



Think Safety!

A Publication Of The West Virginia Propane Gas Association

Fourth Quarter 2017

Safe Vehicle Inspection And Driving Practices

The cold of winter is right around the corner. This of course means more time spent in bobtails and should bring an increased emphasis on driver safety and practices.

We will discuss some general safe driving applications, equipment and truck inspections to keep everything func-

tioning well. We will also talk about driving when the light begins to diminish at the end of the day.

Safe driving and well-maintained vehicles don't come accidentally. They come about through well-established procedures.



Trip Inspections:

Drivers are required to make pre-trip and post-trip inspections of their vehicle to make sure the vehicle is in safe operating condition. He or she should also review the last driver inspection report made on that vehicle. If the previous report included problems

noted with the vehicle, repairs should have been made and the driver should sign the inspection report to verify repairs have been made to correct the problems.

An inspection should include the following components:

- Service brakes, includ-

ing trailer brake connections for any trailer

- The parking brake
- Steering
- Lights and reflectors
- Tires
- Horn
- Windshield wipers
- Rear-vision mirrors
- Coupling devices

Before the driver leaves the plant, he should be satisfied that the vehicle has properly working emergency equipment

including a charged fire extinguisher, at least one spare electrical fuse or other overload protection device and warning devices for stopped vehicles such as reflective triangles.

At the end of the day, the vehicle should receive a post-trip inspection and a written report completed to verify that the vehicle is still in safe operation. Any problems should be noted for repair.

Inside . . .

Inspection Reports..... Page 2

Delivery System, Inspections..... Page 3

Safe Driving Practices..... Page 3

Driving At Dusk And Night..... Page 3



Inspection Reports:

Federal regulations require a written driver vehicle inspection report (DVIR) to be prepared each time a commercial motor vehicle is operated. The report should be prepared at the completion of each day's work on each vehicle operated. The report must cover the required items of the pre-trip and post-trip inspection report.

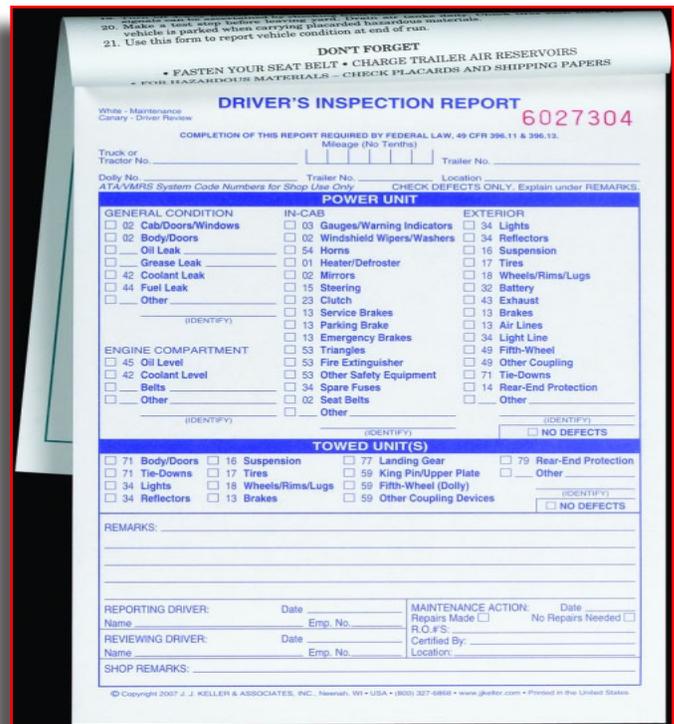
The report must include any problems that would affect the safe operation of the vehicle or could cause a mechanical breakdown. If no problems are found, the lack of a problem should be noted. The driver must sign the report. If more than one driver uses the

vehicle, only one driver has to sign the report. All drivers should agree on the report, however.

All problems identified on the driver inspection report that could affect the safe operation of the vehicle should be repaired before the vehicle is operated again.

All repairs should be noted on the original driver inspection report, which listed the problems. Drivers must review the DVIR as part of their pre-trip inspection.

The DVIR must be kept for three months from the date the report was prepared along with the certification of repairs and the driver's review.



Delivery System Inspection:

DOT requires you to inspect the following components of your bobtail each day before transferring propane at a customer locations.

Inspect the cargo tank discharge system components, including the pump, piping visible between the pump and other components, liquid internal valve, automatic bypass valve(s), liquid meter, and the line valves and hydrostatic relief valves

The rejection criteria for these components includes an external leak identifiable without the use of instruments, bolts that are loose, missing, or severely corroded, manual stop valves that will not activate, flexible connectors with visible cracks or slippage at the couplings, or connectors with expired compliance dates, liquid internal valves that leak or

fail to close, and pipes or joints that are severely corroded.

Inspect the delivery hose and delivery hose assembly, including the hose cover, hose couplings, and hose reel.

The rejection criteria for hose assembly components include a hose with exposed reinforcement or permanently

deformed wire braid reinforcement, soft spots in the hose when not under pressure or bulging in hose when under pressure, or a hose with a loose outer covering or damaged, slipped, or worn couplings.

Inspect the emergency discharge control equipment, including manually-activated

systems and off-truck remotely activated systems.

If you are using an off-truck remotely activated system, you must not begin product transfer if the hand-held transmitter fails to activate the shutdown system, controls fail to operate without excessive force, connections are corroded so they seize or bind, or controls are not clearly labeled. The controls on remote shutdown devices must be clearly labeled so they are useful to emergency responders, company drivers, and unloading operators.

When testing a wireless transmitter or receiver, have the cargo tank in sight and stand at least 150 ft from it. You must inspect emergency discharge control equipment



Continued to Next Page

Delivery System Inspection:

Continued from Page Two

within 18 hours before the first delivery of the day to ensure they are working properly.

NOTE: Follow your company's policies and procedures related to pre-transfer inspection requirements for remotely activated systems.

After the bobtail is loaded,

perform a walk-around inspection to verify your bobtail is in safe operating condition. Make sure the power take-off is disengaged, the liquid internal and vapor internal valves are closed, all required vehicle and cargo tank tests and inspections are current, the loading paperwork is completed.

Tools and other items used during loading should be properly stowed and secured.

Shipping papers, written emergency discharge control procedures, and your DOT hazmat certificate of registration should be in proper order and readily available.

Make sure delivery tickets

and any other supplies are organized and properly secured in the cab.

If all items are in safe operating condition, remove the chock blocks from the rear wheels, stow them in their transport rack or box, and proceed to your first delivery location.

Safe Driving Practices:

According to Roadsafte America the number of accidents between heavy commercial trucks and passenger cars may be reduced by following these safety tips:

GET PLENTY OF REST BEFORE DRIVING.

Eat well and stay fit. Driver fatigue and lack of attention can significantly increase your risk of a crash.

SLOW DOWN IN WORK ZONES

Stay alert. Almost one-third of work zone fatal crashes involved large trucks. Most of these crashes occurred during the day. Take your time going through work zones. Give yourself plenty of room, and expect the unexpected.

BE AWARE OF YOUR "NO-ZONE"

Other drivers may not be aware of the size of your blind spots. One-third of all crashes between large trucks and cars take place in the No-Zone areas around a truck. Adjust your mirrors and be vigilant in watching out for vehicles in the No-Zone.

ALWAYS KEEP YOUR DISTANCE

Leave enough space between you and the vehicle in front of you. In rear-end collisions, regardless of the situation, if you hit someone from behind, you are considered "at fault." Large trucks, given their mass, have much greater stopping distances than 4-wheelers.

Take advantage of your driving height, and anticipate hard braking situations.

If you are driving below 40 mph, you should leave at least one second for every 10 feet of vehicle length.

For speeds over 40 mph, you should leave one additional second.

ALWAYS MAINTAIN YOUR VEHICLE

It can save your life. Inspect your vehicle before each trip, and check your brakes regularly. Brake defects are the most frequently cited out-of-service inspection violation. Learn how to inspect your brakes, identify safety defects, and get them repaired before risking your life, and others, on the highway.

DRIVE DEFENSIVELY

Avoid aggressive drivers and maintain a safe speed. Two-thirds of all traffic fatalities may be caused by aggressive driving behaviors. The only thing excessive speed increases is your chance for a crash.

PLEASE FASTEN YOUR SEAT BELT

Buckle up for safety and vehicle control. If you are in a crash, a seat belt will save your life and that of others. It will keep you in your seat and allow for you to maintain control of your truck. Increasing seat belt use is still the single most effective thing we can do to save lives and reduce injuries on our roadways. And of course, it is the law.

Driving At Dusk And Night:

According to the National Safety Council (NSC), the number of traffic deaths is three times greater at night compared to the day. Even with the best of headlights, your field of vision is limited. Potholes and other road hazards are often not seen until it is too late to avoid them.

It is important to under-

stand the limitations of your vision. Many people suffer from varying degrees of night blindness. Also, age leads to declining night vision as well. A 50-year-old driver may need twice as much light to see as a 30-year-old.

Difficulties occur well before total darkness. In the beginning of twilight, a driver

may deal with both darker portions of the road and the brightness of the setting sun at road level.

The NSC has comprised a list of suggestions for driving at twilight and darkness.

Clean your headlights, tail-lights, signal lights and windows (inside and out) at least once per week and more often

if needed. Do everything you can to both increase illumination and visual clarity as well as make it easier for other drivers to see you.

Properly align your headlights. Misaligned headlights reduce your field of vision and potentially blind other drivers.

Continued to Next Page

Driving At Dusk And Night:

Continued from Page Three

Find a level surface and a vertical wall or garage door. Park the vehicle close to the wall and, using the masking tape, mark the low-beams' horizontal centerlines.

Mark the vertical centerlines of each beam and the center of the vehicle with masking tape. Marking the vehicle centerline is helpful to determine side to-side alignment, or lack thereof.

Move the vehicle 25 feet straight backwards. Turn the horizontal-vertical adjusting screws to position the low beam hot spots two inches

below and to the right of the taped centerlines.

Adjust high-beam hot spots below the horizontal line and slightly to the inside of both beam centerlines relative to the vehicle centerline.

Turn on your headlights as light begins to fade. Do not wait until you need them to see. At twilight other drivers may need your headlights to

see you.

Reduce your speed and increase your following distance.

The reduced visual field also reduces your ability to judge the speed of other vehicles, therefore, it is important to have more



time to react.

Drive at a speed that will allow you to stop in the distance illuminated by your headlights. You can only see as far as your headlights shine. You are, in effect, creating a blind crash area in front of you when you outride the illumination

of your headlights. You need time to react to pedestrians, vehicles, or other objects that appear in your headlights.

It is just a matter of common sense, but keep your headlights on low when you are following another vehicle so you don't blind them.

In turn, when oncoming bright lights blind you, look to the edge of the road to avoid the glare.

If you have vehicle trouble at night, pull as far off the road as possible. Warn approaching traffic by turning on your flashers and placing triangles 300 feet behind the vehicle. It may not be safe to remain in the vehicle and certainly is not safe to stand on the roadway near the vehicle.

Articles in this publication are for information only. Nothing in this publication is to be construed as setting standards or requirements. Please consult with appropriate regulatory and rulemaking bodies for all legal requirements.



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Training Quiz

Name _____ Social Security Number _____

1. Drivers are required to make pre-trip and post-trip inspections of their vehicle.
A. True B. False
2. The driver should sign the inspection report to verify repairs have been made to correct any problems.
A. True B. False
3. Federal regulations require a written driver vehicle inspection report (DVIR) to be prepared each time a commercial motor vehicle is operated.
A. True B. False
4. The driver vehicle inspection report must be kept for _____ from the date the report was prepared along with the certification of repairs and the driver's review..
A. 3 Months B. 6 Months C. 3 years D. 1 year
5. Which of these qualify for rejection criteria of cargo tank discharge system components?
A. bolts that are loose B. connectors with visible cracks C. connectors with expired compliance dates
D. A, B, and C
6. When testing a wireless transmitter or receiver, have the cargo tank in sight and stand at least ____ ft from it.
A. 15 B. 100 C. 250 D. 150
7. You must inspect emergency discharge and control equipment within __ hours before the first delivery of the day.
A. 18 B. 24 C. 6 D. 10
8. If you are driving below 40 mph, you should leave at least _ second for every __ feet of vehicle length of driving distance between you and the vehicle in front of you.
A. 2, 20 B. 1, 10 C. 3, 30 D. 5, 50
9. For speeds over 40 mph, you should leave one additional second of driving distance between you and the vehicle in front of you than that of below 40 mph.
A. True B. False
10. According to the National Safety Council (NSC), the number of traffic deaths is _____ times greater at night compared to the day.
A. 2 B. 4 C. 3 D. 10
11. You should drive at a speed that will allow you to stop in the distance illuminated by your headlights.
A. True B. False
12. Warn approaching traffic by turning on your flashers, placing triangles _____ feet behind your vehicle.
A. 50 B. 100 C. 200 D. 300

Training Quiz Answers

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