

ACCIDENT COUNTERMEASURES



Winter Weather Driving

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 most convenient to 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.

Prepared by:

Safety Management Services Company
A Cottingham & Butler Company



Cottingham & Butler

Safety Management Services Company's Accident Countermeasures Program

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WINTER WEATHER DRIVING

Driving on snowy or icy roads requires special attention to safety. Although it's impossible to have ideal road conditions 365 days a year, there are certain precautions you can take to make winter driving safer. Here are some tips and suggestions to help you get ready for the hazards of winter.

BEFORE THE TRIP

- Get an early start and allow more time than usual for a given trip.
- If possible, postpone your travel until roads have been plowed, treated, and cleared.
- Get plenty of rest.
- Obtain road and weather conditions from dispatch, state road condition hotlines, radio reports, and from other drivers for the area you will be traveling.
- Plan your route
- Always wear your seat belt.
- Keep mirrors, windows and lights clean.
- Ensure the windshield washer reservoir is adequately filled with a freeze-resistant cleaning solution.
- Inspect your tires to ensure they are properly inflated and have sufficient tread depth.
- See company policy on tires and tread depth.
- Be prepared with flares, a flashlight, gloves, winter clothing, and proper footwear.
- Become familiar with the chain laws for each state in which you plan to travel.

DURING THE TRIP

- Do not pass other vehicles on or near bridges as bridges are likely to freeze first.
- If necessary, pull off of the highway and park at the first safe place.
- The key to defensive driving in snow and ice is SPACE and SPEED.
- If you do not tailgate, you will not be caught by surprise when the brake lights of the vehicle ahead suddenly come on. (See crash #1)
- Leave yourself an "out" in case something happens ahead.
- Provide a gap between your vehicle and the vehicle(s) in front of you, to significantly lower your chances of sliding into a collision in the event you are struck from behind.
- Be on the lookout for other vehicles having problems with road conditions (See crash #2).

WINTER WEATHER DRIVING

- Constantly stay alert and proactively scan the road ahead to anticipate emergencies.
- Give snowplows plenty of room. A snowplow driver has a limited field of vision. Stay back 15 car lengths until you are sure it is safe to pass or until the plow pulls off the road.
- Slow down and adjust your speed to road and traffic conditions.
- Turn on headlights to help be visible to other drivers.
- Plan ahead for lane changes.
- Check your mirrors.
- Check your blind spots.
- Signal your intentions well in advance.
- Focus on driving. Do not use cruise control.
- To help prevent skidding, brake before turning.
- Whenever possible, don't accelerate out of a turn, as this will increase your chances of losing control.

ACCIDENT INFORMATION

Crash #1

Date and Time: January 16, 2014 at 9:15 a. m.

Location: Greensboro, IN

Weather & Road Conditions: Snow covered 4-lane divided highway; heavy snow falling.

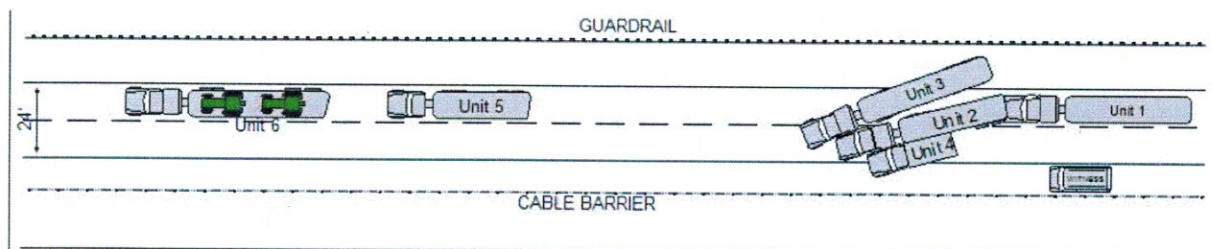
Vehicles Involved:

- Unit #1: 2006 Kenworth
- Unit #2: 2010 Freightliner (green)
- Unit #3: 2002 Freightliner (blue)
- Unit #4: 1999 Freightliner straight-truck
- Unit #5: 2013 Peterbilt
- Unit #6: 2011 Peterbilt

Accident Description: All units involved were traveling westbound on I-70 near Greensboro, IN. Due to vehicle crashes ahead of them, all vehicles but unit #1 were slowing down or stopped in traffic. Unit #1 was behind all other involved vehicles when it collided with the trailer of unit #2. This impact sent unit #2 forward, colliding with units #3 and #4. Unit #3 then collided with unit #5's trailer which in turn pushed #5 forward and collided with unit #6's trailer.

Driver of unit #2 complained of back pain and was transported via ambulance to the hospital. Units #1, #2, and #3 were heavily damaged and required towing from the scene. Driver of unit #1 was cited for unreasonable speed based on evidence at the scene and witness statements. A witness behind unit #4 stated that unit #1 "came out of nowhere" and was "going 80." The witness also explained that unit #1's actions caused the chain-reaction.

Physical damage to tractor, cargo damages, towing, and associated claims costs totaled nearly \$76,000. Both the shipper and consignee were very unhappy with the carrier. Driver was terminated due to his involvement in a preventable accident. Driver now has a "DOT Recordable Accident" listed on his Pre-Employment Screening Report" (PSP), which will negatively impact his future career.



ACCIDENT INFORMATION

Crash #2

Date and Time: January 30, 2014 at 3:45 p. m.

Location: US 52 South of Canton, MN

Weather & Road Conditions: Snow covered 2-lane highway; clear skies

Vehicles Involved: Vehicle #1: 2007 Chevy Impala
Vehicle #2: 2007 Freightliner with dry van trailer

Accident Description: Driver was driving in vehicle #2 about 45 mph, southbound on US52. There was blowing snow on the road which curved slightly to the right. Just before the intersection with County Road 23, the driver saw vehicle #1 starting to lose control. Driver applied his brakes and hugged the shoulder to avoid the accident. The car crossed the centerline and struck the driver's tractor at the driver's steps then continued to strike the tractor at the battery box steps, drive tires, mud flap, and FRO trailer tire. The accident was witnessed by a deputy officer, who was directly following the driver at the time of the accident.

Vehicle #1 had to be towed. Its front driver-side corner was sheared off. Vehicle #2 sustained \$4,797 in damages combined with its tractor and trailer.



WINTER WEATHER DRIVING

Name: _____

Date: _____

QUESTION PAGE

Please return this page to your safety department to receive credit for course completion.

1. In Crash #1, what actions could the driver of unit #1 have taken before his trip that may have prevented this crash?

2. What other outcomes, other than damage to both vehicles, may have resulted following Crash #2?

3. How will you help prevent a winter weather-related crash while on the road?

4. Knowing what the weather is like where you are heading is critical to trip planning during the winter months. Circle the following methods of receiving weather reports and road conditions:
 - A. Other drivers
 - B. Calling dispatch
 - C. Radio reports
 - D. State road condition hotlines