

# Safe Work Procedures – Logging Truck and Lowbed with Lock-out Procedures

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**Personal Protective Equipment:** Adequate footwear with good traction soles  
Hi-vis vest and hard hat when out of cab  
Hearing protection when driving  
Eye and hand protection

## Procedures:

**Please refer to and review the equipment manual prior to operating for safety features, instructions and manufactures information for the specific machine.**

## Documents

- Ensure you have your current ERP (see new trucker's ERP documents on the BCFSC website), and your check in procedures and contact information with you.
- Ensure you have your current pre-work information + maps with you, necessary for all daily worksites.

## Inspections

- Conduct a documented pre-trip to inspect the logging truck to ensure it is in safe operating condition.
- Check the logging rigging regularly to ensure the cables, bunks, stakes, lift straps, couplings, lights and other critical components are free of defects and in good working order.
- Check the condition of the brakes and adjust them regularly to ensure they are functioning properly.
- Ensure the required government inspections of the vehicle are conducted and are current.
- Carry all registrations and permits necessary when travelling on public roads.
- Fill in your log book at each stop.
- Conduct a documented post trip inspection at the end of your day and report any safety issues to the truck mechanic. Have him sign off your log book when the repairs are completed.

## Operating

- Enter and exit the vehicle cab using 3 points of contact, at all times.
- Wear your seatbelt at all times when your truck is in motion.
- Make sure you have all the required radio frequencies before you start on a new haul.
- Ask for all the hazard information before you start a new haul.
- Call your kilometers according to the protocol posted at the start of the road.
- If unsure of the calling protocol or if you are on the correct channel – ASK.
- Call “up” on even numbers (i.e. 2, 4, 6, etc.) or “down” on the odd numbers (i.e. 3, 5, 7, etc.). Do not use “loaded” or “empty” as many resource roads now have loaded trucks in both directions.
- Drive with the headlights on at all times.
- Drive within the posted speed limits and/or within safe speeds determined by the conditions of the road.
- Always get into and leave the truck in a safe manner using the handholds provided to prevent slipping and tripping. (Use the 3 point mount/dismount.)
- Wear the personal protective equipment required when getting out of your truck.
- Refer to the Driving Safe Work Procedures for operating the vehicle on industrial forest roads.

- Report any observed unsafe haul road conditions to your supervisor, the logging contractor or the licensee.
- Do not carry passengers unless they have proper authorization.
- You are a professional driver and many of the other road users are not.

### **Tire Chains**

- Where winter conditions prevail, always adequately chain up the vehicle in a safe flat location before you encounter areas where vehicle traction is questionable. You must be prepared to stop suddenly if you meet unexpected traffic or an unforeseen event occurs. Set both the tractor and trailer maxis before leaving the cab. Let other traffic know where you are stopping.
- Always follow proper lifting techniques when handling tire chains. Bend your legs and keep your back straight.

### **Log Loading**

- Ensure there is a safe area for loading.
- Follow the communication system established at the loading site with the loaderman.
- Exit the vehicle cab using 3 points of contact, wearing the required personal protective equipment.
- Apply trailer and truck parking (MAXI) brakes if leaving the cab.
- Use caution and communicate with the loaderman when coupling up the trailer unit.
- Do not walk on the bunks or trailer rigging. Use a pike pole to release stake extensions and straighten bunks.
- The location of the driver must be known by the loaderman at all times. Stay inside the truck cab or well in the clear out in front of the unit while being loaded.
- Do not leave the Cab of the truck without communication and confirmation with the loaderman
- Do not climb on top of the truck or the load. Branches must be trimmed from the logs before they are placed on the load. Logs with protruding branches placed on top of the load must be removed by the loader and branches trimmed at ground level.
- Watch the logs being loaded with your mirrors; notify the loader operator right away if you see any improperly placed logs on his blind side.
- Communicate with the loaderman when the loading is complete and ready to install load wrappers.
- When available, have the loaderman assist in the draping/placement of the wrappers over the load.
- All logs must be restrained with a minimum of two wrappers. Ensure firm grip on the cinch handle when closing the cinch.
- Check your weights (air gauges or bunk scales) before throwing the wrappers.
- Observe the area for hazards like moving equipment, debris, or road ice before throwing wrappers.
- Ensure good footing and position while throwing wrappers.
- Do not move the load until the load has proper binders attached. If there is no safe place for the driver to throw the wrappers the driver may move to the closest safe place (preferably in sight of the loader) as long as the way to that place is clear of any workers on the ground or inn vehicles which could be struck by logs falling off the truck. The driver must stop if such workers are encountered and not proceed until the workers are in the clear.
- Give notice on proper radio channel that you are leaving the landing and ensure all workers are in the clear before pulling out.
- Re-tighten your wrappers as required on your trip. When out check your load for shifted logs especially before you enter public roads.

### **Unloading**

- Approach the unloading area in a safe manner. Watch for other workers and machinery which might be present. Confirm unloading location with loaderman.
- Follow the safe unloading procedures established at the unloading site.
- Exit the vehicle cab using 3 points of contact, wearing the required personal protective equipment.
- Apply trailer and truck parking (MAXI) brakes before leaving the cab.
- The load must be restrained before wrappers are removed from the load.
- Ensure good communications with the loaderman.
- Follow the posted unloading procedures at all unloading site. You will be required to either :
  - remain well clear in a safe location in view of the loaderman while being unloaded, or
  - remain in the cab of the truck (preferred), or
  - stand out in front of the truck well clear of machinery.
- Follow the posted procedures if using a trailer hoist. If in doubt confirm procedures with loaderman.
- Report any defects or issues with the trailer hoist to the loaderman immediately.
- Ensure workers and machinery are in the clear as you drive through the log yard.




### **Logging Truck and Lowbed Lockout Procedure for Field Situations**

1. Stop in a wide, flat and visible location.
2. Exit the vehicle cab using 3 points of contact, wearing the required personal protective equipment.
3. Notify other affected workers, public (where possible).
4. Apply parking (MAXI) brake.
5. Shut off truck, put truck in lowest gear or in reverse and place wheel chocks. If chocks are not available, use a method that gives equivalent security to prevent the vehicle from moving.
6. Put out safety triangles if on running surface of road.
7. Remove the key and keep it with you if working in a situation where another worker could start the truck.
8. Turn off master switch (if truck is equipped with master / night switch).
  - a. Put lock and tag on master switch.
9. Bleed off any hydraulic or air pressure if applicable.
10. Test to verify zero energy (electrical-hydraulic-gravity).

### **Truck Lockout Procedure for Shop Situations**

1. Notify other affected employees.
2. Apply tractor parking (MAXI) brake.
3. Place wheel chocks.
4. Shut off engine.
5. Exit the vehicle cab using 3 points of contact, wearing the required personal protective equipment.
6. Remove the key and keep it with you or in the shop lock box. Turn off master switch (if truck is equipped with master / night switch).

- Put scissor lockout hasp on master switch if more than one worker will be working the truck.
  - Each worker working on the truck puts their personal lock and tag on hasp.
7. Bleed off any hydraulic or air pressure if applicable.
  8. Test to verify zero energy (electrical-hydraulic-gravity).

		
<p><b>Lockout tag (front)</b></p>	<p><b>Lockout tag (back)</b></p>	<p><b>Scissor lockout hasp – with marked locks</b></p>

**Additional SWP Notes**

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**DISCLAIMER:** Information contained in this document does not necessarily provide the only correct way to address machine risks. While this SWP will help operators conform to industry best practices and the intent of current Regulations and Guidelines, it may not identify all requirements or actions that will be appropriate and necessary in various situations. It does not reduce or replace users' responsibilities under applicable legislation - individual organizations (companies, employers) are responsible to ensure application of suitable processes and practices. The information provided is subject to review in light of changing government requirements and regulations. Every effort has been made to ensure the reliability of the information herein and to avoid errors and omissions.

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