

Driving for Work

About 9 minutes to deliver

The most dangerous thing most of us do all day happens on the way to the job — and the phone is only part of it.

Traffic crashes kill more American workers than any other single cause. Not falls, not machinery — driving. And most of it happens in an ordinary pickup on an ordinary road.

THE PHONE

- Texting while driving is banned outright for commercial drivers under 49 CFR 392.80, and it is banned here for everyone in a company vehicle, all the time.
- Hands-free is not risk-free. The impairment is in your attention, not your hands. You look straight at things you do not see.
- Set it up before you move, or pull over. Navigation, playlist, the call. If a call has to happen, it happens stopped.
- Nobody at this company expects you to answer while driving. If you are getting called and it feels like you have to pick up, tell me and I will fix that.

SPEED AND SPACE

- Speed limits are for perfect conditions. Rain, gravel, a loaded bed, a trailer, low sun, or unfamiliar road — all of those mean slower than the sign.
- Four seconds behind the vehicle in front, more when loaded or towing. A loaded truck stops far worse than an empty one and nothing about the pedal tells you that until you need it.
- Back into the space when you arrive, so you drive out forward. Most work-vehicle damage happens reversing out of somewhere.

THE LOAD

- Secure everything. A toolbox at 60 mph weighs about fifty times what it does on the ground, and it comes forward through the cab in a stop.
- Ladders and pipe get tied at both ends with a flag if they overhang.
- Check the tyres, lights, mirrors and load before you pull out. Two minutes.

FATIGUE

The dangerous drive is the one home at the end of a long shift, on the road you know best, in the last twenty minutes. Being awake nineteen hours impairs you about as much as being at the legal alcohol limit. If you are fighting to stay awake, stop and call — nobody here would rather have you push on.

Belt on, every trip, everyone, including in the yard.

ASK THE CREW

- How far is everyone driving today, and is anyone finishing a long stretch?
- Does anyone feel they have to answer the phone while driving? Who is calling?
- Is everything in the beds and racks tied down right now?

29 CFR 1926.601 · 49 CFR 392.80

This is a toolbox talk, not a course. It is general awareness on one topic — not site-specific, not a hazard assessment, and not a substitute for assessment of your workplace by a competent person, your written programs, or manufacturers' instructions. It does not by itself satisfy any OSHA training requirement. Regulations change; verify against the current standard. Whoever delivers it is responsible for deciding it is suitable and sufficient for the work. Where a talk covers first aid, resuscitation, or mental health it is general safety information, not medical advice, not a substitute for professional medical care or certified emergency-response training, and it confers no certification — in an emergency, call 911. Free to print and use, as is, with no warranty of any kind. Migna Safety Solutions · training.mignasafetysolutions.com

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ATTENDANCE RECORD

Driving for Work

About 9 minutes to deliver · 29 CFR 1926.601 · 49 CFR 392.80

Date

Job / site

Delivered by

Company

#	Print name	Signature	Date
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I delivered this talk and determined it was suitable for this crew and this work.

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