







President and CEO of Neuwaukum Industries Inc. (NII)

DONN BAUER JR.



DONN'S BACKGROUND


-  Landscaping and Construction
 -  Saw Need for Rollover/Backover Prevention
 -  Invented GOBLIN[®] & Created NII
- 



NEUWAUKUM INDUSTRIES INC.

Keeping Safety in *Site*[™]

Our collective mission is to save lives, prevent injuries, and improve job safety by providing innovative products that meet the demands of today's work place.



SOBERING STATISTICS (2005)

- ☞ ½ of worker fatalities in work zones due to construction vehicles and equipment (1998)
- ☞ 414,000 Construction Injuries
- ☞ 157,000 Injuries Caused Lost Work Days
- ☞ 16% of Injuries- Contact with Objects and Equipment

ROAD CONSTRUCTION

- ☞ More than 20,000 Injuries per year
- ☞ Over 100 Deaths per year
- ☞ “Struck-By” One of Top 4 Hazards (OSHA)





NIOSH GOAL 1.3

“Reduce injuries and fatalities
due to struck-by incidents
involving vehicles, equipment
and tools”

– David E. Fosbroke

RUNOVER/BACKOVER PREVENTION

- ☞ Washington State Legislature
- ☞ October 18, 1999 Kim Vendl was killed
- ☞ March 1, 2001 Kim Vendl Bill adopted
- ☞ WAC 296 155 305
- ☞ A10.47 standard

WAC 296 155 305

- “...methods that may be used to adequately warn or protect flaggers:
- Mount a mirror on the flagger's hard hat.
 - Use an observer.
 - Use ‘jersey’ barriers.”

ANSI A10.47

WORK ZONE SAFETY

1.2 Purpose: This standard establishes the minimum requirements for the construction and maintenance of public and private highways and roads to achieve the following objectives:

- ☐ Prevention of vehicular accidents in highway work zones
- ☐ Prevention of worker injuries and illnesses in highway work zones
- ☐ Establishment of safe work practices in highway work zones

A10.47 STANDARD

5.2.2 If it is not possible to position flaggers so they are not exposed to traffic or work vehicles/equipment, a method to ensure flaggers have adequate visual warning of traffic or equipment approaching from behind or from blind spots shall be used. The following are optional examples of methods that may be used to warn or protect flaggers: (1) Jersey barriers; (2) Spotter(s); (3) Mount mirrors on the flagger's hard hat.

A10.47 STANDARD

6.1.1 If workers are exposed to traffic or work vehicles/equipment, a method to ensure workers have adequate visual warning of traffic or equipment approaching from behind or from blind spots shall be used. The following are optional examples of methods that may be used to warn or protect workers: (1) Jersey barriers; (2) Spotter(s); (3) Mount mirrors on the flagger's hard hat.

CURRENT PASSIVE METHODS



- ☞ Observer
- ☞ “Jersey” Barrier
- ☞ Back-up Alarms
- ☞ Safety Colors

REAR VIEW MIRROR CHALLENGES

- ☞ Close Proximity = Difficult to Focus
- ☞ Distracts Wearer
- ☞ Size/Shape = Distortion
- ☞ Blocks Direct Vision
- ☞ Large Blind Spots
- ☞ Wearing Only One = Ineffective

REAR VIEW MIRROR

BLIND SPOT DIAGRAM

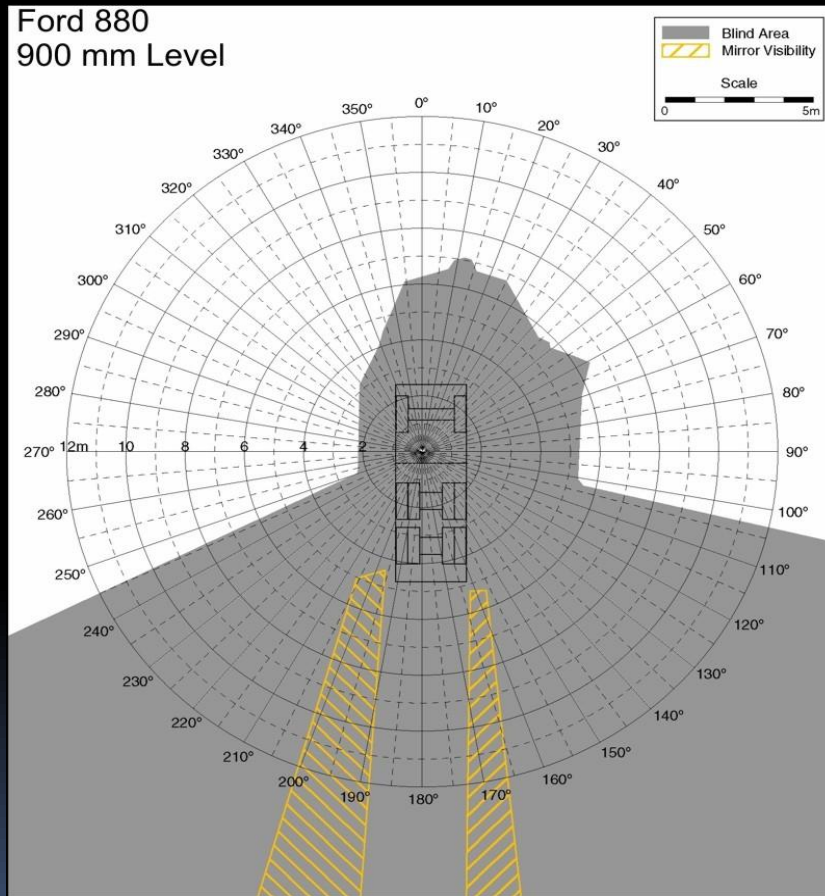


Diagram courtesy of David Fosbroke

The diagram depicts the blind area for the Ford 880. The grid illustrates the 360° field of vision from the driver's seat.

The grey shading shows where the driver can not see an object below the height of 1.5 meters (4'11")

The yellow hatching shows where the driver can see objects in the side view mirrors.

INTRODUCING



The First
Peripheral Vision System™
for Hard Hats

PERIPHERAL VISION SYSTEM™ SOLUTIONS

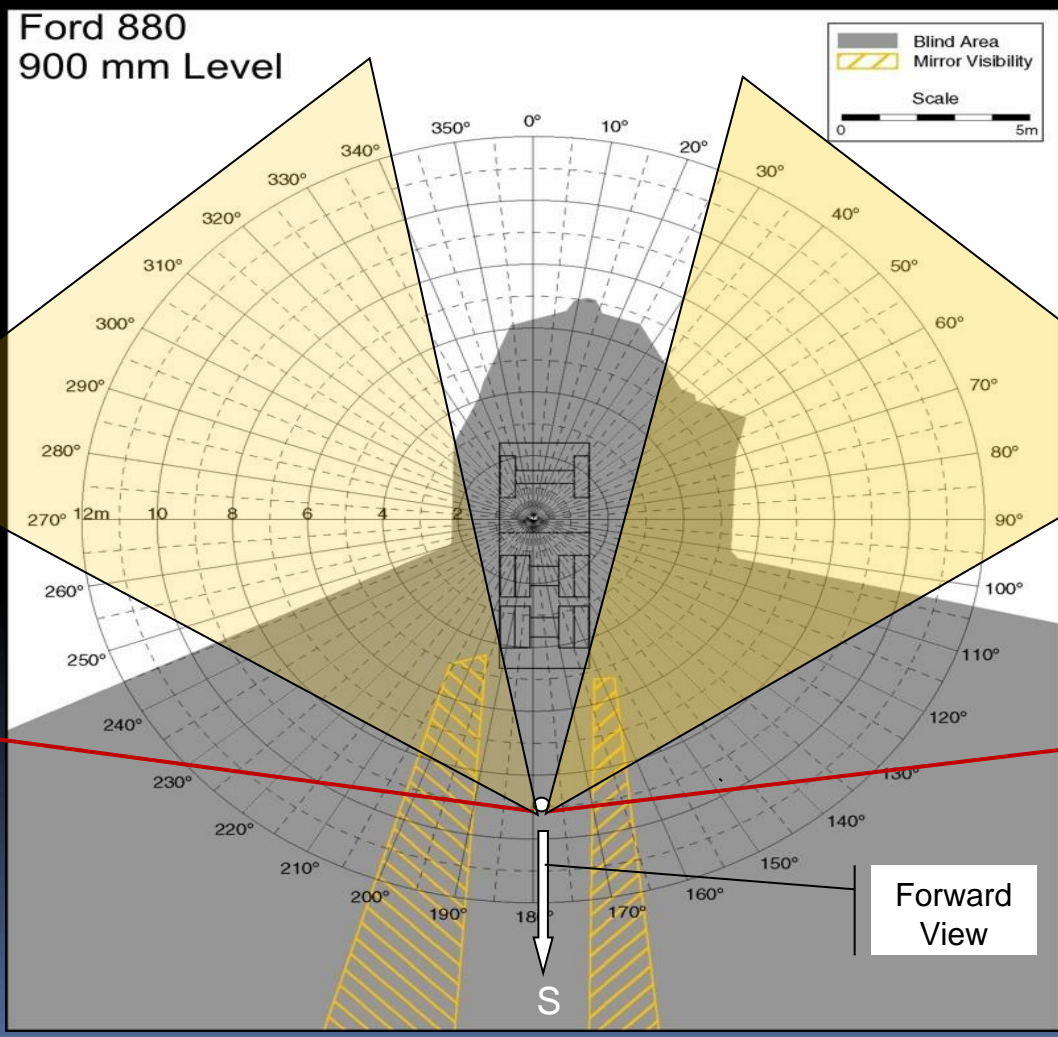
- ☞ Passively Detects Movement
- ☞ Provokes a Quick Reaction
- ☞ Size/Shape = Expands Peripheral Vision & Doesn't Distract
- ☞ Does Not Block Direct Vision
- ☞ Minimal Blind Spots
- ☞ Detects Danger From All Directions

PRODUCT DETAILS & SPECIFICATIONS

- ☑ Adds Up to 180° of Peripheral Vision
- ☑ Made of Industrial-Grade Plastic Polymer
- ☑ Acrylic Mirrors are Scratch-Resistant & Tinted to Prevent Glare
- ☑ Clips Easily to Brim of Most Hard Hats
- ☑ Unique “Breakaway” System (To Prevent Injury)
- ☑ Meets WAC 296 155 305 Standards
- ☑ Made in the USA



GOBLIN® PERIPHERAL VISION



KEY

- = Person Wearing GOBLIN® Peripheral Vision System™
- = Person's Natural Line of Sight Using Their Own Peripheral Vision
- ◀ ▶ = Area of Motion Detection When Wearing GOBLIN® Peripheral Vision System™
- N = North
- S = South

DESCRIPTION

In this worse-case scenario, the Ford 880 truck is facing North. Approximately 15 feet behind the truck is a person, facing south, wearing a GOBLIN® Peripheral Vision System™ (with their head in a fixed position). The truck can get no closer than 15 feet before the person is made aware of the motion behind them. In other scenarios (where the person is rotating their head) the distance where they are made aware of motion is much greater. As indicated, without the GOBLIN® Peripheral Vision System™ neither truck nor person would be able to see each other.

PROXIMITY WARNING SYSTEMS


GOBLIN® Peripheral
Vision System™
supplements
HASARD proximity
warning systems.





TESTIMONIALS

“I am SO excited to get this product out to all the people I know(students as well as friends, co-workers, family, etc.). As I told you, 3 people I know have been killed on the job from some kind of equipment approaching them from behind. -Robin Smith, Instructor, North West Laborers Training Trust Fund




“When I have my back to oncoming traffic [on the job site] and I catch a set of headlights in the mirror, my brain is automatically assessing where that vehicle is in proximity to me. Is it in its proper lane or a threat to me? The mirrors draw you into movement and I think that’s a good thing. -Tim Krupp, Construction Foreman, Rhino Excavating & Trucking, Inc.



WHO'S GOT *YOUR* BACK?

GOBLIN® PERIPHERAL VISION SYSTEM™



This “active safety gear” gives you the ability to protect yourself, instead of expecting someone else to.

Q&A

WHO'S GOT YOUR BACK?

GOBLIN® PERIPHERAL VISION SYSTEM™

