



Timber Times

Partners for Healthy Forests

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SPECIAL POINTS OF INTEREST

- Transportation Safety
- Pre-Trip Inspection Procedures
- Inspection Form
- Loading
- Operation & Movement
- Helpful Links
- Accident Reports
- Bad Safety Photos

Safety Flyer

Hello All,

At the recent CTIA Annual Meeting in May, the board decided to continue the monthly safety flyer. Safety has always been a primary focus for CTIA and it is a critical component to keep our workman comp rates at a reasonable level.

If you have contractors or fellow loggers who are not CTIA members, we would be happy to add them to our list. Our goal is safety industry wide!

If you find an interesting article or an OSHA related issue, please share with me so that I can send to our larger list.

Hope this helps improve your safety program.

Molly

The Colorado Timber Industry Association (CTIA) is an association of small, family-owned businesses committed to logging, processing and performing service work in the forests of Colorado. We are exceptional partners to the public and private stewards of our valuable and beautiful forests. We embrace Best Management Practices (BMPs) and sustainable forestry. To meet these values, we host annual continuing education classes on BMPs and conduct field audits to demonstrate our accountability to high quality, active management designed to promote long term forest health.

TRANSPORTATION SAFETY

The greatest public exposure the logging industry has is in transportation on public roads. The forest products transported from the woods to processing points are very visible and thus create a positive or negative image of the industry as a whole. An accident involving a log truck is detrimental to those involved. Additionally, that accident creates a negative image for all. Log trucks are the lifeline of raw materials to the woodyards, sawmills, and bioenergy facilities. Too often that lifeline is severed when an accident occurs. Log truck accidents are costly in terms of equipment, insurance rates, image and human suffering.

A comprehensive Federal Highway Administration study revealed that 2/3rds of all truck accidents are preventable. Over 50% of all preventable accidents could be attributed to five prime case categories:

- 1. Failure to allow for adverse environmental conditions.**
- 2. Following too closely.**
- 3. Failure to maintain control.**
- 4. Careless or reckless driving.**
- 5. Improper or erratic lane changes.**

Log truck drivers are professionals and should conduct themselves as such. However, many preventable accidents are attributed to prime case categories that represent some lack of responsibility on the part of the professional driver toward other highway users. Professional driver failures help contribute to many preventable accidents related to mechanical defects involving brake or tire failures. It is essential the logging industry make every effort to employ safe, professional drivers; maintain safe transport equipment; and comply with federal, state, and local laws regarding highway use.



PRE-TRIP INSPECTION PROCEDURE

(FOR CONVENTIONAL TRACTOR. MAKE ADJUSTMENTS FOR CAB-OVERS)

APPROACHING the truck, note general condition, look for fluid leaks underneath.

UNDER HOOD check fluid levels, fan, and compressor belts.

IN CAB start engine and set at fast idle. Check for abnormal engine noise. Check gauges for normal readings (pilot lights, if equipped). "Low Air" warning should operate if air pressure is below 60 pounds. Check emergency equipment, horn(s), windshield wipers, fire extinguisher, triangles, spare fuses (load flag for tree-length truckers). Check steering slack and clutch play. Be sure hard hat is in cab or on your head. Turn on all lights, including four-way flashers. Check and engage parking brake. Check operation of headlight high/low beam switch and EXIT CAB for walk-around.

STEP 1 – CAB LEFT – Check left front wheel, tire, lugs, rims. Check left front suspension and left front brake (drive, hoses, air chamber mounting, slack adjusters).

STEP 2 – CAB FRONT – Check front headlights, clearance, lights, parking and identification lights, reflectors, and turn signals. Check steering system and front axle. Check condition of windshield, wipers, and wiper arms.

STEP 3 – CAB RIGHT – Repeat STEP 1 checks.

STEP 4 - SADDLE TANK RIGHT – Check fuel tank(s) mounting, lines, and caps. Check drive shaft, exhaust system, frame and cross members, air lines, and electrical wiring.

STEP 5 – TRAILER FRONT – Check air and electrical connections (glad hands, electrical receptacle and safety catch, line securement and slack, manual petcocks). Check front trailer clearance lights and reflectors.

STEP 6 – TRACTOR REAR RIGHT – Check tires, wheels, lugs, and hubs. Check matching of duals and remove debris stuck between duals. Check springs, spring hangers, shackles, and U-bolts. Check brakes (see STEP 1). Drain air tank.

STEP 7 – TRACTOR REAR UNDER – Check frame and cross members, lights and reflectors, and securement of air and electrical lines.

STEP 8 – COUPLING SYSTEM – Check fifth wheel mounting, parts, no visible space between upper and lower fifth wheel, locking jaws around the shank of the pin. Check condition of kingpin. Check release lever and safety latch/lock. (Additional checks necessary for sliding fifth wheel.) Check air and electrical lines visible from this point. Check mudflaps.

- **STEP 9 – TRAILER RIGHT** – Check landing gear and crank-handle securement. Check trailer side clearance length/reflectors. Check frame, cross members, gussets, braces, standards, and bolsters. If loaded, check load securement.
- **STEP 10 – TRAILER WHEELS RIGHT** – Check wheels, rims, tires, brakes, suspension, as before. If equipped, check sliding axle position, alignment, condition, and locks.
- **STEP 11 – TRAILER REAR** – Checks lights and reflectors. Check mudflaps. Check rear end protection.
- **STEP 12 – TRAILER WHEELS LEFT** – Repeat STEP 10 CHECKS.
- **STEP 13 – TRAILER LEFT/TRACTOR LEFT REAR**
 - Repeat STEP 9 and STEP 6 checks.
- **STEP 14 – SADDLE TANK LEFT** – Repeat STEP 4 checks plus battery (if not mounted elsewhere).
- **IN CAB** re-check all gauges. Air pressure should be at maximum. Use air brake check appropriate for the system. Apply service brakes and hold for one minute with engine idling. After initial pressure drop of 5-10 psi, pressure drop should not exceed 4 psi. Turn off four-way flasher and activate left and right turn signals, checking the front lights to determine proper operation,
- Make a **TEST STOP** before leaving vicinity where parked.



LOG TRUCK DRIVER'S INSPECTION CONDITION REPORT

Check Defects Only. Explain Under REMARKS.

TRACTOR:

Truck or Tractor No. _____ Mileage (No Tenths) _____

General Condition

- ☐ Cab/Doors/Windows
- ☐ Body/Doors
- ☐ Oil Leak
- ☐ Grease Leak
- ☐ Coolant Leak
- ☐ Fuel Leak
- ☐ Other

Engine Compartment

- ☐ Oil Level
- ☐ Coolant Level
- ☐ Belts
- ☐ Other

In-Cab

- ☐ Gauges/Warning Indicators
- ☐ Windshield Wipers/Washers
- ☐ Horns
- ☐ Cab Housekeeping
- ☐ Heater/Defroster/AC
- ☐ Mirrors
- ☐ Clutch
- ☐ Service Brakes
- ☐ Parking Brakes
- ☐ Emergency Brakes
- ☐ Triangles
- ☐ Fire Extinguisher
- ☐ Hard Hat
- ☐ Other Safety Equipment
- ☐ Spare Fuses
- ☐ Seat Belts
- ☐ Radio
- ☐ Other

Exterior

- ☐ Lights
- ☐ Reflectors
- ☐ Suspension
- ☐ Tires
- ☐ Wheels/Rims/Lugs
- ☐ Battery
- ☐ Exhaust
- ☐ Brakes
- ☐ Air Lines
- ☐ Light Line
- ☐ Fifth-Wheel
- ☐ Mudflaps
- ☐ Other
- ☐ No Defects

TRAILER:

Trailer No. _____

General Condition

- | | | |
|---|---|--|
| <input type="radio"/> Lights | <input type="radio"/> Landing Gear/Pins/Winch | <input type="radio"/> Licenses |
| <input type="radio"/> Reflectors | <input type="radio"/> Mudflaps | <input type="radio"/> Frame/Standards/Bolsters |
| <input type="radio"/> Brakes/Suspension | <input type="radio"/> Load | <input type="radio"/> Other _____ |
| <input type="radio"/> Tires | <input type="radio"/> Flag/Warning Light/Overhang | (identify) |
| <input type="radio"/> Wheels/Rims/Lugs | <input type="radio"/> Binders | |
| <input type="radio"/> Hubs | | |

REMARKS: _____

MAINTENANCE ACTION: _____ Date: _____

Repairs Made: _____

No Repairs Needed: _____

Certified By: _____

REPORTING DRIVER: _____

Name: _____ Date: _____

LOADING

Safety must be the prime consideration when placing wood on any vehicle for movement on woods roads and public roads and highways.

- Trucks shall wait until the loading area is clear of hazards before entering.
- When it is necessary for trucks to back into a loading or unloading area, they shall do so only upon the signal of the loader operator or other authorized person. It is always advisable to have an individual guide the backing vehicle. The guide should stand to the driver's side of the vehicle, away from its path. A warning horn should be sounded before any vehicle begins to back up. Extreme caution should be used when raising or lowering the trailer landing gear.
- Sufficient clearance shall be maintained to prevent the load from binding on frames or wheels.
- A hard hat and proper personal protective equipment shall be worn at all times when the driver is out of the vehicle cab. Gloves shall be worn when handling cables, chains, straps, and binders.
- Logging trucks and trailers shall be equipped with adequate metal standards, bolsters, or similar devices. Do not use wood extensions. Extensions should be metal and welded or bolted in place.
- Loads shall be kept below the top of the standards.
- All logs should be long enough to be contained by at least two standards.
- All logs shall be well balanced and centered so the load is stable without chains, cables, or straps.
- Place binders, chains, cables, or straps so they can be released from the unloading machine side of the load. Exceptions may be made where the unloading machine is equipped with tongs, grapples, or other mechanical devices capable of restraining the entire load while binders are released.
- No load shall be moved until the binders are securely in place.
- Loads shall not extend beyond the maximum overhang beyond the rear bolster allowed by state or Federal law.
- Stay clear of any loading or unloading operation by standing in front of and away from the vehicle. Never go to either side of the vehicle until all loading or unloading has stopped and it is obviously safe to do so.
- Binders, chains, cables, or straps should be removed from the load at the designated area. Follow applicable unloading procedures.
- Trimming specifications should be strictly adhered to.
- Lengths should be compatible with the vehicle carrying the load.
- Place larger and longer logs at the bottom of the load.
- Attach an appropriate warning flag or light, as required by state and Federal law.
- Eliminate any overhang beyond the rear bolster which obscures the rear trailer lights or is lower than allowed by law.
- Secure the load with the number and type of binders required by state or Federal law.
- No vehicle or load should exceed 13.5 feet in height, or eight feet in width, or less if required by state law. Legal lengths vary by state. Know, understand, and comply with the state laws for your area of operation.

OPERATION AND MOVEMENT

Defensive driving is the key to preventing accidents on the road. Watch for other drivers. Back off if the situation does not give a cushion of safety. Always identify ways you can escape if something happens.

- Every driver shall have a Commercial Drivers License and shall be trained for the class of vehicle being operated.
- Check the load to see that it is safely stacked and properly balanced. Trim any limbs, branches, or sticks protruding from the load. Remove anything extending lower than allowed by law.
- A second brake test should be made immediately after the vehicle is first moved.
- Practice defensive driving. Be on guard at all times for the mistakes of others. Vehicles shall not be operated at speeds that endanger the driver or other traffic or that exceed the posted speed for the area. Consideration shall be given to the condition of the roadway, weather, curves, grades, grade crossing, and the mechanical condition of the vehicle. Use low gears while descending steep slopes. Know your route. Exercise extreme caution at railroad crossings. "Stop, look, and listen" at all railroad crossings.
- Passengers shall not be carried in trucks unless authorized by the truck owner. Riding on any part of a truck except inside the cab is prohibited.
- Trucks shall not be moved on a landing or other operating location until all persons in the area are in the clear.
- Seat belts shall be worn at all times by the driver and authorized passenger when the vehicle is in operation.
- Before entering any public road, drivers shall stop, and tighten all load binders, and inspect loads for stability and security. All lights should be clean.
- Give correct signals prior to making any turns.
- Maintain a safe distance from other vehicles. Pass other vehicles only where highway conditions permit.
- When the vehicle must be stopped enroute, pull off the road as far as possible, engage the emergency flashers, and set up warning signals.
- Maintain proper clearance when turning with tree length loads. Allow clearance for any part of the load extending beyond the rear of the trailer.
- When traveling without a load, make sure binders, chains, cables, straps, and other equipment are properly secured and stored.
- Mud and debris deposited by exiting or entering vehicles should be removed from public roads. Driving a truck is an art which requires special knowledge and skill. The operator must anticipate potential accident situations, allow for unexpected actions of other drivers, and operate the vehicle under control at all times. Drive the vehicle in accordance with all traffic laws. Never drive when not fully alert and capable of safe driving. Do not operate a vehicle after consuming any alcohol or drugs, or when fatigued. Never drive a truck if the load is improperly distributed or inadequately secured. The safe condition and operation of the transport vehicle is the driver's responsibility.

Useful Links

<http://loggingsafety.com/content/transportation>

<http://loggingsafety.com/sites/loggingsafety.com/files/media/97a9web.pdf>

ACCIDENT FILES

<http://katv.com/archive/multiple-injuries-after-log-truck-overturms-onto-bridge-workers>

<http://www.heraldonline.com/news/local/article64505107.html>

<http://www.radionz.co.nz/news/regional/301930/speeding-drivers,-bad-roads-blamed-for-truck-crashes>

<http://www.wccbcharlotte.com/2016/02/22/fatal-log-truck-accident-gastonia/>

