THE UOSH SAFETY LINE
DECEMBER 2010

Utah Occupational Health and Safety Division (UOSH)

160 East 300 South
Salt Lake City, UT 84111

Compliance

801-530-6901

Consultation Program

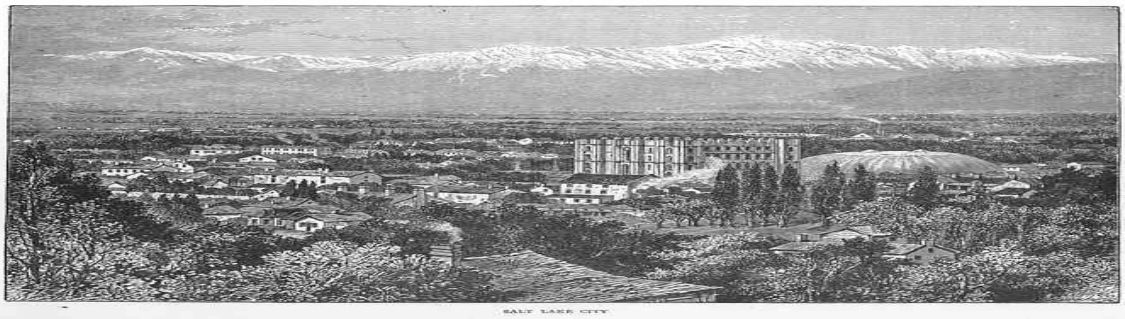
801-530-6855

Utah Labor Commission

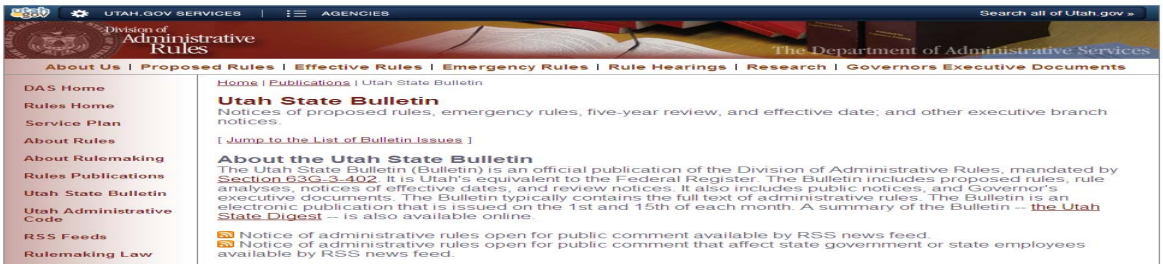
801-530-6800

Work related fatalities, serious injuries, and imminent danger situations are to be reported to UOSH within 8 hours of the injury. Report seven days a week by calling 801-530-6901.

INSIDE THIS ISSUE:



FEDERAL OSHA MAKES CHANGE TO RESIDENTIAL CONSTRUCTION FALL PROTECTION GUIDELINES, RESEMBLING WHAT UTAH DID BACK IN 2002



WASHINGTON – The U.S. Department of Labor's Occupational Safety and Health Administration today announced a new directive withdrawing a former one that allowed residential builders to bypass fall protection requirements. The directive being replaced, issued in 1995, initially was intended as a temporary policy and was the result of concerns about the feasibility of fall protection in residential building construction. However, there continues to be a high number of fall-related deaths in construction, and industry experts now feel that feasibility is no longer an issue or concern.

"Fatalities from falls are the number one cause of workplace deaths in construction. We cannot tolerate workers getting killed in residential construction when effective means are readily available to prevent those deaths," said Assistant Secretary of Labor for Occupational Safety and Health Dr. David Michaels. "Almost every week, we see a worker killed from falling off a residential roof. We can stop these fatalities, and we must."

The National Association of Home Builders recommended rescinding the 1995 directive, as did OSHA's labor-management Advisory Committee for Construction Safety and Health; the AFL-CIO; and the Occupational Safety and Health State Plan Association, which represents the 27 states and territories that run their own occupational safety and health programs.

According to data from the department's Bureau of Labor Statistics, an average of 40 workers are killed each year as a result of falls from residential roofs. One-third of those deaths represent Latino workers, who often lack sufficient access to safety information and protections. Latino workers comprise more than one-third of all construction employees.

OSHA's action today rescinds the Interim Fall Protection Compliance Guidelines for Residential Construction, Standard 03-00-001. Prior to the issuance of this new directive, Standard 03-00-001 allowed employers engaged in certain residential construction activities to use specified alternative methods of fall protection rather than the conventional fall protection required by the residential construction fall protection standard. With the issuance of today's new directive, all residential construction employers must comply with 29 Code of Federal Regulations 1926.501 (b)(13). Where residential builders find that traditional fall protection is not feasible in residential environments, 29 CFR 1926.501(b)(13) still allows for alternative means of providing protection.

Construction and roofing companies will have up to six months to comply with the new directive. OSHA has developed training and compliance assistance materials for small employers and will host a webinar for parties interested in learning more about complying with the standard. To view the directive and for more information, visit http://www.osha.gov/doc/residential_fall_protection.html.

Read today's *Federal Register* notice at http://s.dol.gov/C9.

Under the Occupational Safety and Health Act of 1970, employers are responsible for providing safe and healthful workplaces for their employees. OSHA's role is to assure these conditions for America's working men and women by setting and enforcing standards, and providing training, education and assistance. For more information, visit http://www.osha.gov.

If you have any questions about the residential fall protection requirements in Utah, please contact Eldon Tryon, UOSH Compliance Manager at 801-530-6901.

UTAH STATE BULLETIN OFFICAL NOTICES OF UTAH STATE GOVERNMENT

Labor Commission, Occupational Safety And Health

R614-1-4

Incorporation of Federal Standards

NOTICE OF PROPOSED RULE
(Amendment)
DAR FILE NO.: 34260
FILED: 11/30/2010

RULE ANALYSIS

PURPOSE OF THE RULE OR REASON FOR THE CHANGE: This purposes of this amendment to Utah's Occupational Safety and Health (UOSH) rules are: 1) to protect workers and other individuals involved in the use of cranes and derricks in construction activities; and 2) to satisfy the requirement of Subsection 34A-6-102(2) of the Utah Occupational Safety and Health Act that Utah's occupational safety and health standards be "as effective as" the standards established by federal OSHA.

SUMMARY OF THE RULE OR CHANGE: The proposed amendment incorporates recently-adopted federal OSHA standards for the use of cranes and derricks in construction activities. These standards address advances in the design of cranes and derricks, qualifications of employees operating them, and safety hazards in their operation. Specifically, the standards require employers to: 1) determine whether the ground can support the weight of the crane or derrick and its anticipated loads; 2) assess hazards in the work zone, such as power lines, other objects, and personnel; 3) inspect equipment for safe operating condition; and 4) train employees in the use of the crane or derrick.

STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS RULE: Title 34A, Chapter 6

MATERIALS INCORPORATED BY REFERENCES:
♦ Adds 29 CFR Part 1926: Cranes and Derricks in Construction; Final Rule, published by Office of the Federal Register, 8/09/2010

ANTICIPATED COST OR SAVINGS TO:
♦ THE STATE BUDGET: UOSH's enforcement of the proposed amendment will be absorbed by existing personnel and will not result in additional cost or saving to the state budget. State construction projects involving use of cranes or derricks will experience minor cost increases as a result of the inspections, hazard assessments, and employee training required by the proposed amendment. These additional costs are expected to be de minimis because Utah law currently requires certification of crane and derrick operators, and most construction companies already undertake the inspections and hazard assessments required by the proposed amendment. Furthermore, any such costs will be offset by potential savings in insurance premiums and the avoidance of accident costs.
♦ LOCAL GOVERNMENTS: Local governments have no administration or enforcement obligations under the proposed amendment. Local government construction projects involving use of cranes or derricks will experience minor cost increases as a result of the inspections, hazard assessments, and employee training that is required by the proposed amendment. These additional costs are expected to be de minimis because Utah law currently requires certification of crane and derrick operators, and most construction companies already undertake the inspections and hazard assessments required by the proposed amendment. Furthermore, any such costs will be offset by potential savings in insurance premiums and the avoidance of accident costs.
♦ SMALL BUSINESSES: Small businesses that either use cranes or derricks in their business operations, or engage in construction projects where cranes or derricks will be used, may experience minor cost increases as a result of the inspections, hazard assessments, and employee training required by the proposed amendment. These additional costs are expected to be de minimis because Utah law currently requires certification of crane and derrick operators, and most construction companies already undertake the inspections and hazard assessments required by the proposed amendment. Furthermore, any such costs will be offset by potential savings in insurance premiums and the avoidance of accident costs.
♦ PERSONS OTHER THAN SMALL BUSINESSES, BUSINESSES, OR LOCAL GOVERNMENTAL ENTITIES: Other persons will experience the same fiscal impact as described for small businesses. Specifically, those who use cranes or derricks in their business operations, or engage in construction projects where cranes or derricks will be used, may experience minor cost increases as a result of the inspections, hazard assessments, and employee training that is required by the proposed amendment. These additional costs are expected to be de minimis because Utah law currently requires certification of crane and derrick operators, and most construction companies already undertake the inspections and hazard assessments required by the proposed amendment. Furthermore, any such costs will be offset by potential savings in insurance premiums and the avoidance of accident costs.

COMPLIANCE COSTS FOR AFFECTED PERSONS: Based on OSHA's exhaustive evaluation of compliance costs nationwide, the Commission estimates that the total Utah cost for compliance with the proposed amendment will be approximately 1,000,000 annually, resulting from increased costs for duties related to ground conditions, worksite control, employee training, and power line compliance provisions. However, the anticipated savings from the proposed amendment are expected to exceed compliance costs by approximately 30%.

COMMENTS BY THE DEPARTMENT HEAD ON THE FISCAL IMPACT THE RULE MAY HAVE ON BUSINESSES: This proposed amendment adopts standards developed by stakeholders involved with construction cranes and derricks. The amendment's fiscal impact will include increased costs for inspection, hazard assessment and training, but these costs are expected to be outweighed by fiscal benefits that will result from adoption of the standards. Specifically, these benefits include reduced costs from personal injuries, down time, property damage and insurance premiums. Consequently, the Commission expects the proposed amendment to have a net positive fiscal impact on business.

THE FULL TEXT OF THIS RULE MAY BE INSPECTED, DURING REGULAR BUSINESS HOURS, AT:
LABOR COMMISSION
OCCUPATIONAL SAFETY AND HEALTH
HEBER M WELLS BLDG
160 E 300 S
SALT LAKE CITY, UT 84111-2316
or at the Division of Administrative Rules.

DIRECT QUESTIONS REGARDING THIS RULE TO:
♦ William Adams by phone at 801-530-6897, by FAX at 801-530-7606, or by Internet E-mail at wadams@utah.gov

INTERESTED PERSONS MAY PRESENT THEIR VIEWS ON THIS RULE BY SUBMITTING WRITTEN COMMENTS NO LATER THAN AT 5:00 PM ON 01/14/2011

THIS RULE MAY BECOME EFFECTIVE ON: 01/21/2011
AUTHORIZED BY: Sherrie Hayashi, Commissioner

Braking on Slopes Bulletin From Genie Industries

(On Machines Equipped with a Hydraulically Driven Welder Generator or Welder Ready Package)

Issue:

Genie Industries, has determined that under certain circumstances, some machines equipped with a hydraulically driven welder/ generator or welder ready package may experience reduced hydraulic braking ability on slopes.

Reduced braking ability could result in the machine running away on a slope.

Models and Serial Numbers Affected:

S-40 and S-45: 26 to 15690

S-60 and S-65: 654 to 9153

S-80 and S-85: 1 to 8255

S-100 and S-105: 101 to 810

S-120 and S-125: 101 to 2798

Z-60: 4001 to 9960

Z-80: 1 to 2572

Z-135: 101 to 1139

This bulletin requires the following modifications:

- Addition of a pressure switch in the hydraulic system on all affected machines.
- Replacement of the SX module on S-40, S-45, S -60, S-65, S-80, S-85 and Z-60 models.

Steps:

1. Locate all machines equipped with a hydraulically driven welder generator or welder ready package within the serial number ranges above.

2. Completely fill out the Parts Order Form and fax to Genie's Parts Department to receive, at no cost, a Pressure Switch / SX module kit, with installation instructions for your machine.

Installation must take place as soon as possible but no later than 30 days from receipt of parts.

3. Fill out and sign the completion form included with the instructions in the parts kit and fax to Genie's warranty department to verify that this campaign bulletin has been completed.

If you have any questions regarding the release of this bulletin, please contact Genie Industries Service Department @ 1-800-536-1800.

Pay Special Attention to Excavations During Winter and Early Spring

Those whose work involves excavations or trenches should pay extra attention to safe working conditions during the rainy season.

Wet and snowy weather can result in days, if not weeks, of heavy rain and frozen soil. Continuous exposure to rain, snow, and high winds causes soil that is otherwise stable to become heavily saturated with water, creating unsafe conditions.

A cave-in can trap you within seconds and kill you within minutes. Two cubic yards of soil weighs about 6,000 pounds. If you're buried, you'll suffocate in less than three minutes and if you do survive, the weight of the soil is likely to cause serious internal injuries. Cave-ins aren't the only hazard in excavation work. Lack of oxygen, toxic fumes, explosive gases, and buried power lines may also be present.

Some safety tips while working in trenches during weather conditions are:

- Make sure you are aware of buried utility lines.
- Do not work in a trench deeper than five feet without shoring to keep the walls of the trench stable.
- Know your soil: different compositions of soils absorb water differently.
- Keep equipment back from the edge of a trench at least two feet to prevent a cave-in and to prevent the equipment from rolling into the trench.
- Keep the rock and soil you remove from the trench at least two feet back from the edge of the trench.
- Bigger isn't always better. Excavations that are more than 20 feet long require protective systems designed by a professional engineer, and soil composition needs to be evaluated by a trained specialist.
- Keep water from accumulating in an open excavation. Cover the trench with plastic or remove the water with buckets or pumps.
- Have an escape route via ladders or a similar means of getting up to ground level must be provided within 25 feet of where work is being performed.

For more information about safe excavations see the osha.gov. website.

TOP TEN MOST FREQUENTLY SITED STANDARDS

Top 10 Most Frequently Cited Standards for the Fiscal Year 2010
(Oct. 1, 2009 to Sept. 30, 2010)
Federal Data *As of Oct. 8, 2010*

The following is a list of the top ten most frequently cited standards following inspections of worksites by OSHA. OSHA publishes this list to alert employers about these commonly cited standards so they can take steps to find and fix recognized hazards addressed in these and other standards before OSHA shows up. Far too many preventable injuries and illnesses occur in the workplace.

1926.451 – Scaffolding
1926.501 – Fall Protection
1910.1200 – Hazard Communication
1910.134 – Respiratory Protection
1926.1053 – Ladders
1910.147 – Lockout/Tagout
1910.305 – Electrical, Wiring Methods
1910.178 – Powered Industrial Trucks
1910.303 – Electrical, General Requirements
1910.212 – Machine Guarding

Safety Compliance Corner

Question: We removed a floor panel in a janitor's closet to access a crawl space, what should we do to alert people on the other side of the door that a hole exists right behind it.

Answer: 1910.23 (a)(5) Every pit and trapdoor floor opening, infrequently used, shall be guarded by a floor opening cover of standard strength and construction. While the cover is not in place, the pit or trap opening shall be constantly attended by someone or shall be protected on all exposed sides by removable standard railings"

Use OSHA'S eTOOLS to learn how to properly use ladders and maintain workers safety while they use ladders. http://www.osha.gov/SLTC/etools/construction/falls/4ladders.html

LADDER SAFETY

Ladder safety begins with the selection of the proper ladder for the job and includes inspection, setup, proper use, care, and storage. In addition to the general safety rules for all ladders there are special rules for using step, single, and extension ladders.

Ladder selection includes ensuring the ladder being used has the proper duty or load rating to carry the combined weight of the user and the material being installed. A ladder's duty rating tells you its maximum weight capacity. There are four categories of duty ratings:

- **Type IA** - These ladders have a duty rating of 300 pounds. Type IA ladders are recommended for extra heavy-duty industrial use.
- **Type I** - These ladders have a duty rating of 250 pounds. Type I ladders are manufactured for heavy-duty use.
- **Type II** - These ladders have a duty rating of 225 pounds. Type II ladders are approved for medium/duty use.
- **Type III** -These ladders have a duty rating of 200 pounds. Type III ladders are rated for light-duty use.

Type IA and Type I ladders are the only acceptable ladders on a construction jobsite.
The American National Standards Institute (ANSI) requires that a duty rating sticker be placed on the side of every ladder so users can determine if they have the correct ladder for each task/job. Be sure that metal steps and rungs are grooved or roughened to prevent slipping, and always use the proper size ladder for the job. The average person will generally work most comfortably at shoulder level, which is about five feet above where he stands.

Ladder Inspection includes always checking a ladder before using it. Inspect wood ladders for cracks and splits in the wood. Check all ladders to see that steps or rungs are tight and secure. Inspect metal and fiberglass ladders for bends and breaks. Never use a damaged ladder. Tag it out and report it to your supervisor so that it may be removed or repaired.

Ladder Setup entails placing ladder feet firmly and evenly on the ground or floor. Do not try to make a ladder reach farther by setting it on boxes, barrels, bricks, blocks, or other unstable bases. Do not allow ladders to lean sideways and always level them before using. Brace the foot of the ladder if there is any danger of slipping, and never set up or use a ladder in a high wind. Never set up a ladder in front of a door unless the door is locked or a guard is posted. Do not use ladders on ice or snow unless absolutely necessary.

Ladder Climbing and Standing involves keeping the steps and rungs of ladders free of slippery materials, clean such debris off your shoes before climbing a ladder. Always face a ladder when climbing up or down and use both hands and maintain a secure grip on the rails or rungs. Never carry heavy or bulky loads up a ladder. Climb up yourself first, and then pull the material up with a rope. Climb and stand on a ladder with your feet in the center of the steps or rungs. Do not overreach from a ladder, or lean too far to one side. Work as far as you can reach comfortably and safely, then move the ladder to a new position.

Ladder Safety Continued

Proper Use of Ladders requires never using metal ladders around exposed electrical wiring. Metal ladders should be marked with tags or stickers reading "CAUTION-Do Not Use Around Electrical Equipment" or similar wording. RULE of THUMB: If the overhead power line is 50 kV or less, then stay at least ten feet away. For everything else, keep at least 35 feet away. When using a ladder where there is traffic, erect warning signs or barricades to guide traffic away from the foot of the ladder. If this is not possible, have someone hold and guard the bottom of the ladder, do not try to move a ladder while you are on it. Do not leave tools or materials on top of ladders and only allow one person at a time on a ladder unless the ladder is specifically designed for two people. Never use a ladder as a horizontal platform, plank, scaffold, or material hoist, unless it is designed for that purpose. Never use a ladder on a scaffold platform., if you need to reach higher, the scaffold should be higher.

Proper Ladder Care and Storage necessitates maintaining ladders and keeping them in good condition. Wood ladders, which are to be used outside, should be treated to prevent weather damage, never paint a wood ladder, this will cover dangerous cracks or fill and hide them. Never use a metal or fiberglass ladder which has been exposed to fire or strong chemicals, it should be discarded. Store wood ladders where they will not be exposed to excessive heat or dampness, and store fiberglass ladders where they will not be exposed to sunlight. Be sure that ladders are properly supported and secured when in transit, vibration and bumping against other objects can damage them. Store ladders on racks, which gives them proper support when not in use.

Safety Rules for Stepladders entails never using a stepladder over 20 feet long. Always open a stepladder completely and make sure the spreader is locked open before using the ladder. Do not stand higher than the second step from the top of a stepladder, do not stand or sit on the top cap, or stand on the pail shelf, or on the back of a stepladder. Do not straddle the front and back of a stepladder.

Ladder Selection and Inspection requires remembering that the sections of an extension ladder should overlap enough to retain the strength of the ladder, if the length of the ladder is up to 36 feet the required overlap is three feet. Over 36 to 48 feet the overlap is four feet, and over 48 to 60 feet it is overlap five feet. The usable length of the ladder is shortened by the amount of the overlap, never splice or tie two short ladders together to make a long section. Top support for a ladder is as important as good footing, the top should rest evenly against a flat, firm surface. If a ladder is to be leaned against roof gutters, the strength and stability of the gutters should first be tested.

When a ladder is used for access to an upper landing surface, it must extend three rungs, or at least three feet above the landing surface. A ladder used for access to an upper landing surface should be secured against sideways movement at the top. Extend an extension ladder only from the ground, determine the needed height, extend and lock the fly section securely in place, then set it up against the wall.

Check for stability and support before climbing a ladder, if possible, the base of a long ladder should be secured to the ground and the top should be tied to the upper landing surface. The technically proper angle for a non-self-supporting ladder is about 75 degrees above horizontal. This means that the base should be set out one-fourth of the ladder's height to its top support point, for example, if a ladder is to be supported at a point 20 feet off the ground, its base should be set five feet out from the wall (20 feet divided by 4= 5feet).

An easy way to measure this, if the ladder top will rest against the wall, is to pace off the length of the ladder or count the rungs, and divide by four to get the proper distance from the wall for placing the foot of the ladder. If ladders are set up at a steeper angle than 75 degrees above horizontal they are more likely to tip backwards in use. As a minimum, they must be tied off at the top to prevent this from happening. If ladders are set up at an angle less than 75 degrees above horizontal, they are more likely to slide out from the bottom, safety ladder shoes or base tying is a must in this case. The distance from the foot of a ladder to the wall should never be more than one-half the height to the support point, an angle of about 63 degrees above horizontal. Otherwise, more strain will be put on the side rails than they are designed to carry. For more information about ladder safety see the osha.gov. website.

Health and Wellness
Tips for Winter Driving

Regardless of your driving skill or vehicle preparation, there are some winter conditions that can still create a hazard. Hopefully, these tips may help prevent snowy and icy roads from ruining your day.

1. **Get a grip.** Have good tires. To have adequate snow traction, a tire requires at least 6/32-inch deep tread, according to The Tire Rack. (New passenger-car tires usually have 10/32-inch of tread.) Ultrahigh-performance "summer" tires have little or no grip in snow. Even "all-season" tires don't necessarily have great snow traction. Use snow tires, they have a "snowflake on the mountain" symbol on the sidewall, meaning they meet a tire-industry standard for snow traction.
2. **Make sure you can see.** Replace windshield wiper blades. Clean the inside of your windows thoroughly. Apply a water-shedding material (such as Rain-X) to the outside of all windows, including the mirrors. Make sure your windshield washer system works and is full of an anti-icing fluid. Drain older fluid by running the washers until new fluid appears: Switching fluid colors makes this easy.
3. **Run the air-conditioner.** In order to remove condensation and frost from the interior of windows, engage your air-conditioner and select the fresh air option: It's fine to set the temperature on "hot." Many cars automatically do this when you choose the defrost setting.
4. **Check your lights.** Use your headlights so that others will see you. Make sure your headlights and taillights are clear of snow.
5. **Give yourself a brake.** Learn how to get maximum efficiency from your brakes before an emergency. It's easy to properly use antilock brakes: Stomp, stay and steer. Stomp on the pedal as if you were trying to snap it off. Stay hard on the pedal. Steer around the obstacle. (A warning: A little bit of steering goes a very long way in an emergency. See Tip 8.) If you drive on icy roads or roads that are covered with snow, modify your ABS technique: After you "Stomp" and the ABS begins cycling — you will feel pulses in the pedal or hear the system working — ease up slightly on the pedal until the pulsing happens only once a second. For vehicles without ABS, you'll have to rely on the old-fashioned system: You. For non-ABS on a mixed-surface road, push the brake pedal hard until the wheels stop rolling, then immediately release the brake enough to allow the wheels to begin turning again. Repeat this sequence rapidly. This is *not* the same as "pumping the brake." Your goal is to have the tires producing maximum grip regardless of whether the surface is snow, ice or damp pavement.
6. **Watch carefully for "black ice."** If the road looks slick, it probably is. This is especially true with one of winter's worst hazards: "black ice." Also called "glare ice," this is nearly transparent ice that often looks like a harmless puddle or is overlooked entirely.
7. **Remember the tough spots.** Remember where icy roads tend to occur. Bridges and intersections are common places. Also: wherever water runs across the road.
8. **Too much steering is bad.** If a slick section in a turn causes your front tires to lose grip, the common — but incorrect — reaction is to continue turning the steering wheel. If the icy conditions end and the front tires regain grip, your car will dart whichever way the wheels are pointed. That may be into oncoming traffic or a telephone pole. Something very similar happens if you steer too much while braking with ABS.
9. **Avoid rear-tire slides.** First, choose a car with electronic stability control. Next, make sure your rear tires have at least as much tread as your front tires. Finally, if you buy winter tires, get four.
10. **Technology offers no miracles.** All-wheel drive and electronic stability control can get you into trouble by offering a false sense of security. AWD can only help a vehicle accelerate or keep moving: It can't help you go around a snow-covered turn, much less stop at an icy intersection. ESC can prevent a spinout, but it can't clear ice from the roads or give your tires more traction. Don't let these lull you into overestimating the available traction.