, law enforcement personnel will be tracking other dangerous driver behaviors throughout **Operation Safe Driver Week,** such as distracted driving, texting, failure to use a seatbelt, following too closely, improper lane change, reckless or aggressive driving, failure to obey traffic control devices, evidence of drunk or drugged driving, etc.

A **2014 study**, titled ***"Do Traffic Tickets Reduce Motor Vehicle Accidents? Evidence from a Natural Experiment,"*** investigated whether traffic violation enforcement actually reduces the number of motor vehicle crashes. The study's author used one of the best-known enforcement programs, **Click It or Ticket**, which focuses on mandating seat belt use and ticketing violators. The study found that the **Click It or Ticket campaign** decreased motor vehicle crashes by roughly 11 percent and found that a 1 percent increase in citations issued led to a 0.28 percent decline in motor vehicle crashes. The ticketing campaign also reduced the number of non-fatal injuries from motor vehicle crashes.

"As unpopular as traffic citations are among drivers, we know that driver behavior does respond to contacts with law enforcement and warnings and citations," said Chief Thompson. "Roadway safety is our top priority and this traffic enforcement initiative supports our goal of making sure everyone driving on our roadways is doing so safely."

CVSA's Operation Safe Driver Program was created to help to reduce the number of crashes, deaths and injuries involving large trucks, buses and passenger vehicles due to unsafe driving behaviors. **Operation Safe Driver Week** is sponsored by **CVSA,** in partnership with **FMCSA** and with support from industry and transportation safety organizations. The initiative aims to help improve the behavior of all drivers operating in an unsafe manner – either in or around commercial motor vehicles – through educational and traffic enforcement strategies to address individuals exhibiting high-risk driving behaviors.

To find out about **Operation Safe Driver Week** enforcement events going on in your area, **contact** the agency or department responsible for overseeing commercial motor vehicle safety within your jurisdiction.

Lawmakers Could Intrude into Hours of Service Reforms

In what could become a clash between **lawmakers** in the **U.S. House and a Department of Transportation** aiming to propose an overhaul to drivers' hours of service regulations, a working version of the annual **Transportation Department funding bill** released by the **House's Appropriations Committee** recently would bar the **DOT** from eliminating the **30-minute break** requirement of **current hours regs.**

The **30-minute break,** required within a driver's **first eight hours on-duty,** is one of the most unpopular provisions among truckers within current hours regs, alongside the **14-hour rule.** The **DOT** has not said whether it intends to alter the **30-minute break,** which took effect in 2013, with its looming proposal to overhaul hours of service regulations. However, **DOT** specifically requested feedback from drivers on the break in its **2018 Advance Notice of Proposed Rulemaking,** signaling that the break requirement was at least under evaluation by **DOT** officials.

The **DOT funding bill** cleared recently by the **House's Appropriations Committee** is only a draft, and it must pass the **full House** and the **Senate** and be **signed by President Trump** before becoming law.

In addition to prohibiting the **DOT** from eliminating the break, the bill would retain for another year (*until Sept. 30, 2020*) the **ELD exemption** granted to livestock and bee haulers.

The **draft bill,** oddly, would also **block** the **Federal Motor Carrier Safety Administration** from **"reviewing** and **issuing a decision** on a **petition to pre-empt state meal** and **rest break laws,"** despite the fact the **U.S. DOT** has already issued such a decision. In December, **FMCSA** issued a ruling **exempting carriers** from compliance with such state laws, specifically regarding California laws requiring employers to **provide paid rest breaks** and **meal breaks. FMCSA's** ruling applies to any other states that would take up such laws, too.

PMAA Regulatory Alert

The Petroleum Marketers Association of America

USE OF LEGALIZED MARIJUANA OR CBD OIL STRICTLY PROHIBITED UNDER U.S. DOT DRUG TESTING REGULATIONS

PMAA Contact: Mark S. Morgan, Regulatory Counsel - mmorgan@pmaa.org

The **U. S. Department of Transportation** (*DOT*) recently clarified the agency's **drug and alcohol policy** concerning the **legalized use** under state laws of **CBD oil** and **marijuana** by **CDL drivers.** The policy is **important** to petroleum marketers because it addresses how the **legalized use** of **CBD oil** and **marijuana** for **medical** and **recreation purposes** under state law is treated under **U.S. DOT drug testing requirements** for **CDL drivers** (*49 CFR Part 40*).

Both **CBD oil** and **marijuana** contain **THC,** a banned **Schedule 1 substance** under **U.S DOT** regulations. **CBD oil** derived from **hemp** contains **0.3% concentration** of **THC. THC concentrations** in **marijuana** may range from anywhere between **5%** and **30%.**

The **U.S. DOT drug testing regulations** do not authorize the use of **Schedule I drugs** for **any reason.** Therefore, a **medical review officer** (*MRO*) conducting **driver drug tests** will not issue a **negative test result** simply because the **THC detected** in a driver's **urine specimen** was from the **legalized recreational** use of **CBD oil** or **marijuana.**

In addition, an **MRO** will **not issue** a **negative drug test** based upon **information** that a **physician** recommended that the employee use **medical marijuana** where states have **passed medical marijuana** initiatives.

Instead, **THC** from these (*or any other*) **source** will result in a **positive test** for the driver.

What Do U.S. DOT Regulations Require?

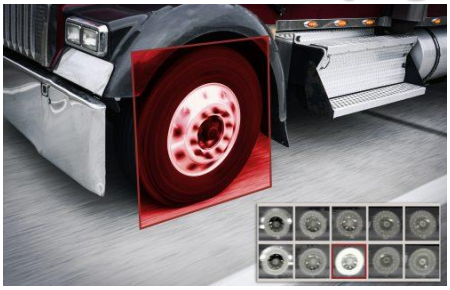
- Use of THC is forbidden for a regulated driver, no matter the source. As a result, medical and recreational marijuana and CBD oils, even if legal under state law, are banned under federal law.
- Since THC is banned under DOT drug testing regulations, a medical review officer (MRO) must not take the medicinal use of a CBD oil into consideration when determining a drug test result.
- A positive drug test result requires the motor carrier to remove the driver from safety-sensitive functions until specific steps in the DOT return-to-duty process are successfully completed. After a positive test, the driver must:
  - Be evaluated by a substance abuse professional,
  - Complete prescribed drug rehabilitation treatment, and
  - Have negative results for follow-up testing.

Communicate Cautions to CDL Drivers

A **driver's career** may be in **jeopardy** if a **drug screen** comes back **positive.** To avoid any **misunderstandings** surrounding the use of **CBD oils** and **legalized medical** or **recreation** use of **marijuana,** employers should **communicate** the **following** to **CDL drivers:**

- Trace amounts of THC from CBD oils or marijuana may show up in a DOT urine specimen for many days after use,
- MROs will not accept CBD oil or marijuana as a valid medical explanation for a positive DOT drug test, and
- Enforcement

Tech for Identifying Vehicles to Inspect Advances Rapidly



The image shows what officers see in the weigh station when a vehicle drives past thermal inspection technology. Here, the officer would want to pull the truck in and inspect the tire that has a glowing white heat signature.

"Smart" weigh stations are using new technologies to make sure officers spend their time looking at the trucks that need to be inspected.

"These technology-filled stations feature so many new advancements, including vehicle waveform identification and advanced thermal imaging systems – it's really something," said Brian Mofford, vice president of Drivewyze. "Much of this technology was developed and patented by our sister company, Intelligent Imaging Systems (*IIS*)."

Mofford shared four technologies that are prevalent at modern weight stations (*see coverage map*):

1. Thermal imaging

Many inspection station systems now use thermal inspection technology, which can heat-sense thermal signatures associated with unsafe and defective equipment such as inoperative brakes, failed bearings and under-inflated or damaged tires.

"Advanced image processing, coupled with decision-making algorithms within screening software, searches and flags possible defects for a more thorough inspection," explained Mofford. "It's a huge time saver for law enforcement and lets inspectors focus more of their time on the trucks that truly need checking."

2. Mobile scanning

Automated Readers are other tools used to collect and process information in real time before a vehicle has arrived at the inspection site. Even when a truck is moving at highway speed, high definition (strobe) cameras are able to capture and scan its DOT and license plate numbers, CVSA sticker and Hazmat Placard, and then access information from over 90 government databases to provide enforcement officers with an instant, detailed description of the vehicle and carrier.

There's no saying, "It wasn't me," said Mofford. "As you approach the scales, overview cameras snap a photo of your vehicle, so that officers can match it with the information accessed by the Automated Readers, mainly the license plate and USDOT Number."

VWI sensors provide unique magnetic 'fingerprints' that help law enforcement track and confirm vehicle movement from one location to another.

Mofford notes that a system from IIS called Mobile Van Smart Roadside combines sensing and detection technologies in to identify potential safety and security violations at sites where fixed stations are impractical or cost prohibitive.

3. Vehicle signatures

Weigh-In Motion (WIM) technology is advancing to improve the inspection process.

WIM scales are typically embedded in the roadway about a half-mile ahead of the inspection station.

When a weight is taken, electronic screening and bypass service providers like Drivewyze and PrePass associate the weight taken with the correct truck and provide the scale house the information, explained Mofford.

"If you're not hooked up with Drivewyze or your truck isn't equipped with a transponder, don't think you can roll on by undetected — there are other applications out there that allow states to monitor WIM without the need for a transponder or the Drivewyze service," he said.

An electronic screening platform can gather vehicle data via vehicle waveform identification (VWI). "This uses magnetometers mounted on overhead signs to identify vehicles by measuring the truck and trailer's magnetic 'signature,'" said Mofford. "Each truck and trailer, even those spec'd identically, generate a unique magnetic footprint. While the signature changes over time, VWI can still recognize the readings and assign them to the corresponding trucks and trailers with a high degree of accuracy."

4. Officer discretion

Pull-in rates and guidelines vary since they are generally set up by the individual states and jurisdictions.

"Some jurisdictions need probable cause to pull drivers in and some can stop a truck 'just because,'" he said. "Officers are generally given of a lot of discretion, and some have their own system for selecting trucks for inspection — it could be as simple as picking every fifth or tenth truck."

Typically, if a truck is not automatically told to pass through, the officers will rely on a number of indicators, such as the general appearance of the vehicle — are lights working, do tires need replacement, is the load secure and so on. The manner in which the vehicle is being operated also gives officers a clue as to whether they need to take a closer look.

Meeting inspection quotas is another factor.

"In almost every jurisdiction, each inspector is required to perform a specific number of inspections," said Mofford. "By regulation, each officer is required to do a certain number of level I inspections to maintain proficiency. In some states, full-time officers are mandated to conduct as many as 600 inspections a year."

Training drivers for inspections

Inviting law enforcement to perform mock inspections and training for drivers and managers at fleet headquarters or maintenance facilities can be extremely beneficial, says Lee Sarratt, J.B. Hunt Transport, Inc., senior director of safety.

"Our drivers and managers learn a lot from the training sessions and mock inspections we host," said Sarratt. "After meeting with law enforcement, our drivers have a better understanding of what law enforcement are looking for during inspections and how to properly interact with them. These officers are just trying to make the roads safer for everyone, and our drivers know it's important to cooperate."

What's in it for the driver to sit in on these training and mock inspection sessions?

"At J.B. Hunt, we reward our drivers for 100 percent clean inspections," said Sarratt. "For us, it shows that they are putting in the effort to be safe out on the roads and improve our image as a safe fleet. We also reward our drivers who consistently receive clean inspections as well. It shows us that the information they're learning through the training and inspections makes a difference."

MSHA Discusses Fatalities, Powered Haulage Safety Initiative During Q1 2019 Stakeholder Webinar

During its **quarterly stakeholder** webinar on May 2, 2019, **MSHA** reviewed the **five mining fatalities** that took **place** during the **first quarter** of 2019 and discussed **Best Practices** to **prevent** those injuries.

The **discussion** then shifted to ways to **prevent** a **mobile equipment** fire. Two **loaders** had **caught fire** during the **first quarter** of **2019.** Neither one **caused injuries,** but both **highlighted** the need for **mines** to **take action** to prevent **equipment fires.**

The following actions were highlighted:

- *Regular preventative maintenance;*
- *Preoperational exams before each use of the equipment;*
- *Installation and maintenance of properly designed fire suppression systems;*
- *Identification of multiple escape routes away from known fire hazards; and*
- *Adequate training of equipment operators.*

MSHA is **continuing** to focus on its **powered haulage safety initiative** and outreach. **Educational Field and Small Mine Services** (*EFSMS*) is reviewing **conveyor safety,** safety around **large equipment,** and **seat belt use** at mine sites across the **nation.** Plus, **training videos** are available on **MSHA's** website.

The agency is also making **$400,000** in **Brookwood-Sago Mine Safety Grants** available to states, **territories,** and private or **public nonprofit entities** for education and **training** on **powered haulage** safety. Applications for **funding** from **interested parties** may be **submitted here** through **June 9, 2019.**

At the **end** of the webinar, **MSHA** encouraged **attendees** to test the **new mine data** retrieval system (*MDRS*) on its **website** and **provide feedback** and report any **information** that should be **added** to the site. The **agency** has **already used** user **feedback** to streamline the **website** and **simplify** searches to **make** the system **more intuitive.** The new **MDRS** allows **users** to review the **enforcement history** for multiple **mine IDs** and **download data sets** for information about **mine inspections,** accidents, **injuries,** illnesses, **violations,** employment, production totals, and **air sampling.** Information, such as **injury rates,** may be **delayed 30-60 days,** but operators will **be able to** pull information from the **website quickly** and **export** it to **Excel** for easy **review** and analysis.

MSHA MINE FATALITY

On May 13, 2019, a 57-year-old truck driver with 12 years of experience was fatally injured when his haul truck rolled over. The haul truck was ascending a haul road when it slowed, stopped, and rolled backwards over 300 feet. The haul truck then ran up a hill, which caused it to roll over.

Best Practices

- Task train mobile equipment operators adequately and ensure each operator can demonstrate proficiency in all phases of mobile equipment operation before performing work.
- Conduct adequate pre-operational checks and correct any defects affecting safety in a timely manner prior to operating mobile equipment.
- Maintain control of self-propelled mobile equipment while it is in motion.
- Load trucks within the safe operating range based on the load rating of the truck, the road grade, and weather conditions.
- Exercise caution when approaching grades and operate mobile equipment at speeds consistent with the conditions of roadways, tracks, grades, clearance, visibility, curves, and traffic.
- Maintain equipment in accordance with manufacturer's service and maintenance schedules.

This is the 7th MSHA fatality reported in calendar year 2019. As of this date in 2018, there were 8 MSHA fatalities reported. This is the 2nd Powered Haulage accident classification fatality in 2019. There were four Powered Haulage accident classification fatalities during the same period in 2018.

12 Tips for Improving Welding Safety

Source: *www.millerwelds.com*

Best welding safety practices and equipment are universally applicable. Welding exposes everyone to similar hazards, whether you're responsible for safety at a large, welding-intensive manufacturing company, a billion-dollar engineering-construction firm or a small independent fabricator.

Here are 12 tips for improving welding safety in your company, including advice that also improves productivity.

1. Read the Book.

A welder's operating manual contains important safety information, as well as information procedures that maximize the machine's potential. Make sure everyone who operates the machine is familiar with its contents. If the manual becomes lost or damaged, contact the manufacturer for a replacement. Many manufacturers provide manuals on-line. Neither this article, nor any other, should be used as a substitute for the manufacturer's recommendations.

2. Button Up.

Any exposed skin is susceptible to the painful and damaging effects of ultraviolet and infrared rays. Further, sparks catch in open pockets, pant cuffs or down a shirt that isn't completely buttoned. They can smolder unnoticed while the welder is "under the hood." Button shirt collars, cuffs and front pockets to prevent them from catching sparks and to cover exposed skin. Do not keep matches or butane lighters in your pockets. Avoid wearing cuffed pants, as the cuffs may catch sparks.

3. Wear the Proper Gear.

Neither shorts nor short-sleeved shirts belong in a welding cell. Even a quick tack weld requires the proper safety gear, including helmet, gloves and clothing.

Wear only flame-resistant clothing, such as denim pants and a shirt made from tightly woven material or a welding jacket. The excuse that welding jackets are too heavy, hot, restricting or cumbersome is quickly becoming a thing of the past. Makers of safety gear now produce lightweight clothing from flame resistant cloth, pigskin leather and combinations of the two that offer better protection and increased ease of movement than ever before.

Gloves, too, have progressed beyond the one-size-fits-all type. They are now available with ergonomically curved fingers and with different designs for specific welding processes. Heavy-duty MIG/Stick gloves, medium-duty MIG gloves and TIG gloves that provide added dexterity and touch and are just some of the options available. Note that gloves are not sufficient to pick up just-welded material. Use pliers to avoid burns.

4. The Right Shoes.

High-top leather shoes or boots provide the best foot protection. Pants legs should go over the shoes. Do not wear tennis or cloth shoes. The first warning you ignored this rule may be a burning sensation as your shoes smolder.

5. Breathe Freely.

Fumes and smoke emitted during welding pose a health hazard. When welding in confined spaces, toxic fumes may accumulate, or shielding gasses may replace breathable air. Use an exhaust hood to remove fumes from the area and ensure enough clean breathing air is available. Some materials specifically require respirators when welding, so consult the manufacturers welding electrode's data sheet, your welding engineer or industrial safety specialist for proper procedures.

6. Don't See the Light.

It takes only a moment of exposure to a welding arc's rays for unprotected eyes to experience "arc flash," a painful condition that may not appear until hours after the exposure.

Welding helmets should be fitted with a proper filter shade to protect the operator's face and eyes when welding or watching. Note that approved safety glasses with side shields and ear protection should also be worn under the helmet. Install screens or barriers where appropriate to protect others from the arc.

Pick a lens shade appropriate for your welding application. OSHA offers a guide for choosing the correct lens based on welding criteria (1915.153 and 1926.102) If your weld parameters and materials don't vary, a fixed-shade lens may be right for you.

7. Auto-Darkening Helmets.

The sensors on an auto-darkening helmet darken the lens in a fraction of a second. All auto-darkening helmets must meet ANSI standards. Industrial grade helmets react at speeds of 1/10,000 to 1/20,000 of a second and have adjustable shades settings of #9 to #13 for welding. Industrial grade helmets also have adjustable sensitivity (useful for low amperage welding) and delay controls to adjust how long the lens stays dark after the arc stops.

Newer helmets have different modes, allowing the same helmet to be used for welding, cutting and grinding. The most recent development is a mode that senses the arc electromagnetically, offering full protection when the sensors are obstructed, as when pipe welding or welding out-of-position.

Avoid auto-darkening helmets that darken with a reaction time of 1/2,000 to 1/3,600 of a second. This is not adequate for industrial applications. Further, cold weather delays the reaction time on all auto-darkening helmets. Higher-end helmets are rated for use down to 14 degrees F. However, low-end helmets with slower reaction times may not darken quickly enough in cold weather.

8. Avoid Repetitive Stress Injuries.

Compared to a traditional fixed shade helmet, an auto-darkening helmet reduces neck fatigue because it is usually lighter and operators no longer need to snap their head to drop the hood down. Further, an auto-darkening helmet saves several seconds between welds, which quickly adds up to several minutes on larger components. Saving these minutes enables a company to more easily adhere to its build time.

To encourage operators to use an auto-darkening helmet (which cost $300 or more for a professional model), companies such as Vermeer Manufacturing Company (vermeer.com) split helmet costs 50-50 with the operator, and the operator owns the helmet outright after three years. The wide variety of graphic designs greatly adds to operator appeal, helping pull through the benefits of auto-darkening technology. To make the helmets easy to purchase, Vermeer's welding supply partner maintains an on-site inventory.

9. Lose the Clutter.

In its welding areas, Vermeer clearly labels and marks the place for each piece of equipment. There is a place for everything, and everything in its place. The weld area contains only the tools and equipment that operator uses; nothing more, nothing less. Rather than strictly using a fixed-height table, weld tables have a scissors mechanism that presents the work to the operator at the appropriate height.

10. Use Boom-Mounted Wire Feeders.

Boom-mounted wire feeders add flexibility, efficiency and operator comfort to high-production welding stations. Booms place the wire feeder controls at the base of a 12- or 16-ft. boom and the drive assembly at the end of the boom.

The boom rotates 360 degrees and moves 60 degrees up and down to create a 24- or 32-ft. diameter work area. A counterbalance holds the boom in place once the operator sets its position.

Cameron Miller, safety manager at Brookville Equipment Corp. (brookvilleequipment.com), notes that, "Boom-mounted feeders are ideal for us. Our goal is to create the safest workplace for our employees, and that includes limiting trip hazards created by cable clutter on the floor and eliminating the lifting of feeders, which may be loaded with up to 120 lbs. of wire. We weld in a variety of positions, from on the floor to up on the locomotives, so we needed a versatile yet clean set-up. With boom-mounted feeders, not only can our welders perform their task, but they can maximize safety and productivity at the same time." Overall, Brookville's lost-time incidences are down 90 percent compared to a year ago, and the boom-mounted feeders play a role.

11. Optimize Fixturing. Use fixturing whenever possible.

The simple gearbox rotates a 2,200-lb. component. It increases safety by eliminating the use of a chain and hoist to flip the component, which in turn eliminates the source of potential hazards.

12. Stick and Carrot Approaches.

For successful implementation, don't make welding safety a "program." Employees tend to suspect programs, as programs tend to fade away after a brief flurry of initial activity. Instead, incorporate safety into daily work habits and incentivize compliance. Brookville uses the carrot approach to safety.

"We make safety a personal goal through rewards. For example, one of our employees is wearing a new Carhartt jacket as result of his safety contributions, and every one of our 165 employees knows the reason why he won that jacket."

Other corporations use the stick approach. For example, employees who witness a safety violation and do not report it could be subject to the same consequences as the violator. Harsh? Yes, but it conveys a corporation's safety conviction. Overall, most companies choose to blend stick and carrot approaches as part of their efforts.

When welding safety becomes an ingrained part of your corporate culture, you can expect reduced lost-time incidences and improved productivity.

Dangers of Working in the Heat

Every year, dozens of workers die and thousands more become ill while working in extreme heat or humid conditions. There are a range of heat illnesses and they can affect anyone, regardless of age or physical condition.

Employer Responsibility to Protect Workers

Under **OSHA** law, employers are responsible for providing workplaces free of known safety hazards. This includes protecting workers from extreme heat. An employer with workers exposed to high temperatures should establish a complete heat illness prevention program.

- Provide workers with water, rest and shade.
- Allow new or returning workers to gradually increase workloads and take more frequent breaks as they acclimatize, or build a tolerance for working in the heat.
- Plan for emergencies and train workers on prevention.
- Monitor workers for signs of illness.

Resources

OSHA's Occupational Exposure to Heat page explains what employers can do to keep workers safe and what workers need to know - including factors for heat illness, adapting to working in indoor and outdoor heat, protecting workers, recognizing symptoms, and first aid training. The page also includes resources for specific industries and **OSHA** workplace standards.

Also look for heat illness educational and training materials on our **Publications page**.

CPWR, an **OSHA Alliance partner,** has created this helpful pdf…
Protect Yourself Against Heat Exposure