

Safe Work Procedure – Self-Loading Logging Truck with Lock Out Procedures

PERSONAL PROTECTIVE EQUIPMENT:

Adequate footwear with good traction soles
Hardhat when out of cab
Hi-vis vest when out of cab
Hearing protection when driving

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, outriggers, lift straps, couplings, lights and other critical components are free of defects and in good working order.
- Inspect the log loader and boom on a regular basis and before operating.
- 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:

- 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.
- If you are going to a site to pick up a load where there are no workers present make sure that:
 - You have filed a trip plan with someone who can help you if you have difficulty or who can come to you if you fail to meet a check in interval.
 - Set up a check in interval before you set off.
 - If you deviate from your trip plan inform your contact person by radio or phone.
- Ask for all the hazard information from your client before you start a new haul.
- Call your kilometers according to the protocol posted at the start of each road.
- If in doubt regarding the calling protocol or if you are on the correct channel – ASK.
- Call “up” or “down”. 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.)

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- 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.
- And, remember-you are a professional driver and many of the other road users are not.

TIRE CHAINS:

- Where winter conditions prevail, always adequately chain up 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 supervisor.
- Always wear required personal protective equipment when out of the cab.
- Apply trailer and truck parking (MAXI) brakes if leaving the cab.
- Use caution when coupling up your trailer.
- Set the outriggers so the tractor will remain balanced when picking up logs.
- Use the 3 point mount when climbing to the crane seat.
- Do not walk on the bunks or trailer rigging. Use a pike pole to release stake extensions and **straighten bunks**.
- If the deck is beside the truck, logs shall not be picked up from it until other workers have finished their duties and have moved to the safe zone. If any workers move out of the safe zone loading must cease.
- Load so that all butts or ends are even at the cab.
- Logs shall be loaded to ensure the stability of the vehicle and load while in transit.
- Logs shall be well positioned in their lay, without crowding, to avoid excessive strain on the stake-liner and stakes.
- To ensure stakes remain at a safe angle, logs shall be laid tight to minimize slack in the stake cables.
- Bunk and stake logs shall extend at least 12 inches (30cm) beyond the bunks or stakes.
- Logs shall be loaded clear of the bulkhead to avoid being bunk-bound on corners.
- When loading small diameter long logs, two tiers should be used as bunk and stake logs before loading short logs into the load.
- Never place split, cracked or shattered logs on the bunk or against the stakes.
- Not more than one third of the weight of the logs shall extend beyond the trailer or beyond the ends of the logs supporting them.
- Care should be taken to properly balance the load. A side heavy load or a load with too much weight on the trailer could cause a truck to tip over or “spin-out” under wet or icy conditions.
- 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 and trimmed at ground level.
- 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 to throw the wrappers the driver may move to the closest safe place (preferably in sight of other workers) as long as the way to that place is clear of any

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workers on the ground or 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.

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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.
- Wear required P.P.E. when out of the cab.
- 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 the unloading site. You will be required to:
 - remain in a safe location in view of the loaderman while being unloaded, or
 - remain in the cab of the truck, or
 - stand out in front of the truck.
- 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

- Stop in a wide, flat and visible location.
- Notify other affected employees /trucks.
- Apply tractor parking (MAXI) brake.
- Apply trailer parking (MAXI) brake.
- If truck may roll or slip on ice/mud shut off truck put truck in lowest gear or in reverse and place wheel chocks.
- Shut off engine.
- Exit truck wearing high vis vest and hardhat.
- Put out safety triangles if on running surface of road.
- Remove the key if working in a situation where another worker could start the truck.
- Turn off master switch (if applicable).
- Put lock and tag on master switch. Raised booms or other equipment components shall be secured with blocking or approved safety supports during maintenance.
- Bleed off any hydraulic or air pressure if applicable.
- Test to verify zero energy (electrical-hydraulic-gravity).

TRUCK LOCKOUT PROCEDURE FOR SHOP SITUATIONS

- Notify other affected employees.
- Apply tractor parking (MAXI) brake.
- Apply trailer parking (MAXI) brake.
- Place wheel chocks.
- Shut off engine.
- Remove the key if another worker could start the truck.
- Turn off master switch (if applicable).
- Put lock and tag on master switch. Raised
- If more than one worker on truck apply personal locks and tag to scissor lockout hasp on master switch.
- Bleed off any hydraulic or air pressure if applicable. Test to verify zero energy(electrical-hydraulic-gravity).

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ADDITIONAL SWP NOTES

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.