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March 2010

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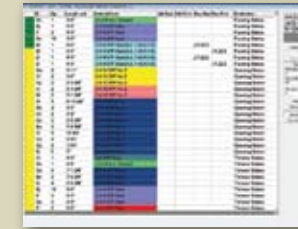
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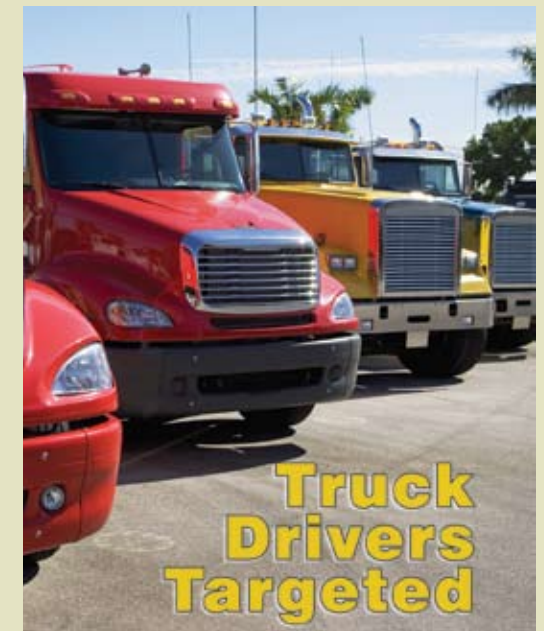
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Commitment to Safety Saves Life at Trussway Plant

by Libby Maurer

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by Sean D. Shields

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The mission of Structural Building Components Magazine (SBC) is to increase the knowledge of and to promote the common interests of those engaged in manufacturing and distributing structural building components. Further, SBC strives to ensure growth, continuity and increased professionalism in our industry, and to be the information conduit by staying abreast of leading-edge issues. SBC's editorial focus is geared toward the entire structural building component industry, which includes the membership of the Structural Building Components Association (SBCA). The opinions expressed in SBC are those of the authors and those quoted, and are not necessarily the opinions of Truss Publications or SBCA.

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Editor's Message

Plant Safety Improves in Downturn

by Steven Spradlin

Safety is and always has been a moving target. Is it safe for me to fly a jumbo jet? Well believe it or not it is a bad idea because I haven't been trained to pilot jets. Is it safe for me to put a box of truss plates in my five-year-old's toy box? Well of course not without the proper instruction! My point is that just because we might want to do something doesn't make it safe. Given that we work with heavy presses, large industrial-sized saws and other dangerous equipment, we need to remember this.

However, there is one safety benefit I can point to from this latest housing and economic downturn. We've had less employee turnover (meaning less workers replaced). This has created a safer working environment in our plant. So two years of less work

has improved my experience modifier and lowered my workers' compensation costs.

So what do we do when business picks up and we have to hire new workers? The answer: I am making an investment in the future by implementing the SBCA Operation Safety program. I know that if we do the work now and have a system in place it will pay substantial dividends when our work flow returns and new hires become the norm. Can't wait!

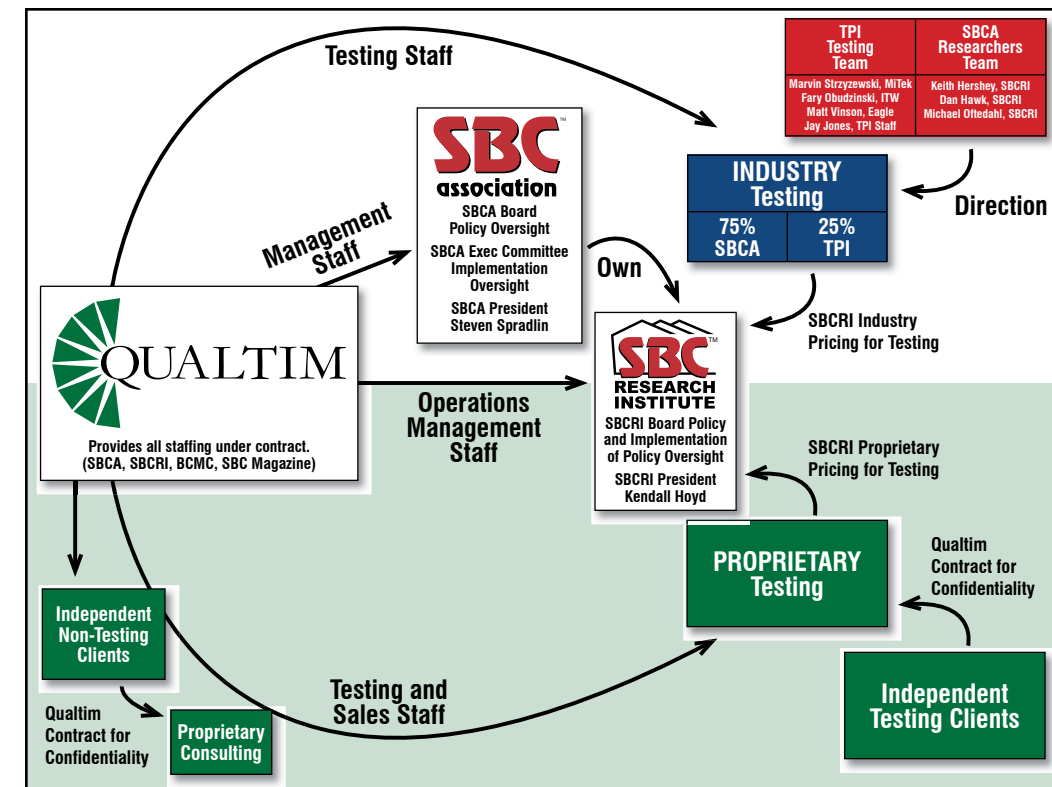
Speaking of personnel, working so closely with SBCA staff this year has been a learning process for me. I've been on the SBCA Board for about five years, yet it has taken working this closely with them to

fully understand the relationship between SBCA and Qualtim, the company that manages and provides staff for SBCA projects. I'm sure there are other people out there with similar questions.

The graphic above gives a good illustration of the relationship. Qualtim on the far left is a separate entity that provides services under contract. One of Qualtim's oldest clients is SBCA—21 years! Employees of Qualtim execute SBCA projects under the direction of the SBCA Board of Directors and its Executive Committee. Qualtim staff also performs work for the BCMC Show, SBC Magazine and SBCRI—all of which are SBCA activities. Qualtim then bills SBCA for the work at an hourly rate. Pretty simple huh?

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An unexpected benefit
of being slow



at a glance

- ❑ Committing to SBCA's Operation Safety program now will pay substantial dividends when it comes time to hire again.
- ❑ SBCA has a long-time contract with Qualtim, the company that manages and provides staff for SBCA projects.
- ❑ Since the downturn began in 2008, SBCA's annual budget has gone from \$6 million to \$2 million.

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—Chris Lambert, Southeastern Materials, Inc.

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Editor's Message

Continued from page 7

Qualtim and SBCRI have a similar relationship. Let's look at the right side of the graphic now. First of all, SBCA owns SBCRI. Qualtim employs a talented group of staff that is responsible for two tasks: 1) doing testing projects to provide the structural building components industry with an accurate technical foundation that will lead to growth through value engineering, and 2) growing a testing business of outside clients so that SBCRI is sustainable when SBCA cannot fund industry testing. Therefore our folks focus on two types of testing: proprietary and industry. Proprietary testing involves independent clients that seek confidential testing and analysis. This work is performed through Qualtim to ensure a “fire-wall” for confidential testing information.

Industry testing, however, is conducted under the direction and thorough frequent communication between the TPI Testing Team and SBCA Research team. The current members of these groups are listed below.

TPI Testing Team:

- Marvin Strzyzewski, MiTek
- Gary Obudzinski, ITW
- Matt Vinson, Eagle
- Jay Jones, TPI Staff

SBCA Research Team:

- Keith Hershey, SBCRI
- Dan Hawk, SBCRI
- Michael Oftedahl, SBCRI

The current goal of the SBCA Research work is to conduct assembly Research and Development (R&D) and modeling work to advance our industry's very important optimum value engineering concepts. Right now, TPI is funding testing to conduct individual or assembly testing of metal plate connected wood components with the primary focus on improving ANSI/TPI 1 and related design methodology. Industry testing work has been and will continue to be shared on the members-only reporting website www.sbcricri.info.

The long-term sustainability of SBCA and Qualtim are very closely tied. Since our peak in 2006, SBCA has gone from an annual budget of \$6.2 million to \$2.4 million. Given this, it has been necessary for Qualtim staff's priorities to shift to focus on building other business outside of its SBCA contract so as to not deplete SBCA cash reserves. There have been extremely tough decisions made by SBCA and Qualtim in doing this, but we have managed the budget and our cash position very well. Our collective goal has been to retain Qualtim's knowledgeable and hard-working people who have gained knowledge and expertise about SBCA over the last 20 years of serving our industry. The Finance and Executive Committees will continue to keep a close eye on SBCA's budget and make adjustments as necessary.

Wishing you a SAFE and productive month! **SBC**

SBC Magazine encourages the participation of its readers in developing content for future issues. Do you have an article idea for a future issue or a topic that you would like to see covered? Email your thoughts and ideas to editor@sbcmag.info.



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It's More Than Spring Cleaning... OSHA's New Combustible Dust Standards

Given OSHA's proposed new safety standards regarding the production, collection and disposal of combustible dust, here are the top ten things you should do:

- 1. Don't Ignore the Problem:** Enforcement under OSHA's current National Emphasis Program (NEP) on Combustible Dust is a top priority. Think you're immune? According to OSHA, they conducted 1097 combustible dust inspections from October 2007 to June 2009 and over 25 percent (235) of them were in wood working facilities. If you've had an OSHA inspection during the past five years, it's highly likely you will see them again soon for a combustible dust inspection.
- 2. Citations Are Plentiful:** From those 1097 inspections, 4,926 violations were cited. Of those citations, OSHA considered more than 74 percent of them to be serious. SBCA staff has been contacted by multiple component manufacturers who have received serious combustible dust citations.
- 3. Communication Is Key:** OSHA states that the most common offense is hazard communication. In other words, employers need to effectively communicate the hazards combustible dust pose to their employees' health and safety.
- 4. Evaluate Your Risk:** OSHA's NEP on Combustible Dust is very clear on what its inspectors are looking for during an inspection. Knowing how much sawdust you create, where it collects and how often it needs to be collected and disposed is half the battle.
- 5. Make a Plan:** OSHA also states that the second most common offense cited is for inadequate housekeeping. Having a formal, documented housekeeping plan can be a significant deterrent to citations during a combustible dust inspection.
- 6. Stick to the Plan:** Once you have a formal housekeeping plan, your employees need to be adequately trained on how they should effectively and safely execute the collection and disposal duties contained in the plan.
- 7. Don't Hesitate to Revise:** For the first year, every three to six months you should re-evaluate your housekeeping program to ensure it is addressing your combustible dust risk. Also work to incorporate the feedback of your employees. Given their proximity to the problem, they will likely have good ideas on how to improve your plan.
- 8. Resist Being a Maverick:** If you have a combustible dust inspection conducted at your facility, immediately contact SBCA. We can help you put together a strategy to deal with any resulting citations based on the work we have done with other component manufacturers. Don't go it alone, you may find yourself in deeper water than you expect.
- 9. You'll Have a Fit if You Retrofit:** Eleven percent of the combustible dust citations issued by OSHA relate to electrical issues. By way of illustration, two component manufacturers have been issued significant citations attempting to reclassify them as Type II woodworking facilities. This can mean completely retrofitting all of the wiring, electrical outlets and service boxes in the entire facility. It also presents a problem because no component saw manufacturer currently produces a machine rated to run in a Type II environment.
- 10. Don't Reinvent the Wheel:** Fortunately, SBCA has already created an industry-specific combustible dust housekeeping program for component manufacturers to address the new standards established by OSHA. This online training program includes pertinent information on OSHA combustible dust inspections, how to assess your risk and how to create and implement a formal housekeeping program. The program also has a training module for employees on how to implement the housekeeping plan you adopt. For more information, contact Sean Shields at sshields@qualtim.com. **SBC**

Author's Note: There is no current timeline for adoption of these standards. However, the proposed rule changes can be found online at www.sbcmag.info/dust.

Vertical Sheathing Joints in Braced Wall Panels

by Larry Wainright

The IRC's requirements for connecting sheathing to common studs

Question

I am a wall panel manufacturer. I need to design panels that will be used in braced wall lines. I prefer to build all panels with the wall sheathing flush with the edges of the studs because sheathing that extends beyond the end studs are susceptible to damage during transit and installation. However, the 2009 International Residential Code (IRC) has the following statement in regard to this situation:

R602.10.8 Panel joints. All vertical joints of panel sheathing shall occur over, and be fastened to common studs....

Does this mean that I must run sheathing 3/4" long on one panel and hold it back 3/4" on the next panel so that the sheathing can be attached to a common stud in the field?

Answer

The requirement for vertical joints in braced wall panel sheathing to be connected to a common stud has been in the IRC for at least the past three versions. The requirement is meant to ensure that the shear loads developed in braced wall panels are transferred from sheathing panel to sheathing panel and ultimately into the diaphragms above and below or into the foundation. By requiring panel sheathing joints to be connected to a common stud, this transfer of loads from panel to panel is achieved through the connection of the sheathing to the stud. This connection allows the building designer to consider braced wall lengths greater than a single 4' panel width, giving more flexibility in the placement of window and door openings.

Currently, this is the prescriptive method of adjoining sheathing panels in a braced wall line. However, pending the outcome of the International Code Council Final Action Hearings in May 2010, an additional option will be recognized in the 2012 IRC. Code Change Proposal RB110-09/10 was approved during the October 2009 Code Development Hearings. This proposal, submitted by SBCA, adds a prescriptive option to the IRC allowing two sheathing panels to be connected to individual studs and then the two studs can be nailed together to provide the means of load transfer. Here is the revised wording as approved by the ICC Code Committee:

R602.10.8 Panel joints. All vertical joints of panel sheathing shall occur over, and be fastened to common studs. Horizontal joints in braced wall panels shall occur over, and be fastened to common blocking of a minimum 1-1/2 inch (38 mm) thickness.

Exceptions:

1. Vertical joints of panel sheathing shall be permitted to occur over double studs, where adjoining panel edges are attached to separate studs with the required panel edge fastening schedule, and the adjacent studs are attached together with 2 rows of 10d box nails (3"x0.128") at 10" o.c....

This change explicitly allows a panel manufacturer to build any wall panels designed to the IRC with the sheathing flush at the edges unless otherwise directed by the building designer.

Further, the IRC Section R301.1.3 allows engineered design to be used for portions of building not otherwise conforming to the code.

R301.1.3 Engineered design. When a building of otherwise conventional construction contains structural elements exceeding the limits of Section R301 or otherwise not conforming to this code, these elements shall be designed in accordance with accepted engineering practice....

This provision would allow an engineer to design the connection to allow the joining of two studs in lieu of fastening the sheathing panels to a common stud.

Visit www.sbcindustry.com for updates on the outcome of the Final Action Hearings in May. **SBC**

To pose a question for this column, call the SBCA technical department at 608/274-4849 or email technicalqa@sbcmag.info.

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at a glance

- The IRC requires vertical joints in braced wall panel sheathing to be connected to a common stud.
- SBCA has submitted a code change proposal that would allow a wall panels designed to the IRC to be built with the sheathing flush at the edges.
- The proposal will be heard at the May 2010 ICC Final Action Hearings.

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Safety Scene

Small Crews Need Safety Too

by Molly E. Butz

Considering the good and bad of a pared down workforce

Less work to do usually means less people to do it; a scenario far too many of you have had to face as a result of our struggling economy. Along the way, you've likely been reminded that operating a component manufacturing business with a small crew can impact multiple facets of your organization, from tight deadlines right down to your bottom line. Safety should always be at the core of your day-to-day operations, but when uncertainty abounds, it can be unfortunately easy to let it take a back seat. However, fewer employees, irregular scheduling and fear about job security mean that, more than ever, it's crucial for safety to stay in focus. If you've found yourself working with a skeleton crew, or are being asked to shift work around in the shop, it's important to take a step back and examine all of the ways these situations can affect the safety culture in your facility.

The Upside of a Downturn

On the plus side, fewer workers can mean fewer accidents. For instance, if your company has seen a good deal of turnover, an economic downturn can result in maintaining a smaller group of dedicated, competent employees that have already been through your safety training. In addition, they know each other well and will, conceivably, watch out for each other, pointing out potentially hazardous situations and behaviors. These committed, long-term folks limit the amount of time and money you would have spent training new people and also produce lower injury and illness rates which, in turn, translate to lower workers' compensation rates. Moreover, when business picks back up you'll have a solid core of staff available to mentor your new hires.

Fatigue More Likely With Fewer Workers

On the flip side, there are a number of reasons to be cautious and a necessity to keep your safety training up to date and at the heart of your daily operations. Cutbacks often mean safety ends up on a back burner because less workers makes it easy to rationalize that there simply isn't enough time for regular safety training sessions. Likewise, with fewer people on the shop floor there is potential for long or double shifts, fatigued crews that are at higher risk for causing an accident, and fewer people keeping an eye out for safety concerns.

It's also fairly likely that you'll be asking your staff to wear multiple hats, which means that on occasion they'll be performing tasks they are unfamiliar with. Employees that are concerned about job security may be hesitant to ask for help or training for fear they will be seen as less knowledgeable and therefore more disposable. Worse yet, a worker may be inclined to forgo reporting a legitimate work-related injury because he thinks it could cost him his job.

The good news? The solutions are rather simple. Keep your safety culture alive and well by holding regular safety meetings, performing ample cross-training and keeping safety at the heart of your daily work practices. Remind your crew to report all safety and health concerns immediately and be constantly aware of their environment. When business picks back up, you'll already have a solid safety program in place. Move forward by ensuring all new employees are introduced to your safety program immediately and provide refresher training if you re-hire folks you had to lay off during the slump. Communicate, collaborate and always put... safety first! **SBC**

at a glance

- A downturn can leave you with a group of long-term, dedicated employees who are already trained in safety.
- Worker fatigue due to smaller crews and longer hours are safety hazards during a downturn.
- Holding regular safety meetings and encouraging workers to report all incidents is a way to maintain a culture of safety.

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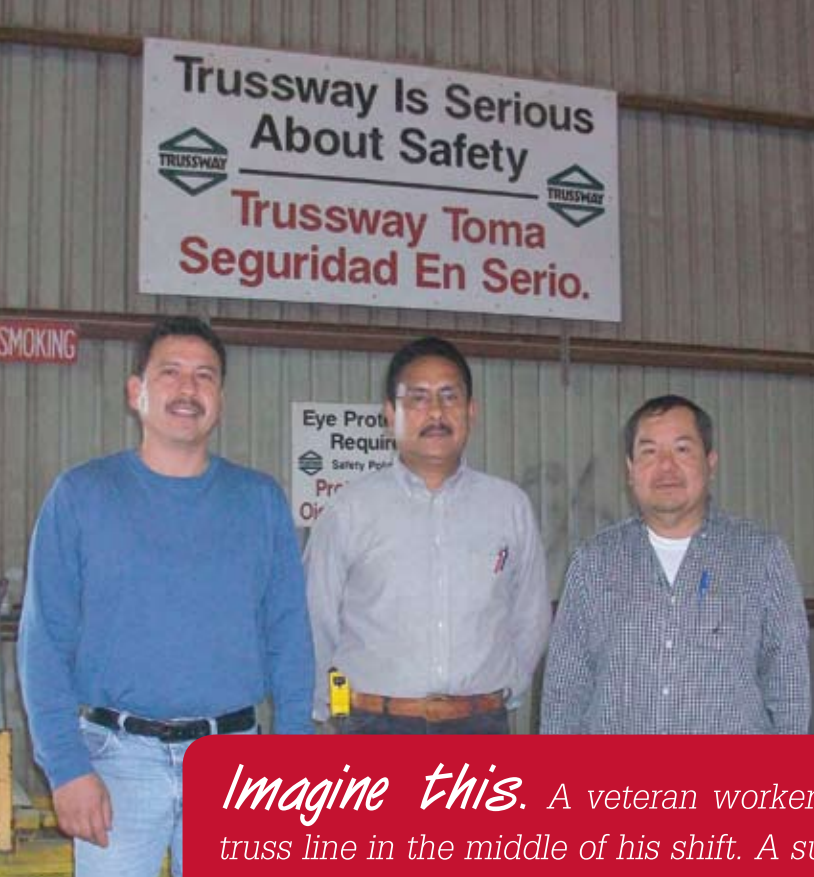
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Commitment to Safety Saves Life at Trussway Plant

by Libby Maurer

Imagine this. A veteran worker collapses while working on the floor truss line in the middle of his shift. A supervisor determines he does not have a pulse and isn't breathing. Within seconds, the worker stops breathing and has no pulse. Would you and your staff know what to do?

Trussway's assistant production manager Francisco "Paco" Delgado and every person on his shift that day in January knew exactly what to do when 57-year-old Tony Rodriguez collapsed. Thanks to the company's firmly embedded safety program.

Earlier that morning at the Houston truss plant, Tony told a coworker he was having some pain in his chest. The coworker mentioned it to floor truss department supervisor Luis Aceves, who asked Tony if wanted to have it checked out. Tony said no, but requested light work for the day. Shortly after his lunch break, Tony fell to the ground. Supervisor Luis called for Paco on his radio and also called for foreman José to assist. Paco immediately recognized the severity of the incident (remembering Tony's chest pain) and called 911 on his way to reach Tony.

Recalling his many years of CPR training, Paco confirmed that Tony was not breathing and did not have a pulse. Luis ran to get a protective airway mask (PAM) while José started chest compressions. Paco administered CPR once the PAM arrived. During this time, Tony regained and then lost his pulse and breaths several times, but remained unconscious. "He was gasping for air at one time, which we knew was a good thing," Paco said.

While Paco and José continued administering CPR, Brady Bates (operations manager) and Frank Madden (production manager) arrived on scene to coordinate the next steps. Frank conducted a secondary survey of the site. "I felt his legs to see if he had broken any bones and looked around to see if anything else wrong," he said. Frank confirmed that Luis was in charge of directing the ambulance from the facility's front gate to the shop. Luis went to gather basic information about Tony from his personnel file to give to the EMTs, like his full name, age, social security number, phone number and address. Luis also placed a call to Tony's emergency

Knowing what to do in an emergency kept their coworker alive...

Above: (left to right) Paco, Luis and Jose were instrumental in saving their coworker's life because they knew what to do. Trussway's commitment to safety insured that a plan was in place to handle this type of emergency situation.

contact. All the while, Paco and José continued CPR on the ground.

When the ambulance arrived, Luis directed it to the shop. Once they reached Tony, they took over for Paco and José, immediately cutting his shirts off. The EMTs used a defibrillator to "shock" his heart into a normal rhythm twice before they lifted him onto a gurney, and a third time in the ambulance. A Trussway employee was assigned to follow the ambulance to the hospital.

Brady immediately made the decision to stop production and sent the crew to the lunch room. "There was too much noise, and we didn't want anyone to get into an accident being distracted from what had happened to Tony," Paco said. He debriefed the crew the next day, giving them the opportunity to ask questions and talk about the incident. "Just so there was no speculation about what had taken place," said Frank.

"I don't think words can express seeing a group of people come together to save an individual's life," Brady said. Paco credits a true team effort with keeping Tony alive. "Many people had something to do with [the effort]. Everyone had a role."

Rule #1: Safety First!

Frank explained that the company's dedication to putting safety first started long ago. "There was a time when Trussway was fragmented into several companies, and then [our locations] came together under one umbrella in the early '90s to what is now Trussway," he said. Madden remembered that along with this change came a push to standardize a comprehensive company-wide safety program. "The idea was for each truss plant to have the same procedures, same meetings, same bonuses," Frank said. At the time, he was in charge of administering the safety program which was managed and written by Rip Rogers.

The result was a long-standing program with a clear message: "Rule #1 is safety is #1," Brady said.

To that end, the company implemented safety meetings at every level of leadership. "We have a pre-shift safety meeting every Monday where we go over a topic, accidents that happened in the shop, and review safety information about the equipment...whether you operate it or

Every Minute Counts

When treating a victim of sudden cardiac arrest (SCA), every minute that passes could mean the difference between life and death. Literally. According to the American Heart Association, a victim's chances of survival are reduced by 7 to 10 percent with every minute that passes without CPR and defibrillation. Few attempts at resuscitation succeed after 10 minutes. "The doctors said had it not been for the CPR, Tony wouldn't be alive today," said Brady Bates.

[Source: American Heart Association www.americanheart.org/presenter.jhtml?identifier=4481]



not." Brady said. A Safety Committee at each plant was formed, with Frank scheduling a monthly meeting on the same day. "I published a calendar so everyone would have their meeting on the same day." In the event of an accident at one of the plants, the other Trussway plants are notified. "The Safety Committee discusses it so the same mistake wouldn't happen at another plant," he said. On a quarterly basis, they've implemented "self plant inspections," where teams of two or so workers walk through each department and inspect it for hazards.

Incentives Pay

Incentives are a mainstay of Trussway's safety program. If the plant goes two months without an accident, the entire crew is treated to free lunch. In addition, workers with no report

Continued on page 16

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Thanks to well-trained co-workers and early CPR, Tony Rodriguez survived his ordeal. During a two-week stay in the hospital, doctors discovered he had three blocked arteries. He will have surgery as soon as he regains his strength.

Commitment to Safety... • Continued from page 15
able accidents compete in a weekly game of Safety Poker. (Production supervisors and managers are excluded; a separate safety bonus program exists for them.) The goal is for each member of the 8- to 10-person team to avoid an accident that requires professional medical care. (Minor injuries that can be treated in-house do not count.)

Individual awards also exist: Any worker who avoids a trip to the clinic for treating an injury incurred on the job in a calendar year receives a cash bonus based on tenure. "We think the incentives are worth it," said Frank. "The way we look at it, we'd rather reward our employees than pay doctors or lawyers [in the event of an accident]."

Finally...first aid and CPR training. Brady said all supervisors, foremen and a few additional shop workers attend first aid

and CPR trainings that alternate every six months. Trussway employs retired Houston firefighter Art Abert to conduct the training. "He makes it really fun for the guys," said Frank.

Paco and José said administering CPR was automatic—possibly because they've attended numerous training sessions throughout their Trussway employment. "Something just kicked in. It was unexplainable," Paco said. Brady applauded the team for staying calm, another benefit of bi-annual CPR training. "There was no hesitation in anything they did."

The company says the benefit of integrating a safety program into daily truss plant life is measurable. "When you have fewer accidents your modifier goes down...and [workers' compensation] insurance premiums are based on modifiers," said Frank. "So fewer accidents really does equal lower premiums."

But there is no experience modifier on a human life. In this emergency, being properly trained in a safety program meant everyone stayed calm and performed seamlessly until medical professionals arrived. It probably saved Tony Rodriguez's life. After getting a positive report about Tony's recovery, President and COO Jim Thomas applauded the Houston team. "No words can express how proud this company is of the employees who responded and made a difference between life and death." **SBC**

Special thanks to Rip Rogers for helping with this story.

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Important Emergency Procedures

By Molly E. Butz

Here are several critical procedures that Trussway followed. Consider reviewing them at your next safety meeting.

- 1. Recognize an emergency.** One of the keys to survival is recognizing the warning signs of a heart attack, cardiac arrest, stroke or choking.
- 2. Call 9-1-1.** It's critical to call 9-1-1 immediately. If you're by yourself, call 9-1-1 first, if there are other people available, have someone who has information about the emergency call while you begin CPR. The 9-1-1 dispatcher will ask question; keep your answers short and specific. Stay on the phone with the 9-1-1 dispatcher until THEY hang up.
- 3. Get trained in CPR to help prolong a life until the paramedics arrive.** Begin CPR as soon as possible. According to the American Heart Association, CPR is absolutely critical for buying time because it keeps oxygenated blood flowing to the brain and heart. The earlier you administer CPR to a person in cardiac or respiratory arrest, the greater their chances of survival. If you have an Automated External Defibrillator (AED), use it. Remember, an AED will NOT deliver a shock to a person that cannot be helped with a shock. They are very safe and user-friendly.
- 4. Have the protective airway mask (PAM) on hand.** Always ensure rescuer safety. Keeping the other people on the scene safe with personal protective equipment and smart decisions should be a priority.
- 5. Position someone outside the property to guide help directly to the affected individual.** This ensures a direct path to the victim and minimizes any confusion.
- 6. Call an immediate relative.** Make sure all employees have current information on file on the premises.
- 7. Give the employee's information to the paramedics.** Include full name, address and social security number.
- 8. Send a representative to the hospital with employee information.** This person can relay important information about the incident to medical staff that the family members may not have.



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by Sean D. Shields

Truck Drivers Targeted

Driving a truck is hard...and it's about to get even more difficult.

Currently, trucking means long hours, tough work in the elements, and competing with oblivious or sometimes hostile car drivers on the road. It can be a thankless job, as dispatchers push for deliveries to leave as soon as possible, jobsite foreman complain about the delivery location or condition of the components and commercial motor vehicle (CMV) inspectors issue citations for things that may be beyond a driver's control.

When the Federal Motor Carrier Safety Administration (FMCSA) rolls out its new safety initiative called the Comprehensive Safety Analysis (CSA) 2010 this July the citations and penalties will become more plentiful and severe. In many ways, this new tracking system will change the way commercial deliveries are handled in the U.S. In order to understand why this is happening, and how it will impact our industry, this article will look at how the current system has worked, what FMCSA will change, and how you will likely have to change your business operations to survive.

Reducing Fatalities

In 1986 the Commercial Motor Vehicle Safety Act was passed by Congress that created the Commercial Driver's License Information System (CDLIS) to address the high rates of CMV-related fatalities. It appeared to have an effect, as fatalities per million miles traveled dropped from 4.5 to just over 3 by 1991. In 1991, a program called SafeStat was implemented to track incidents and violations related to CMV accidents. This data was made available to the public online in 1999. Again, fatalities per million miles dropped from just over 3 down to 2 by 2007. SafeStat focuses on four Safety Evaluation Areas (SEA) to assess the performance of companies that own and operate CMVs, but it does not assess the drivers themselves.

Top Three Changes CSA 2010 Will Bring:



In addition to carriers, drivers will now be assessed a rating score based on safety-based citations (beyond just those that result in "out-of-service") received at a roadside inspection or at the site of an accident.



While FMCSA has not yet established a threshold, if a driver's score exceeds that threshold they will temporarily lose their CDL until their score decreases. A carrier can lose their authority to operate CMVs through the same process.



The new threat of losing their CDL due to non-"out-of-service" citations will require drivers to re-evaluate their job responsibilities and will likely need additional training.

With CSA 2010, FMCSA makes the argument that collecting more information on CMV driving risk factors, while holding individual drivers accountable and making that information public, will ensure even more fatalities will be avoided.

Focusing on Drivers

CSA 2010 will change the focus of roadside inspections and incident reports to gather information on a driver's performance based on seven Behavior Analysis and Safety Improvement Categories (BASICS), which replace the SEA evaluation system. These categories are:

- **Unsafe Driving:** infractions may include speeding, reckless driving, improper lane changes or inattention.
- **Fatigued Driving:** infractions may include exceeding hours of service limits, incomplete or missing log books, or operating a CMV while ill or tired.
- **Driver Fitness:** infractions may include failure to show proof of a valid commercial drivers license (CDL) or being found medically unable to operate a CMV.
- **Controlled Substances/Alcohol:** infractions may include either posses-

sion, or test results that indicate a driver was under the influence, of controlled substances or alcohol.

- **Vehicle Maintenance:** infractions include all vehicle-related defects or indications that vehicle maintenance is not being maintained.
- **Cargo Related:** infractions may include improper or insufficient load securement, overweight or oversized cargo, and insufficient permits.
- **Crash Indicator:** this category goes beyond roadside inspections and considers crash events themselves, along with their frequency and severity.

The largest immediate change is that there will now be two separate measurement systems. There will be a Carrier Safety Measurement System (CSMS) that will track infractions charged to the company who owns and operates the commercial motor vehicles. The CSMS will look at the past 24 months when computing a performance score. There will also be a Driver Safety Measurement System (DSMS), which will track the infractions of an individual driver over the past 36 months when computing a performance score.

Whereas under the current system, many load securement, oversize and overweight permit and minor vehicle damage citations could be paid by the company as a cost of doing business because they didn't result in "out-of-service," under CSA 2010 drivers could quickly lose their CDLs and livelihood because of how they are penalized under this new system. To make matters worse, when FMCSA fully implements the program in July, it will apply the rating system to citations received by carriers and drivers during the previous 24 (for the carrier) to 36 (for the driver) months. This means that infractions that have already occurred will count against you or your drivers under the new system.

Continued on page 20

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Truck Drivers Targeted

Continued from page 19

The New Playing Field

With **all** roadside inspection safety-based violations, both past and present, used to determine a driver's and a company's performance scores, it is likely some scores will immediately be unacceptable to FMCSA. The score is derived from a new formula, which gives greater weight to the severity of the violation and its relationship to a crash risk. The more recent the violation, the greater the effect it will have on the overall score. If the infraction occurred in the past six months, the weight of the citation is multiplied by 3, if it occurred between six and twelve months ago, it's multiplied by 2, and if it occurred between 12 and 24 months, it's multiplied by 1. Here are a couple examples:

Example #1: A driver with an overwidth load of roof trusses gets pulled over and inspected. During the inspection, it is determined that the permit is invalid for the load. The official also determines that the load is not properly secured with enough tie-downs given the length of the load. Finally, he also cites a broken turn signal light.

In the past, none of these violations would render the vehicle "out-of-service." The driver would most likely receive his citations, add a tie-down to the load and finish his delivery. The company would pay the tickets and move on. Under CSA 2010, that stop and resulting citations would result in a score using the following formula:

Invalid Overwidth Permit: 7 point violation x 3 = 21
Improper Load Securement: 10 point violation x 3 = 30
Broken Turn Signal: 6 point violation x 3 = 18

This stop results in a score of 69.

Example #2: That same driver completed a delivery seven months ago, and was headed back to the facility when he was pulled over for speeding. During the roadside inspection, it is discovered that the brake pads showed excessive signs of wear, and that a nail picked up at the jobsite had caused one of the tires to begin losing air pressure. The driver also did not have his logbook updated for that day's delivery. Under CSA 2010, that stop and resulting citations would result in a score using the following formula:

Speeding: 5 point violation x 2 (because it was over six months ago) = 10
Inadequate Brakes: 4 point violation x 2 = 8
Flat Tire: 8 point violation x 2 = 16
Incomplete Driver Log: 5 point violation x 2 = 10

That stop seven months ago now has a score of 44, and when combined with the latest stop with a score of 69, it gives the driver a total score of 113.

The Fallout

The score itself does not directly translate to a loss of a driver's CDL or a company's authorization to operate commercial motor vehicles. FMCSA states that the CSA 2010 system is designed to rank drivers' and companies' performance relative to their peers. To accomplish this, the raw score is divided by a factor. For the company, that factor is based on how many CMVs they own and operate averaged over the past three years (see chart A). For the driver, the factor is determined by how many inspections they have had in the past 36 months (see chart B).

Peer Group Category	# Power Units
1	0 < PU <= 5
2	5 < PU <= 15
3	15 < PU <= 50
4	50 < PU <= 500
5	500 < PU

Chart A

Peer Group Category	# Inspections
1	3
2	4-6
3	7+

Chart B

In the example given above, the driver's total score would not count against him until he has a third inspection where a citation is issued, which could include anything from a roadside inspection, weigh station inspection or an accident. Once the driver is assigned a score, that score is divided by their peer group category number and then given a percentage score (from 0 to 100) based on all the other drivers in the FMCSA database.

If the driver or company exceeds a certain percentage threshold, which has not yet been established, FMCSA will begin issuing warnings and engage in interventions. If further citations occur, the driver may lose his CDL eligibility for a period of time (depending on how long it takes incidents to fall off his 36 month record), and the company may temporarily lose its authority to operate CMVs.

To put this in context, let's assume the driver from the example above had a third roadside inspection and was issued citations worth 42 additional points. His CSA score then would immediately increase to 155 (113+42), which is divided by the number of inspections he has had (3) to result in a final score of 52. He would then be compared to all other drivers who have had three roadside inspections. If his score of 52 was higher than the threshold established by FMCSA for drivers with three inspections, his CDL would be temporarily suspended.

Driving Forward

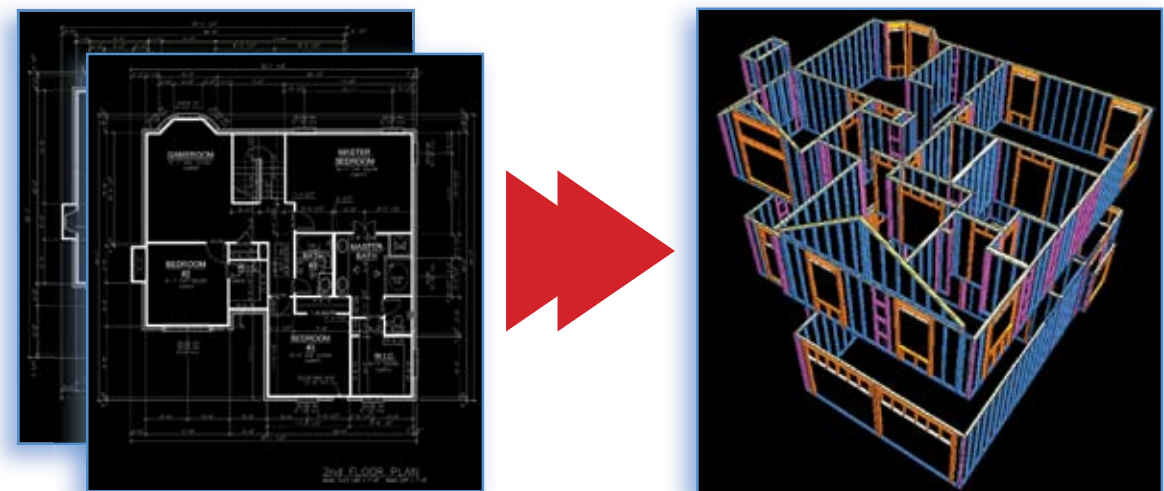
CSA 2010 is a game changer. All BASICs violations will count against both the company and the driver. Drivers faced with the possibility of losing their CDL and their livelihood will likely take more time dealing with the cargo they haul and the risks they take with permits, load sizes and weights and overall paperwork. Pre-trip and post-trip inspections should hold more gravity, and updating log books should become a stronger focus. The cargo loading and load securement processes should also be more heavily scrutinized.

One recommendation is to immediately ensure all of your drivers are well trained on their responsibilities. SBCA has a comprehensive online driver training program available that is specific to our industry. It will address all the issues and duties your drivers must attend to in order to minimize their risk for a violation during an inspection or a crash incident. For more information on this program, visit www.wtcatko.com/truck or contact sshields@qualtim.com. **SBC**



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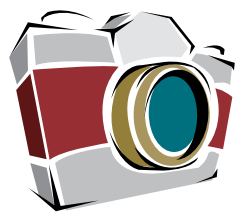


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A new water facility in West Brampton, Ontario was recently completed with long-span cold-formed steel (CFS) trusses courtesy of component manufacturer VanderWal Homes & Commercial Group. The West Brampton Reservoir pumping station shown here is situated west of Toronto in an area dominated by agricultural structures, said sales and marketing coordinator Alex McGillivray.

The roof of the reservoir was designed with three CFS truss systems that together form the barrel shape characteristic of barns. "The idea was for the style to match the surrounding buildings so it won't stick out as much," he said. Two sets of mono-slope trusses span each side of the 144' long building. A full structural clear-span truss section with 32, 64' trusses form the peak. The roof system was ground-assembled and sheathed, and then hoisted by crane.

McGillivray said when the company formed about ten years ago, cold-formed steel was a relatively new building material in Canada. "The product has become so much more accepted in commercial applications that we eventually added pre-insulated CFS wall panels and floors to provide complete turnkey systems." **SBC**



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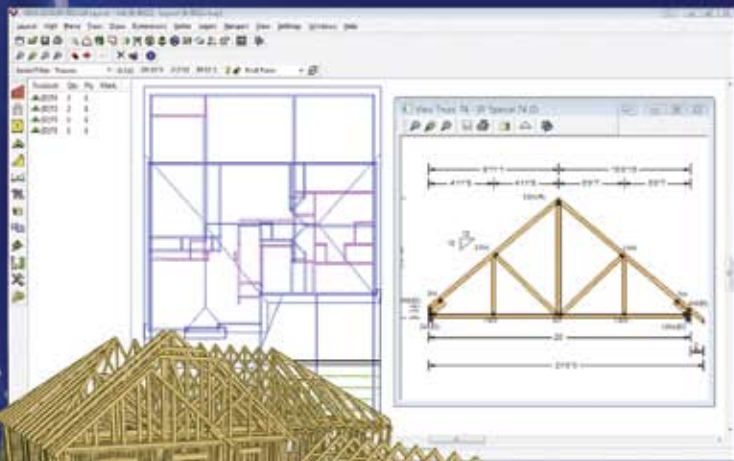
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