

Fleet Safety Memo



"LET'S QUIT "SKIDDING" OURSELVES"

One of the most dangerous driving situations you'll ever find yourself in is skidding on a wet or icy road. When your vehicle suddenly starts to skid, you have very little time to think about what to do and what not to do. Your response to a skidding situation should be automatic.

To help keep a skid from becoming a tragic collision, it's a must to know what to do in advance.

IF A SKID HAPPENS.....

Keep yourself under control. Drivers who cannot control themselves in an emergency will have more trouble. Keeping under control should be second nature to the professional driver.

Don't slam on the brakes. This can lock the wheels, cause loss of traction actually increase the skid.

Steer in the direction of the skid. For example, if the rear end of the vehicle is sliding to the left, turn your steering wheel to the left until the vehicle straightens out. As the vehicle straightens, turn the wheels back in the direction you want to go.

But, don't oversteer. Turning the steering wheel too far whips the rear end into a skid in the opposite direction.

Keep the vehicle in gear. This helps reduce speed and produces maximum control.

Don't lift your foot from the accelerator suddenly.

BETTER YET, DON'T LET A SKID HAPPEN.....

Remember, it takes two or three times the normal distance to stop on slippery streets. When roads are icy or wet, hold down your speed and avoid any sudden movements.



Fleet Safety Memo

INTERSECTIONS - THE TURNING VEHICLE

Three major contributing factors to intersection accidents are: delayed perception, speed too fast for conditions, and false assumptions. Let's examine these factors and consider the most glaring hazard at an intersection --meeting the turning vehicle.

A turning vehicle at an intersection creates a very special problem to other drivers entering and passing through the area. Vision may be limited by buildings, foliage, or other vehicles. The turning vehicle may be stopped and then decide to make his turn and cut you off. Or, you may be faced with a lawbreaker that runs a light, stop sign, or yield sign. All of these potential hazards for the turning driver require defensive driving by YOU to prevent an accident.

The shortstop has to know what he is going to do with the ball before it is hit. At any intersection that ball may come to you. What'll it be - an out - or an error? Here are some suggestions which will help you to avoid intersection accidents:

1. Approach all intersections prepared to yield the right of way even if it legally belongs to you. Take your foot off the gas and lightly cover the brake.
2. Decide what evasive action you will take should there be a conflict and have your vehicle under complete control so you can make any necessary maneuvers.
3. Keep your eyes moving to the sides and to the rear as you approach and pass through intersections.
4. Don't assume that the other guy will stop. A traffic light, stop sign, or yield sign doesn't physically stop a vehicle - the driver has to apply the brakes.

KNOW THE DEFENSE.....ACT IN TIME.....PREVENT INTERSECTION ACCIDENTS



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FOLLOWING DISTANCE COUNTDOWN

The defensive driver needs to keep a safe interval between his vehicle and the vehicle ahead. A new theory, the "timed interval", can help the driver make a more accurate judgment of what that means at different speeds, in fair weather and foul.

The "timed interval" can be used at any speed. It is based on the distance a vehicle will travel in a given period of time. A three-second interval should allow an adequate stopping distance for passenger cars and 2-axle trucks with normal driving conditions. The "timed interval" should be increased to four seconds or more for larger axle combinations. Add an extra second of following distance for any unsafe conditions as you drive (poor road conditions, low light, bad weather, blocked visibility ahead due to a large vehicle, etc). Because conditions may vary so much, these timed intervals should only be used to indicate one thing, "that you are following too close."

The countdown plan operates this way:

1. Notice the vehicle ahead as it reaches some fixed object (sign, tree, marker, etc.), close to roadside.
2. At that moment, count at a medium pace -- "1,000 and 1, 1,000 and 2, etc., 1,000 and 3" until your vehicle reaches the object. (Each count approximates a second.)

If your vehicle passes the object before the end of the suggested following distance time interval count, you're following too closely!

END REAR ENDERS



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FOG -- HOSTILE TRAFFIC ENVIRONMENT

Chain collisions are no longer a rarity in this country, especially on our rapidly expanding turnpike and freeway Systems where fog is a frequent and serious threat to high-speed traffic. In some areas of the country, the cool autumn air of September, October and November causes more days and nights of fog than any other time of the year.

Headlights in mist and fog can interfere with the vision of oncoming drivers and their headlights have the same effect on you. Fog destroys depth perception and even plays tricks on the imagination, making you see things in the road that aren't there and allowing you to come abruptly upon an obstacle, such as a wild animal or a road barrier, without time to stop. Fog can appear without warning, or vanish in an instant and stay away just long enough to convince you the danger's gone, only to reappear and threaten your life.

The best advice for driving in fog is -- don't. Never start a trip during zero visibility situations unless the trip is a real emergency. Most fog is short-lived (If possible, always wait until it dissipates before starting out.)

If you do get caught in a fog, protect yourself in these ways:

1. Drastically reduce your speed and keep your foot ready for braking.
2. If you still have road visibility, proceed cautiously and keep your headlights on LOW beam. This will light the highway immediately in front of you and cause less trouble for oncoming vehicles.
3. Watch the right side of the road, not the lane marker or centerline on your left. This will help you from drifting to the left and getting into the wrong lane without realizing it.
4. Although you must reduce your speed as the fog thickens, it's best never to travel slower than 40 M.P.H. on a turnpike or freeway. If the fog becomes really dense -- no matter where you are -- pull off at the first exist and stop in a parking area.
5. If you must stop and cannot get completely off the highway and shoulder, set flares 200 feet to the rear and to the front of your vehicle if you have them. Use your emergency flashers for approaching vehicles. But do not leave your vehicle lights on. Lights could trick an approaching motorist into "following" you and cause a rear-end collision.



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DON'T ASK FOR TROUBLE -- ALWAYS SIGNAL!

Ask professional drivers to identify major driver errors, chances are they will indicate, "too many fail to signal." Ask any police officer the phrases he heard most often when investigating traffic accidents and the comment will be "the other driver didn't signal."

Clear, understandable signaling between drivers is absolutely essential on today's high-speed expressways and congested streets. Otherwise, we would have complete mayhem on our roads.

Failure to signal is foolhardy. Who but a fool would jeopardize their life and property of others.

As a professional driver, you have a responsibility not to allow yourself to be classified with bad mannered and foolish drivers. Instead, you should set an example for every other driver to follow.

KEEP YOUR SIGNALING HABITS SHARP. Here's a quick review of the methods you have for communicating with other drivers:

- HORN Use in daytime passing situations to communicate with the driver being passed. Also for use in fog or inclement weather to notify others of your presence.
- HEADLIGHTS Use in nighttime passing situations by rapidly flicking between the high and low beams. This same flashing procedure should be used to inform other drivers that their bright lights are on or to attract attention of an oncoming driver veering into your lane.
- STOP LIGHTS By pumping your brakes you can warn a driver who is following too closely. The pumping procedure also can be used to warn a following driver well in advance that you are preparing to stop.
- TURN SIGNALS Use well in advance to indicate a change of lanes as well as warning others that you are turning. When changing lanes, use turn indicator, check rear view mirror, slow down, and glance over the shoulder toward the lane change. When you see a motorist ahead, use signals, slow down until he or she has completed their maneuver.
- HAND SIGNALS Even with today's automatic turn signals, there are times when you may be compelled to or when it is advisable to also use a hand signal. The hand signal can be extremely beneficial to indicate a slowing down maneuver.

Communicating with other drivers is more than just extending courtesy. When you fail to signal properly you are failing your responsibility as a driver. The driver who fails to signal, and is rear ended, most certainly must share a degree of responsibility for the accident.

ACCIDENTS ARE COSTLY. DON'T ASK FOR TROUBLE BY FAILING TO SIGNAL.



Fleet Safety Memo

HYDROPLANING

On wet pavement, tires can actually lose contact with the road. This sudden loss of control can send you into a "killing" skid. This phenomenon is known as "hydroplaning."

As your vehicle rolls along on wet pavement a layer of water builds up ahead of the front tires. When the tire treads can no longer disperse this water, the wheels are lifted up in much the same way water lifts a skier.

The danger of hydroplaning is always present on wet or slushy roads. You can drive along for miles on the verge of a skid without being aware of it.

Hydroplaning occurs at virtually all speed ranges depending on conditions. As you increase the speed of your car the chances of hydroplaning become greater. Speeds in excess of 50 mph on wet pavement are considered to be in the "extreme danger zone."

Here are some suggestions for wet weather driving.

1. Reduce speed.
2. Allow extra distance for stopping.
3. Drive in the tracks of the vehicle in front of you.
4. Avoid deep water and puddles - they substantially increase the danger of hydroplaning.
5. Replace badly worn tires.

REMEMBER....RAIN IS NOT ONLY A NUISANCE - IT IS A KILLER!



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INATTENTION

TWO HANDS ON THE WHEEL

Too many drivers ignore a basic defensive driving fundamental of "two hands on the wheel." Here are a few examples of what results:

- * reaching for cough drops..... a head on
- * shuffling papers..... into ditch
- * reaching for cigarette lighter..... rear-ended other
- * dropped lighted cigarette on seat..... right angle collision
- * trying to open ashtray..... another rear-ender
- * searching for match..... bang, bang
- * thumbing through notes for next stop..... hit parked car

And, so it goes.

DRIVING IS A FULL TIME JOB

Just as you should keep two hands on the wheel, also have your mind on driving at all times -- every second. Good driving -- safe driving, requires constant attention and complete concentration. Here are a few examples of accidents caused by split second inattention:

- * looking for street address..... wham at intersection
- * thinking about next call..... slid into car in front
- * checking house numbers..... hit car backing out of driveway
- * bee in vehicle..... zing, off the road

Increase attention and reduce the risk of an accident by practicing the two we've been talking about:

1. Keep both hands on the steering wheel at all times.
2. Keep your mind on your driving.

Remember, pride, prestige, profits, and public relations are influenced by "how" you drive

-- everytime you drive.



Fleet Safety Memo

RAIN CAN HURT YOU

Streaky windshields, night glare and pounding rain can considerably reduce a driver's ability to see. Wet pavements, covered with road film or spotted with oil, grease and dirt make quick stops impossible. During dry periods a layer of residue builds up on the highway surface and when it rains, the water floats it loose forming a slick film on the road. Wet roads may double the required stopping distance.

Another factor affecting the ability to stop is tire hydroplaning. At certain speeds, tires lift off the pavement to be supported by water alone -- an effect similar to a water skier zipping across a lake.

When driving in the rain, keep the following tips in mind:

1. Check our wipers. Rubber wiper blades deteriorate when exposed to sun or temperature extremes. Six months is the average blade's effective life. If your blades won't wipe the windshield clean, have them replaced.
2. Turn your lights on. With good wipers and defrosters you may see others, but can they see you? Use your low beams. You'll be seen by pedestrians and other vehicles. Never drive with only your parking lights on.
3. Watch surface conditions. Even though the rain has stopped, the streets may remain slippery. Traffic statistics indicate that high accident rates often continue for three to four hours after the rain stops.
4. Beware of deep puddles. Check your braking ability immediately after driving through deep water. Some wet brakes will dry by repeatedly pumping the pedal or dragging your brakes for a moment or two.
5. Slow down. Reduce your speed on wet roads. Beware of tire hydroplaning on high-speed expressways. You may lose ability to steer as well as your ability to brake. Safety experts estimate that it takes a heavy rain a half-hour to wash away the oil slick and a lighter rain takes longer.



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LOOK BEFORE YOU BACK

Perhaps the most preventable and inexcusable accident is caused by backing into a parked auto or a fixed object. You should never be guilty of this type of error as a professional driver.

Check Around Before You Enter Your Vehicle

Investigate all around the outside of your vehicle for possible hazards which cannot be seen from the driver's seat. This includes improperly parked vehicles next to yours, children and toys in driveways, and low objects such as hydrants, posts, abutments and fences. This investigative precaution is a good investment of only a second or two of your time.

In The Driver's Seat

Keep your foot on the brake as you shift into reverse. Then, before starting to back, check traffic on both sides as well as the rear. Make sure nothing is hidden ~ "blind spots." Don't rely on your mirrors! Get help to guide you if you can't avoid "blind spots."

Know When And Where To Back

Driving in reverse normally should cover the shortest span possible -- from inches to feet, not half a block. It should be a means of reaching a spot that will enable you to move forward quickly into the flow of traffic.

Never back down a street looking for a missed address. And, never back uphill or across lanes of traffic. It's always wiser to drive around the block than to risk a conflict with oncoming traffic.

Be Sure You're Seen

When backing, move slowly -- sound your horn before proceeding if there is an' doubt that other traffic can see you.

Avoid Backing

You can't always avoid backing, but if you can it may prevent an accident.



Fleet Safety Memo

REAR END COLLISIONS -- HOW TO AVOID HITTING ANOTHER VEHICLE

TO KEEP FROM HITTING...

Begin Braking Early for reserve braking power as you near final stopping point.

Pay Strict Attention. Don't daydream or look away from the road for more than one second. Keep in mind that a vehicle can move a considerable distance in one second. For example, at 40 mph, a vehicle travels 60 feet in one second.

Use Good Vision Habits. Don't crowd up so close that you can't see ahead. Look through rear window area of vehicle ahead to see the road ahead. Look over the top of car ahead when on hills.

Look For Things That Could Cause The Driver Ahead To Stop. The other driver's problems become your problems only a second or two later.

On Icy Roads, Look For A Swerve Path To The Right. Many times on ice you can steer around a vehicle that you could not stop for. But, never swerve to the left -- you're inviting a head-on. Better yet, you won't need a swerve path at all if you increase your following distance to allow for road conditions and weather.

Be Patient. The hurry habit is the beginning of many a rear end mash-up.

AND, STAY ALERT FOR THESE DANGER SIGNALS...

Brake Lights On The Vehicle Ahead. Get your foot off the gas pedal and to the brake pressure point quickly.

Diminishing Distance Between Your Vehicle And The Vehicle Ahead. You're in a collision course. The vehicle on the road ahead is slowing down or it may be standing. Relate vehicles ahead to fixed objects out to the side.

Problems In Adjacent Lanes. Stay alert for brake lights and slow downs in adjacent lanes. Expect quick swerves into your lane by other drivers.



Fleet Safety Memo

REAR END COLLISIONS -- HOW TO KEEP FROM BEING HIT

TO KEEP FROM BEING HIT...

- Know what's going on behind you. Adjust your outside mirror and your inside rear view mirror before moving your vehicle. Then, use them frequently to check traffic that is following. Keep your rear window clean.
- Flash your brake lights when you are standing, moving slowly or preparing to stop. Check your brake lights frequently to be sure they are working. Keep the brake lights clean.
- Signal well in advance for turns, stops and lane changes.
- Slow down gradually over a long distance to give vehicles follow-more time and space in which to react. Never try to beat a green light -- always anticipate a changing green light.
- Keep pace with traffic when road and weather conditions and speed limits permit.
- Get rid of tailgaters. First, try moving to the right and letting them pass. If this doesn't work, encourage them to pass by slowing down and waving them on. But, exercise greater than usual caution when slowing down to discourage tailgaters. Flash your brake lights several times, use the proper arm signal and slow down gradually as traffic permits. If the tailgater still won't pass or drop back, pull off the road. Don't let him distract you into an accident.
- Don't cruise in another driver's blind spot. If he suddenly swerves into your lane you may have to brake hard and become a sitting duck for a rear ender.
- Raise hood if our vehicle stalls and can't be moved from the traffic lane. Then do everything else you can to make your disabled vehicle visible to approaching drivers. A stalled vehicle is particularly dangerous at night. If you have flashers, use them. A professional driver usually has a flare or other signal device handy for driving emergencies.



Fleet Safety Memo

RIGHT WAY VS RIGHT-OF-WAY

Fighting for your rights on the road is a sucker's game. Even when you win you lose.

If that other driver wants the right-of-way -- your right-of-way -- let him have it. Every year nearly half of all traffic fatalities were "in the right." Good drivers can cut down that percentage.

Avoid the squeeze play. Allow a cushion of safe space around your vehicle at all times. Anticipate potential crash situations by looking ahead, sideways and backwards. Danger can come from any direction. Use your headlights, stop lights, turn signals, and horn to make your presence and intentions known to other drivers and pedestrians.

Below are four typical accident situations and defensive action to avoid them:

Trap 1: The light turns green, you start across with your vehicle and are clobbered by a vehicle running the red.

Defense: Even when you have the green light, always check to see that cross traffic has stopped completely before venturing across.

Trap 2 As you cruise along a through street a driver waiting at a stop sign suddenly pulls out in front of you.

Defense: Never assume that that stop sign will automatically hold him until you're passed. He may think it's a four-way stop or he may simply be daydreaming. Slow down a bit and be ready to react.

Trap 3: You are sideswiped on a freeway by a merging vehicle who tries to race you into position.

Defense: In anticipation of a merging vehicle, move one lane to the left if possible, or slow down to allow space for the vehicle to enter safely.

Trap 4: As you drive straight through an intersection, an approaching vehicle suddenly makes a left turn in front of you.

Defense: Never assume a signaling vehicle will yield to you until it has stopped completely. If you see a vehicle slowing down but not signaling, be doubly cautious. Slow down and have the foot poised above the brake pedal.

DRIVE RIGHT -- YIELD IF THERE'S THE SLIGHTEST CONFLICT



Fleet Safety Memo

SAFE WINTER DRIVING

WINTER IS HERE.....and with it come the hazardous driving conditions associated with cold weather, sleet and snow. Safe winter driving requires certain adjustments of our normal driving habits and the addition of special skills. Let's take a look at some of the things you can do to have an accident-free winter.

Prepare For Driving - In addition to normal maintenance, check and make sure that your tires, battery, exhaust system, wiper blades, brakes and steering are in top condition. Be ready to adjust your speed and give attention to adverse conditions.

Starting Your Vehicle In The Morning - Start your vehicle five to ten minutes before you plan to drive it (racing the engine does not help to warm up the vehicle and may damage the brittle, unlubricated engine parts). Turn on your defroster immediately (this will warm the windshield gradually and reduce the danger of sudden fogging of the glass). Scrape ice and snow from all glass areas and see that all lights are cleaned off. It's not enough that you see -- others must be able to see you. When it's dark or overcast, turn on your headlights.

Starting On Ice And Snow - Use a steady, light touch on the gas pedal. If your wheels should start to spin, ease off on the gas. When stuck on ice, use sand or a metal traction mat and that same "light touch" on the gas pedal.

Steering On Slippery Pavement - Keep both hands on the wheel and make your turns as smooth and gradual as possible. Remember, you can't maneuver on snow and ice like you can on dry pavement. Under these conditions it's best to slow down, increase your following distance, and avoid lane changing.

Stopping On Ice And Snow - Pump your brakes, alternating slowing and rolling, for the most efficient braking on slick surfaces. NEVER LOCK THE WHEELS. Once the front wheels are locked you lose control of your vehicle (you can't steer if the front wheels are not rolling) and you may go into a skid. As defensive drivers, slow down and brake before approaching an intersection. Any location that requires the stopping and starting of vehicles is likely to be very icy.

MAKE AN ALL OUT EFFORT TO STAY ACCIDENT-FREE THIS WINTER!



Fleet Safety Memo

SEAT BELTS

Many drivers still fail to take advantage of belts, rationalizing that they're a nuisance, uncomfortable or not necessary for the type of driving they do.

If you don't use a seat belt, read the following comments and evaluate their possible value to you!

1. Seat belts help prevent the second collision -- being thrown around inside the vehicle. Even sudden stops without a collision can severely jolt occupants if they are not restrained.
2. Your chance of survival in an accident is five times greater if you stay inside the vehicle. Thousands of deaths and serious injuries -- caused by being hurled from the vehicle -- would not have happened had the victims protected themselves with belts.
3. The need to be belted in is actually greater on short trips. Three-fourths of all accidents occur within 25 miles of home.
4. A firmly fastened belt is just as necessary traveling slow or fast. More than half of all injury-producing accidents occur at impact speeds of 40 M.P.H. or less.
5. A seat belt can help keep you from being knocked unconscious --which multiplies many times over your chances of escaping should the vehicle catch on fire or go into water.
6. If you hit a bump, drop off a road edge, make a sudden maneuver, or lose control of your vehicle, a buckled belt will keep you behind the wheel for faster and more effective recovery.

These are facts, not hearsay! Make use of seat belts a habit.

Fasten your belt snugly EVERY time you get into a vehicle. Wear it low, so that the bottom edge of it is tight across the top of the thighs. Impact pressure should always be taken at the hip joints and dispersed over the pelvic area -- never across the abdomen.

YOU MAY ONLY NEED YOUR SEAT BELT ONCE
BUT WHICH ONCE?!



Fleet Safety Memo

SEEING WHEN IT'S FREEZING

Winter driving makes it more difficult to see danger before you can avoid it.

Early darkness hides danger during the crowded going-home hours. Bad weather blinds you with sleet, fog or snow. Roads with icy ruts, potholes, and snow piles at corners are distracting traps. Headlight glare is worse through the glint of a spattered windshield, and slush covered headlights decrease your ability to see.

The winter-wise driver must use every countermeasure he can to stay out of trouble. The extra seconds they take beforehand may well mean the extra seconds you gain in stopping or maneuvering time. Here's a few things you can do:

BRUSH OFF Don't be a peephole driver. Brush snow completely off front, back and side glass. Use the scraper end of the snow brush to clear off ice and crusty snow. Brush off the hood and top, too, so it won't keep blowing back on the windshield and rear window.

WARM UP Have you ever started out on a winter day, turned on the heater when the motor is warm after a mile or so and had the glass instantly fog on the inside so you can't see? This can be terrifying in heavy traffic. Start the engine a few minutes ahead of time, and turn the heater and defroster on before you start out. Be sure the inside air is warm enough to prevent condensation forming on the glass.

WASH OFF In freezing weather use a strong windshield washer solution. A weak solution can freeze on the windshield during traffic speeds, and will instantly obstruct your vision. Replace worn windshield wiper blades to insure efficient removal of road salt film.

LIGHT UP Be seen. Turn on your low beams at dusk, in rain or snow, or in gloomy weather. Never drive with only parking lights. Some state laws prohibit driving with parking lights. All your lights should be working.

YOU HAVE TO SEE TO BE CRASH FREE!



Fleet Safety Memo

SLOW DOWN FOR ALL INTERSECTIONS

The most dangerous point on any street or highway is where it intersects another road. The three major contributing factors to intersection accidents are: delayed perception, speed too fast for conditions, and false assumptions.

DELAYED PERCEPTION - Delayed perception occurs when you are distracted, confused, or diverted by other competing hazards while the ultimate hazard is rapidly developing (e.g. watching pedestrians, looking for street signs, etc.).

SPEED - Drivers who fail to slow down for intersections risk a serious accident. They are traveling so fast by the time they perceive the hazard - that they have already passed the point of escape.

FALSE ASSUMPTIONS - A large number of drivers who become involved in intersection accidents do so because they wrongfully assume the other driver will act in a certain way (e.g. a flashing turn signal is an indication that the vehicle will make a turn - if it doesn't.....will you be able to stop?!)

Here are some suggestions to help you avoid crashes at intersections.

1. Match speed with visibility at intersections. Always be able to stop your vehicle short of the intersection.
2. Resist distractions. Keep your eyes moving - look in all directions, then look again.
3. Don't assume anything. Just because you have the right of way, or think you do, doesn't mean the other driver will yield it to you.

Don't stake your life on the right of way...The stakes are too high and the odds are against you!

THINK PREVENTABILITY - DRIVE DEFENSIVELY



Fleet Safety Memo

SMOOTHNESS -- THE MARK OF THE PROFESSIONAL DRIVER

If a full glass of water was placed on the floor of your vehicle, how long could you drive in traffic without spilling it? We're sure you'll be quick to agree that it would take a pretty "smooooth" driving performance not only to keep from spilling any of the water but to keep from toppling the glass.

The kind of driving it takes to keep from spilling a glass of water is the kind of driving that marks the true professional driver. It's not difficult to pick him out from the other drivers on the road. Starts, stops, change of lanes and turns are all handled in a smooth manner -- in a way that cuts accident producing conflicts to a minimum.

DRIVING ERRORS CAN BE AVOIDED -- BUT MORE THAN SKILL IS NEEDED

It takes a lot more than just driving skill to be a smooth driver. To obtain the mark of the true professional, a driver must first have the correct mental attitude about driving. Don't become irritated or impatient with other drivers. Maintain an even frame of mind every second you are behind the wheel.

The smooth driver must learn to drive ahead. Anticipate the need for a slowdown or a stop. Plan turns and a change of lanes in advance. The driver who is rear-ended after a sudden stop most surely must share in the responsibility for the accident -- if the sudden stop could have been avoided by "driving ahead".

SMOOTH DRIVING HAS OTHER BENEFITS

Safety is not the only benefit to be derived from a smooth driving performance. Smooth drivers quickly discover that vehicle operating and maintenance costs are reduced -- the most noticeable economies being more tire life and additional gas mileage.

And, smooth drivers are better fitted for other duties. They are relaxed -- more efficient -- when dealing with customers by avoiding tension behind the wheel.

WEAR THE MARK OF THE TRUE PROFESSIONAL

Because of the nature of your work, you have been categorized as a "professional" driver. As a "professional," a smooth driving performance has become a necessary attribute -- it no longer can be considered only desirable. Your responsibility to yourself and your family, the other drivers around you and to your company -- demands it!

BE IDENTIFIED AS A TRUE PROFESSIONAL EVERY TIME YOU DRIVE
NEVER BE GUILTY OF SUDDEN, UNEXPECTED MANEUVERS



Fleet Safety Memo

TAILGATING

Contrary to the old saying, you don't have to be one to know one. The quicker you spot a tailgater and take defensive action, the more likely you'll prevent trouble. Here are some refresher tips on how to avoid one of driving's "pet peeves."

HOW TO RECOGNIZE A TAILGATER

If you can't see his entire vehicle in your rear view mirror, he's a tailgater.

If he is closing the gap rapidly, has no "out," and must continue forward, he's a tailgater.

HOW TO SHAKE A TAILGATER

Move to the right and let him pass - if you can.

Encourage him to pass by slowing down and waving him on.

If he won't pass or drop back, pull off the road or turn - this disturbed individual may require so much of your attention that you will miss an important traffic cue up ahead.

HOW TO NEUTRALIZE A TAILGATER

Slow down gradually as traffic permits.

Flash brake lights several times.

Use proper arm signal.

WATCH WHAT'S GOING ON UP AHEAD - DON'T LET HIM HYPNOTIZE YOU.'

HOW TO DEAL WITH THE SPECIAL TAILGATER

The creeper - keeps getting closer and closer and closer. This requires constant reference to your mirrors to spot this character.

The gangbuster - in a hurry. If you see one coming in someone else's lane, watch out. After trying to push the other driver, you may be next.

If they want through - help them. You can keep a better eye on them if they're out in front.

THE OTHER FELLOW'S PROBLEMS ARE YOURS TOO.



Fleet Safety Memo

WHO'S GOT THE RIGHT-OF-WAY?

Unfortunately, right-of-way laws and other traffic laws differ by states and even municipalities. When driving into another state or area with which you are not familiar, you may avoid an accident by checking out the laws in advance.

INTERSECTIONS

Human nature differs even more than laws. You cannot expect any set pattern of behavior from other drivers. But, you can count on some drivers pulling one of these boners:

- The driver on the left of you (on a four lane road) trying to pull in front of you to make a right hand turn.
- Or, the driver on the right just ahead of you (again on a four lane road) swinging into your path trying to make a last-minute left turn.

Then, you have the oncoming vehicles to contend with. In the near future, you can be sure one of them will turn in front of you from the wrong lane.

And, there's the pedestrian. You'll see one caught in the middle of the road by a light change before too many days pass. You'll see another one who intends to make it across the street in spite of a red light.

SURE, THEY'RE WRONG -- YOU HAVE THE RIGHT-OF-WAY.....

..... but, so what? Why prove it by an accident? As a driver you have responsibilities and one of them is to drive defensively. Even though you may not like it, let the other fellow have his way. And, count on every other vehicle to do just about anything and everything.



Fleet Safety Memo

YIELD RIGHT OF WAY

As a professional driver, you should know exactly what this traffic sign means. But, do you? The YIELD sign --the newest of our signs of life -- can mean any one of several things.

IT DEPENDS ON THE SITUATION

Although the YIELD sign is issuing you a command, it also calls on you to make a decision -- it asks you to use your good judgment.

You'll find YIELD signs posted at intersections and at highway entrance ramps. when you see one, the first message it should convey to you is -- SLOW DOWN! Although the law may differ on this by state or locality, you should slow down to 20 mph or less as you approach a YIELD sign. The second message you should get from the sign is -- YOU DON'T HAVE THE RIGHT OF WAY, CROSS TRAFFIC (BOTH RIGHT AND LEFT) HAS IT.'

After you have slowed to a reasonable speed, one of two things will happen. First, if there is traffic and you cannot proceed safely, you must come to a DEAD STOP. And, you must wait for a safe interval in traffic before proceeding.

Or, you may be able to proceed without stopping -- that is, if there is no danger of your interfering with cross or flowing traffic.

Think of a YIELD sign in this way: A YIELD sign is a STOP sign with a built in convenience factor - - when conditions are right you may proceed (after slowing down) almost as if it wasn't there.

Now, let's consider the YIELD sign in terms of the other driver. Does he know exactly what it means? If we were you, we wouldn't count on it. Protect yourself, drive defensively!



Fleet Safety Memo

APPROACHING THE CREST OF A HILL

Too many accidents occur because drivers are "surprised" at the top of an incline.

Dangers such as a stalled car, an intersection or a child may await you. As you approach an incline:

1. Expect conflict. Somebody is likely to be at the top of the hill.
2. Look for signs, markings and characteristics of the area which will tell you what to expect at the top of the hill.
3. As you get closer to the top, the contour of the road reduces your view. This means less distance to react . . . and stop.
4. As you proceed over the crest:
 - a. Release pressure on the gas pedal and be ready to brake;
 - b. Move to the right;
 - c. Leave an out.
5. Should you have to stop, check to the rear and immediately communicate your action to vehicles behind with brake lights and/or hand signals.

Top off the crest of every hill in the manner described above and avoid "surprises" that could result in an accident - one which is preventable by YOU!