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UTAH LABOR COMMISSION

UTAH OSHA SafetyLine NEWSLETTER

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Sandy City Fire Department Receives SHARP Designation

The Sandy City Mayor and Administration have always recognized safety of employees as a top priority and as a way to maintain employee morale. By tracking and recognizing safety records, each city department is held accountable for their safety records. Each department in the city takes an active role in reviewing safety procedures and accidents within their department on a regular basis.

The Sandy City Fire Department is no exception to focusing on safety and sought the Utah OSHA award as a way to enhance safety within the department and communicate their commitment to safety to their employees. The Sandy City Fire Department is made up of 5 fire station and approximately 80 full time fire personnel and another 40 volunteer firefighters. Chief Don Rosenkrantz, has sought to proactively protect the employees in his department from injury in the workplace. When the city reviewed its policy on the use of cell phones while driving city vehicles, Chief Rosenkrantz changed their department policy to completely ban the use of cell phones while operating a department vehicle and encouraged the city to make that a city policy for all employees.

Chief Rosenkrantz has also revised the policy to be more restrictive on allowing firefighters to enter buildings or get on top of structures that are engulfed in flames. This policy has, at times, been criticized for being counter-intuitive to firefighting culture, but Chief Rosenkrantz maintains the philosophy that no service the Sandy City Fire Department provides is worth risking the life of his employees or the public.

In This Issue

New SHARP Companies

Lifting Personnel with a Forklift

Take Safety Home

Continued on next page

Continued from previous page

Because of the philosophy the Sandy City Fire Department has on employee safety they have sought after and welcomed any suggestion for improving their safety standards. This is why they have been supportive of achieving the SHARP award. Recognizing that the steps took to receive the award is just as important as receiving the award, the Department embraced the council and recommendations given by the Utah OSHA Consultation and Education Services representatives. The representatives were helpful and knowledgeable about how to make the fire stations and policies safer. Having the consultation representative come through and assess each department individually allowed the employees to interact with and learn about how to improve safety in their workplace. The crews at each station are now more equipped to evaluate and maintain safety at their station and the process has made them more aware of maintaining safety in the station. Overall, the partnership between Sandy City, the Fire Department, and Utah OSHA has created a safer working environment for the employees in the Sandy City Fire Department, which in turn, allows them to better serve and protect the public.

Litehouse Becomes the First SHARP Company in Southern Utah

Litehouse is an award winning producer of refrigerated salad dressings. Lithouse produces 50,000 to 60,000 gallons of dressing every month. In addition to the dressings, Litehouse produces veggie dips, fruit dips, instantly fresh herbs, and apple cider. Litehouse was started by the Hawkins family in Hope, Idaho over 50 years ago. In 2006 the family sold the company to their employees. Litehouse also has production facilities in Idaho and Michigan.

Construction began on the Hurricane, Utah production facility on May 16, 2011. Eight months later the facility began production of Litehouse Salad Dressings. During the eight months prior to production, the company focused more on getting production running to its full potential and not necessarily on employee safety. Due to several recordable injuries a Utah OSHA Compliance Safety and Health Officer (CSHO) conducted a program planned inspection, on January 9, 2013. During the course of the inspection, the CSHO informed Litehouse of the Utah OSHA Consultation and Education Services Section and the variety of resources that they provide. Shortly after the compliance inspection Litehouse reached out to the Consultation and Education Services Section and offered to host an OSHA 10 Hour General Industry Class at their facility for Litehouse employees as well as several other local companies. During this 10 hour class Litehouse management learned about the opportunity to apply for the Safety and Health Achievement Recognition Program (SHARP), which recognizes small employers who operate an exemplary safety and health management system.

Being an employee owned company, a commitment to safety is a commitment to the future of their company. Litehouse committed to achieving the SHARP recognition, and began the cultural changes that are necessary to integrate safety into all aspects of the company. Litehouse formed a safety team to seek out

Continued on Next Page

Continued from previous page

areas for improvement, conduct hazard analysis of all areas of production, participate in incident follow-ups, and to help identify and resolve unsafe practices or conditions. All near misses are investigated and changes are made to ensure that the hazard is removed to eliminate a future incident. Litehouse created a work order system to identify any issues that could be considered a safety concern. These work orders take top priority and are investigated and corrected right away.

The facilities in Idaho and Michigan are now learning the safety program from the Utah plant and are beginning to institute this program into their facilities.

General Industry and Construction Requirements for Lifting Personnel with a Forklift

According to the Bureau of Labor Statistics (BLS) and the National Institute for Occupational Safety and Health (NIOSH), approximately 100 employees are killed and 95,000 injured every year while operating forklifts in all industries. At least 9% of the fatalities and injuries are due to falls from forklifts. In the period from October 1, 2013 to March 1, 2014, sixteen workers have died in accidents involving forklifts in the United States. In an effort to educate employers of safe work practices involving forklifts the Utah OSHA SafetyLine will be addressing some of the most common causes of accidents and how to eliminate these hazards from your worksite. This month we are focusing on "man-baskets" or other types of personnel lifting equipment.

Forklifts are designated as Powered Industrial Trucks used for material handling. The standards that cover Powered Industrial Trucks are: 29 CFR 1910. 178 (General Industry), and 29 CFR 1926.602 (Construction). American National Standard Institutes Safety Standards for Powered Industrial Trucks (B56.1-1969) is incorporated by reference.

Continued on Next Page

Continued from Previous Page

Before any discussion can take place regarding safe work practices for lifting personnel, we must find out if the manufacturer will allow personnel to be lifted by their equipment. The owner's manual will state whether or not the vehicle can be used to lift personnel. If the operation manual is silent on whether the equipment may be used to elevate personnel, the employer must determine if the forklift was designed for such purposes. Notice that the obligation is on the employer to make this determination. This can be done by contacting the manufacturer of the equipment and receiving a letter allowing the employer to use the lift in this manner, or obtain a certification by a registered professional engineer that the equipment was so designed. If the manufacturer response was negative an engineer can approve a modification or addition by conducting a safety analysis and address all safety and/or structural issues contained in the manufacturer's disapproval.

Once you have determined that the vehicle can be used to elevate personnel the next step is to choose the right platform for the vehicle. Many styles of manufactured platforms are available that will meet the requirements set forth in the OSHA standards, and meet your requirements for your work site. Some employers decide to manufacture their own platform. Depending on your industry there are different requirements for manufactured platforms.

Construction

There are two construction standards, one by ANSI (Industry Consensus Standard) and one by OSHA that states that forklifts are not to be used to lift personnel:

ANSI 56.6-2005 Safety Standard for Rough Terrain Forklift Trucks states in 5.15.1: ***A rough terrain forklift truck shall not be used to lift people unless there is no other practical option.*** Types of "practical options" include: ladders, scaffolds, scissor lifts, and aerial lifts.

(OSHA) §1926.451(c)(2)(iv), ***front-end loaders and "similar pieces of equipment"*** (forklifts are considered "similar pieces of equipment") ***shall not be used to support scaffold platforms unless specifically designed by the manufacturer for such use.***

The most common type of Industrial Powered Vehicle in construction is the Rough Terrain Forklift (RTF). The work platform that is attached to the forks of the RTF is considered a work platform. The construction standard defines the term "platform" as "a work surface elevated above lower levels" [29 CFR 1926.450(b)]. Therefore, § 29 CFR 1926.451, .452, and .454 of OSHAs standards for scaffolds would be applicable for capacity, construction, access, use, fall protection, and training for lifting personnel with an RTF. You cannot use the forks or a pallet on the forks as a platform.

If you are manufacturing your own platform, you must meet the requirements set by OSHA, and ANSI. These include:

§29 CFR 1926.451(a)(1) Except as provided in paragraphs (a)(2), (a)(3), (a)(4), (a)(5) and (g) of this section, each scaffold and scaffold component shall be capable of supporting, without failure, its own weight and at least 4 times the maximum intended load applied or transmitted to it.

§1926.451(a)(6) Scaffolds shall be designed by a qualified person and shall be constructed and loaded in accordance with that design.

Continued on Next Page

Continued from previous page

§1926.451(c)(2)(v) Fork-lifts shall not be used to support scaffold platforms unless the entire platform is attached to the fork and the fork-lift is not moved horizontally while the platform is occupied.

There are several more requirements for the man basket which are mandated by ANSI B56.6-2005. These requirements include: Load Capacity and Rated Capacity, operating instructions, labelling including year manufacturer, model number, maximum weight of the attachment, year of manufacture and a large list of additional requirements.

Prior to allowing employees to work on an approved platform, employers must follow the following training requirements:

§1926.454(a). The employer shall have each employee who performs work while on a scaffold trained by a person qualified in the subject matter to recognize the hazards associated with the type of scaffold being used and to understand the procedures to control or minimize those hazards. The training shall include the following areas, as applicable:

§1926.454(a)(1) The nature of any electrical hazards, fall hazards and falling object hazards in the work area;

§1926.454(a)(2) The correct procedures for dealing with electrical hazards and for erecting, maintaining, and disassembling the fall protection systems and falling object protection systems being used;

§1926.454(a)(3) The proper use of the scaffold, and the proper handling of materials on the scaffold;

§1926.454(a)(4) The maximum intended load and the load-carrying capacities of the scaffolds used; and

§ 1926.454(a)(5) Any other pertinent requirements of this subpart.

Additionally all operators of Powered Industrial Trucks being used to lift personnel in construction must meet the training requirements set forth in §1910.178(l).

General Industry

1910.178(a) lays out the requirements for the safety requirements and use of fork trucks, tractors, platform lift trucks, motorized hand trucks, and other specialized industrial trucks powered by electric motors or internal combustion engines.

In regards to the use of one of these vehicles to lift personnel, 29 CFR 1910.178(a)(4) requires that "Modifications and additions which affect the capacity and safe operation shall not be performed by the customer or user without manufacturers prior written approval. Capacity, operation, and maintenance instruction plates, tags, or decals shall be changed accordingly."

As noted above, the manufacturer must provide written approval stating that the vehicle can use to lift personnel. In the event that a powered industrial truck manufacturer has been sold to another company and is no longer in business, the user or customer must contact the purchasing company to request approval. In the event that the original powered industrial truck manufacturer is no longer in business and has not been purchased by another entity, the user or customer would be required to contact a Qualified Registered Professional Engineer for approval of such modifications and additions. If no response or a negative response is received from the manufacturer, OSHA will accept a written approval of the modification/addition from a Qualified Registered Professional Engi-

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neer. A Qualified Registered Professional Engineer must perform a safety analysis and address any safety and/or structural issues contained in the manufacturers negative response prior to granting approval. Machine data plates must be changed accordingly.

ANSI B56-1-1969 has additional requirements for lifting personnel including: protecting the personnel on the platform from moving parts of the truck, a restraining system for personnel, making certain that the lifting mechanism is operating smoothly throughout the lift, etc. Sections 4.17.2 and 4.17.3 list all of the requirements.

This article is the first in a series of articles dealing with the safe operation of Powered Industrial Vehicles. This series will continue in next month's issue of the Utah OSHA SafetyLine.

Take Safety Home

Any parent who's ever buckled a child into a car seat knows the drill: You lean into the car, fumbling with those buckles and latches, while traffic whizzes by. That common scene turned deadly for an Arlington, Va., mom. Jennifer Lawson, a mother of three young boys, was struck and killed by a dump truck outside of her eldest son's school on February 24, 2014. Her minivan was parked on a narrow road bordering Nottingham Elementary School in Arlington, and she was struck in the middle of the day as she was reaching into the car for her child. The force of the crash ripped off the minivan's side door.

According to the preliminary estimates by the National Transportation Safety Board (NTSB), in the year 2012 a total of 4,743 pedestrians were killed in traffic crashes, which is a 6 percent increase over 2011. Another high risk area for pedestrians is around rail lines. The NTSB preliminary numbers for 2012 show that there was a total of 509 pedestrian fatalities involving rail vehicles. Of those 509 pedestrians, 270 were killed in accidents involving light, heavy, and commuter rail.

The unfortunate accident, that took the life of a young mother, should serve as a reminder that we must be vigilante in assessing hazards, not just in the workplace, but everywhere we go.

Utah OSHA Consultation and Education Services Division

Utah OSHA Consultation and Education Services provides confidential on-site safety and health services, at no charge to Utah businesses with 250 employees or less throughout the state or 500 employees or less corporate-wide. Although the primary emphasis of Utah OSHA Consultation and Education Services is small/high-hazard businesses, the division welcomes the opportunity to assist employers of all sizes.

If you are interested in learning more about our services, please visit our website located at: http://laborcommission.utah.gov/divisions/UOSH/PrivateSector.html, or call us at 801-530-6855.