



"Safety & Compliance are Never a Compromise"

Keep it moving!

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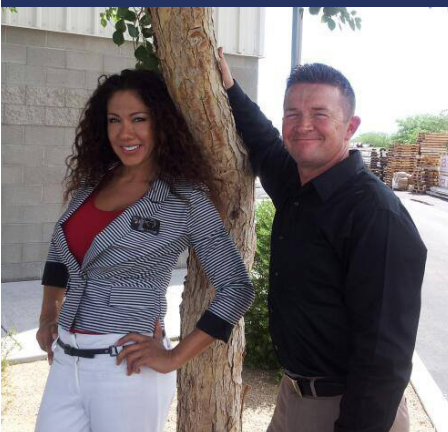
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Personal and vehicle security

Each year thousands of drivers are injured and millions of dollars are lost in thefts and robberies.

Key to staying safe is recognizing and avoiding potentially harmful situations before they occur. Well thought out trip planning and a heightened sense of awareness can assist in recognizing and avoiding these potentially harmful situations.

Trip planning

Before getting started each day, you should have a plan in place. This includes taking time to map out two or three safe locations for each rest or refueling stop. In addition, you should make note of other locations where it is safe to stop in case the first two or three choices are unavailable or you need to stop unexpectedly.

There should also be communication between the motor carrier and shipper or receiver. All involved should be aware of who is picking up or

dropping off the load, as well as the carrier assigned number of the vehicle and trailer (if applicable).

On the road

It can't be said enough, when on the road, you must remain alert and pay attention. This is especially important when stopped at a stop light, stop sign, or railroad crossing — prime areas for vehicle hijackings. It is best practice, when possible, to leave some space, a way out, when temporarily stopped.

Also, when operating in areas where temporarily stopped, your truck's windows should be rolled up and doors locked.

You should watch to make sure you are not being followed. Law enforcement should be contacted if you believe you are being followed.

Also, you should be suspicious of anyone trying to get you to pull over or stop. If stopping is necessary, it should be done in an area where others are present, such as a rest area, truck stop, or other high-traffic area.

Personal safety

When stopping to take a break, the truck should be parked in a well-lit area, near the door of the establishment or near security cameras. If possible, the truck should be backed against a wall or fence so the trailer's doors are difficult to access.



(continued on page 2)

Personal and vehicle security *(continued from page 1)*

Roll up the truck's windows and keep the doors locked. Items of value such as a tablet, laptop, or wallet should not be left in plain sight.

When outside, you should walk where you can be clearly seen by others. Walking between two trucks (especially at night) should be avoided. You should walk with a purpose and always be aware of your surroundings.

People who seem interested in the truck's cargo should be avoided. You should never share information about the load, pick-up and delivery schedules, or routing. This includes talking about these details on a cell phone. If you need to discuss this with your dispatcher, the shipper, or receiver, this should be done while inside the truck or when no one else is around to hear the conversation.

You should also establish check-in times with your dispatcher and family members.

At the receiver

When arriving at the receiver, you should take a few moments to become aware of your surroundings. This



includes watching for suspicious people or activities. If you see anything that just doesn't seem right, dock personnel and the your dispatcher should be contacted.

Once stopped, the receiver may ask for identification and the bill of lading or shipping papers. The receiver and you should:

- Match the bill of lading or other load-related numbers and the paperwork;
- Inspect any trailer seal(s) used and match the seal(s) number(s) with corresponding documentation;
- Break the trailer seal(s);
- Unload the shipment; and
- Sign the bill of lading or other paperwork.

You should supervise the unloading process and report any discrepancies to your motor carrier as soon as possible.

At the shipper

When arriving at a shipper, you may be asked to show photo identification. The shipper may also ask you to name the receiver and destination before releasing the shipment.

As the vehicle is being loaded, you should:

- Supervise the process (if not loading the vehicle);
- Only accept scheduled cargo and never accept unauthorized or unscheduled cargo;
- Always consider requests to load unauthorized or unscheduled freight as highly suspicious and contact the motor carrier if asked to load unauthorized or unscheduled cargo;
- Load the most valuable cargo in the nose of the trailer and as far away from the doors as possible;
- Make sure all cargo being loaded is free of visual damage;
- Thoroughly review and verify all load-related documents; and
- Report and resolve any discrepancies on load-related documents before signing the paperwork or sealing the trailer.

Once the truck is loaded, the trailer doors should be secured with a heavy-duty padlock and/or trailer seal.

A few words on trailer seals

Trailer seals are often used to deter theft and maintain cargo security. Typically, trailer seals fall into two categories, indicative seals and barrier seals.

Indicative seals are meant for one time use and are typically made of plastic, wire, or thin strips of sheet metal marked with a serial number or an identifier.

The seal is slipped through a hasp or around locking bars or handles.

Typically, they can be broken by hand or with simple tools and are not strong enough to prevent intrusion. Plastic strip seals and metal strip seals are examples of indicative seals.

Barrier seals are designed to prevent intrusion and are typically made of metal or metal cable. They often require bolt cutters or cable cutters for removal. Examples of barrier seals include high security cables, locking bars, and padlocks.

When sealing a trailer, make sure to record the seal number(s) on the bill of lading or other designated shipping document.



Safety focus: High cholesterol can be a career buster

September is National Cholesterol Education Month. High cholesterol may have “fed med card” implications.

Cholesterol 101

Most have heard the term “clogged arteries” in respect to high cholesterol.

Cholesterol is:

- A waxy, fat-like substance found in your body and many foods.
- Needed by your body to function normally.

Your body produces all the cholesterol it needs so too much leads to deposits in the arteries. In time, the arteries narrow from the buildup, making you a prime target for a heart attack or stroke.

Monitoring your levels

How do you know if you are at risk? Unfortunately, high cholesterol does not have any symptoms. The only way to detect the problem is to perform a blood test called a lipoprotein profile, which measures your total cholesterol.

The total from the blood test will show:

- Low-density lipoprotein (LDL), often referred to as “bad” cholesterol, and
- High-density lipoprotein (HDL), often called “good” cholesterol.

According to the Centers for Disease Control and Prevention (CDC), a desirable cholesterol level is:

- Less than 170 mg/dL total LDL and HDL;
- Less than 110 mg/dL LDL;
- 35 mg/dL or higher HDL; and
- Less than 150 mg/dL triglycerides.

Over 73 million adults in the United States, almost 32 percent of the population have high LDL. The CDC reports out of these adults:

- Not quite 30 percent have it under control; and
- About 48 percent are getting treatment to lower the level.

Careers on the line

For the commercial driver, even though high cholesterol is not specifically listed in the medical qualifications, it may affect his or her ability to obtain medical certification.

A person with high cholesterol is twice as likely to have heart disease. Heart disease is the leading cause of death in the nation. It also increases the chances of having a stroke.

According to Appendix A to Part 391, Medical Advisory Criteria, a driver with a “current clinical diagnosis” of one of the identified cardiovascular conditions is medically unqualified. A current condition means it has not fully stabilized regardless of the time limit.

Even after treatment, depending on the procedure, the driver may have to wait for recertification. Many of the cardiovascular conditions require an annual physical thereafter. In addition, a stroke as the result of high cholesterol results in a medical disqualification for five years. With so much riding on a healthy cholesterol level, the professional driver may need a gentle reminder on preventive measures.

Lowering your LDL

Several risk factors for high cholesterol are outside of a person’s control, including age, gender, and heredity. However, some variables can be controlled by the individual to lower the LDL, such as diet, weight, exercise, smoking, and alcohol use.

When reading food labels, avoid:

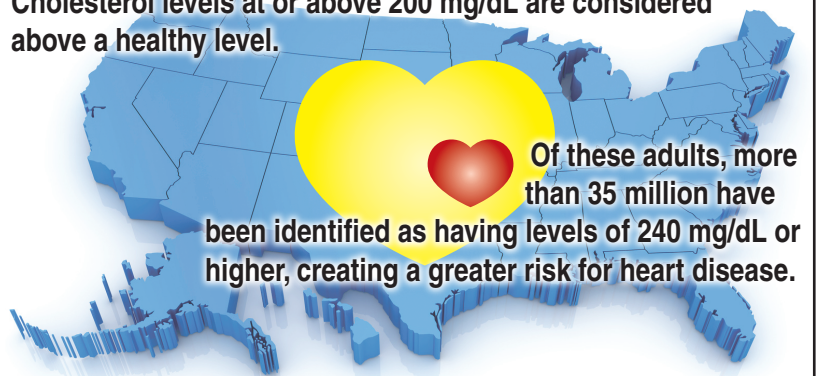
- Saturated fats found in animal products (e.g., cheese, fatty meats, dairy) and tropical oils (e.g., palm oil); and
- Trans fats, typically in baked goods, snack foods, fried foods, and margarines.

Low-fat or fat-free options for dairy products are a better alternative. High fiber foods (e.g., oatmeal, oat bran, beans, lentils), fruits, vegetables, and low sodium/ low-sugar foods are a wiser choice than many other processed foods.

In addition, too much alcohol can also raise your cholesterol, and smoking damages the arteries.

Exercise also plays an important role in a healthy lifestyle. The Surgeon General recommends 2 hours and 30 minutes of moderate exercise each week.

Over 102 million adults in the United States, 20 years or older, have an unhealthy cholesterol level, according to the CDC. Cholesterol levels at or above 200 mg/dL are considered above a healthy level.





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How loud is too loud?

*"Hear one side
and you will
be in the dark.
Hear both and
all will be clear."*

By:
Lord Chesterfield,
British statesman
1694-1773



Protect your hearing.

Loud noise is the enemy of good hearing. From blaring music at a rock concert to the roar of a motorcycle engine or the whine of a leaf blower, noise can damage the inner ear and bring hearing loss that can't be corrected.

Both the intensity of noise and its duration damage hearing. It's possible to harm your hearing after two hours of exposure to a noisy leaf blower, or 15 minutes of thundering crowd noise at a football game.

A person might not notice significant damage immediately, but the impact of noise exposure adds up over a person's lifetime. Exposure on a regular basis increases the risk for permanent damage.

After leaving a noisy environment, your ears may feel stuffed up and sounds may be muffled. Your hearing may return to normal within a few hours or days, but if you're exposed to loud noise again and again, irreversible hearing loss can occur.

Did you know?

- Most people don't feel any warning signs until their hearing is damaged.
- A person can develop noise-induced hearing loss at any age.

- You could lose some hearing in less than a minute if you're near a fire truck or ambulance siren.
- If a firecracker explodes near your ear, you could lose all your hearing.

If you need to shout when the person you're speaking to is only a few feet away, it's too noisy. Use earplugs or move to a quieter area.

To measure the noise level, download a smartphone app that acts as a sound level meter. If the reading is 85 decibels or higher, you should only be exposed to the noise for a short time before heading to a quieter area.

Sound level	Example	Resulting damage
30 decibels	Whispering	These sounds typically don't damage hearing
45 decibels	Refrigerator humming	
60 decibels	Normal conversation	
70 decibels	Washing machine, dishwasher	You may feel annoyed by noises at this level
85 decibels	Heavy city traffic	
90 decibels	Gas-powered lawnmowers and leaf blowers	Damage possible after 2 hours
95 decibels	Motorcycles	Damage possible after about 50 minutes
100 decibels	Sporting events	Hearing loss possible after 15 minutes
105-110 decibels	Rock concert or nightclub	Hearing loss possible in less than 5 minutes
120 decibels	Siren	Pain and ear injury
140-150 decibels	Firecrackers	Pain and ear injury