

Occupational Health Manager (RN) at Schneider National Inc.

Thank you for this opportunity to submit information critical to the safety of our drivers and the motoring public.

DOT Exams:

1. Objective vs subjective screening needed for the diagnosis of sleep apnea. SNI is currently screening its fleet for this disorder with an objective screening tool. Of the 117 referred thus far, 111 were positive for the disorder. Co-morbidities (HTN, GERD, DIAB, DEPRESSION/ANXIETY, CARDIAC, CHRONIC ENT issues- Many do not know if they snore), neck size and crowding in the back of the throat must be evaluated. Health care and safety costs both improve. FMCSA indicates 28% of any fleet at risk- I agree and we are proving same- it may even be higher- don't forget women, also, although less risk. Can not rely on snoring or excessive daytime sleepiness (drivers, in fear of their jobs, will NOT share this info).

CPAP compliance is critical to the success of CPAP treatment. Would like to see the DOT MD's have adherence data at the time of the DOT exam. (Download from the chip in the CPAP machines if available)- or a Wakefulness test. More CDL's are going this route at the state level.

Muscular Skeletal Disorders- when in doubt- a functional capacity exam. The drivers must remove their clothes- look for scars- tells you a lot. (CABG, knee scopes, back surgeries etc). Ask about degenerative disorders.

More careful scrutiny of syncopal episodes

If the driver did not check it, does not mean he/she does not have it- interview the driver about everything checked or NOT checked. Don't rely on driver's history alone. (Minimization of symptoms in attempt to pass physical).

More documentation is critical. Re-ask the areas of the physical that the drivers checked YES or NO to- interview a bit more about these conditions- at face value the drivers may not answer appropriately or understand what they are checking nor the ramifications thereof.

Bipolar disorder- this diagnosis needs a regular sleep schedule to keep disorder under good control- truck driving is not conducive to a regular (same 8 hour time slot nightly)- take this into consideration while determining if safe to drive.

More time is needed to do a quality physical.

Drivers grandfathered in on insulin---more consequences if diabetes out of control (to renewing the waiver).

Thank you for this opportunity for suggestions/improvements.