

Be a Defensive Driver on Campus

Even though it's October and students have been around campus for a over a month, some may not be familiar with all the traffic signs, typical flows of traffic, or danger areas where accidents may have an increased chance of happening. Be a **defensive driver** on campus and be on the lookout for our student drivers, pedestrians and possibly some faculty drivers that may not always be alert to their surroundings. Also, it's a big plus on your insurance rates to be accident free. Win, Win!

Common Problems With Eye Wash Stations

Recently the Fendall Company (manufacturer of emergency eye-care products) conducted a survey study of approximately 200 U.S. manufacturing facilities to determine the quality of their eyewashes. Not surprisingly, many of the facilities lacked an adequate number of units. More troubling, however, was the finding that many of the units already installed were in a serious state of disrepair. More than a third of the stations inspected were inoperable or would not function properly. The following are some of the more common problems noted in the survey:

- Nozzles clogged, broken or missing
- Activating valve inoperable
- Improper water pressure—too high or low
- Low fluid levels in self-contained eyewashes
- Foreign particles in bowl or basin
- Nozzle dust covers not installed



We would ask that faculty check their eye wash stations regularly for correct operation and report malfunctions to the Maintenance Department.

Q. Are there any recommended procedures on how to effectively flush eyes that have been contaminated?

A. Individuals should be instructed to hold the eyelids open and roll the eyeballs so fluid will flow on all surfaces of the eye and under the eyelid. This should be maintained for 15 minutes.

Reference from: <http://www.labsafety.com/refinfo/ezfacts/ezf129.htm>

Has the battery gone dead in your car lately?

A lot of people carry jumper cables in their car for just such an inconvenience. But did you know that hooking up those cables could be a **potentially dangerous situation**?

That's right! A dead battery is an explosion waiting to happen. When your battery discharges it puts off a hydrogen gas that surrounds the battery like a cloud. All it takes is an errant spark to set it off and the battery can explode like a bomb spraying acid all over you and your auto. If you haven't been around battery acid, let me tell you that it's not very comfortable to have on your skin. How do we keep this from happening? There is a correct procedure for hooking up the jumper cables:



- Make sure the vehicles aren't touching each other and the keys are turned off
- Attach one end of the POSITIVE (+) jumper cable to the disabled battery's POSITIVE (+) terminal
- Attach the other end of the POSITIVE (+) cable to the booster battery's POSITIVE (+) terminal
- Attach one end of the NEGATIVE (-) jumper cable to the booster battery's NEGATIVE (-) terminal
- Attach the other end of the NEGATIVE (-) cable to an engine ground on the disabled vehicle, **NOT ON THE BATTERY TERMINAL!** This is where the spark can occur and we don't want that by the battery
- Start the disabled vehicle and then reverse the procedure to unhook the jumper cables

