

MOVING CRANES AND EQUIPMENT IN CONGESTED AREAS

Please share this information with your crews in a morning toolbox safety meeting and return the sign in sheet to dispatch.

Today's industry equipment is large, heavy and mobile. Often the operator's field of vision is restricted. So the equipment operator has to be very alert to make sure he doesn't injure or kill a fellow worker, or damage property.

TAKE A WALK BEFORE YOU RIDE

Before you climb aboard a piece of heavy equipment, walk completely around it. Then you will be able to see any persons or obstacles in the vicinity. And, you will be able to warn anyone who is in the way that you are getting ready to move the equipment. With all the noise on a jobsite, it is sometimes difficult to hear one more rig start up or start to move. If mechanics have been working on a rig, be sure they have finished their work, removed all their tools & equipment and have left the area.

Admittedly, it takes a few seconds to walk around the machine or truck before you board it. And it takes an extra minute to have someone signal you when you move such equipment. But this time is well spent – especially if it saves someone's life or prevents property damage. It also saves the many sleepless nights you would suffer if you were responsible for injuring or killing a fellow worker.

A FEW SECONDS CAN SAVE A LIFE

If you operate heavy equipment, remember that those working around it are at your mercy. Before starting or moving the vehicle, take the few seconds it requires to be sure that no one is in danger. You owe it to those you work with.

WHAT SAFETY MEASURES SHOULD BE TAKEN BEFORE MOVING HEAVY EQUIPMENT?

- Make sure there are warning signs, barricades, or flaggers to keep people out of the area.
- Make sure you have a spotter to help guide you.
- Conduct a survey of overhead obstructions, like power and com lines, pipe-ways, trees or other facility structures.
- If you don't have a clear view, walk around the vehicle to check for obstructions.
- Make sure your vehicle is not overloaded.
- Make sure any load you are carrying is secured and stable.

HOW FAR FROM A HIGH VOLTAGE LINE MUST YOU KEEP A BOOM, CRANE, OR LIFTING EQUIPMENT? WHO IS IN DANGER IF THE EQUIPMENT CONTACTS THE LINE?

- Keep all equipment ***at least 20 feet*** from high voltage lines that carry 50,000 volts or less (10 feet with a dedicated spotter and delineators). The clearance distance is more if the line carries higher voltage.
- Everyone nearby is in danger if equipment contacts the line – not just the operator. If a power or com line is contacted or knocked down, stand back at a distance and immediately contact 911 or client emergency personnel.

IF YOU'RE WORKING NEAR MOVING VEHICLES OR EQUIPMENT, WHAT ARE THE MOST IMPORTANT SAFETY POINTS TO REMEMBER?

- Stay alert at all times.
- Don't get distracted by other activities.
- Keep a safe distance.
- Keep off the working equipment unless authorized.
- When working near vehicles or heavy equipment at night, wear a reflective vest or clothing.
- Stay clear of loading or lifting activity unless you are directly involved.

SPOTTERS – AN IMPORTANT REQUIREMENT

The first requirement for safe forward / backward movement or congested area maneuvering is to have a spotter, someone to direct the driver. This holds true for any vehicle or piece of equipment, whether it's a crane moving into a work site, or a gear trailer or load moving up to the crane, or any vehicle entering a tight or congested area. This is the important rule for drivers and operators: ***"Don't move unless you have a spotter"*** directing your travel. It's an easy rule to remember.

THE SPOTTER'S RESPONSIBILITIES

This person has to watch out for others as well as themselves, and make sure the vehicle doesn't damage property. This may appear easy. It seems that all the spotter has to do is to direct a vehicle to move when the path is clear of persons and objects. But there are dangers involved.

Sometimes when you are a spotter, you may have to pass behind or in front of a vehicle. If so, stop the vehicle first. As you're moving around it, extend your hand at arm's length and place it against the vehicle. Then if the vehicle starts to move because the driver's foot slips off the brake or clutch pedal, you'll be able to feel the movement and get out of the way.

When directing the driver, stand well to the driver's side of the vehicle. This gives you an unobstructed view of the entire travel path and the driver can see you clearly. It's important that the driver understands your signals. So get together with the driver before any movement and explain the signals you will use. In this way, you can be reasonably sure there will be no misunderstanding. Always be sure to use the same signals for the same moves. Hand signals are much better than vocal signals. Because of noise, a shouted signal may not be heard or may be misunderstood.

BE SURE YOU'RE SEEN

Always be sure that you can be seen. In addition to standing well to the driver's side of the vehicle, wear a high visibility fluorescent vest. At night, don't blind the driver by shining your flashlight in the rearview mirror. And, day or night, when you are walking and checking clearances, be careful not to trip.

BACKING METHODS COMMON IN THE TRANSPORTATION INDUSTRY

- As a rule, avoid backing up whenever possible.
- When backing up is unavoidable and requires a spotter to safely perform the task, exercise "stop work authority" and find a spotter before proceeding.
- Increase other driver's visibility of you by use of horns, lights/blinkers and hand signals to communicate your driving intentions.
- Remember, if you can't see the driver in their mirror, chances are neither can they see you.
- Always perform "sight-side" backing when possible, e.g., back in the direction which allows primary use of the driver side-view mirror.
 - ▶ The passenger side-view mirror distorts distance perception and has a wider blind spot due to angular relationship between the driver and mirror.
 - ▶ Even so, always scan rear and passenger view mirrors while backing up.
- Minimize the distance traveled in reverse.
 - ▶ Only use reverse to exit a stall or area far enough to straighten your vehicle (in drive) to proceed forward.
- Prior to backing, the vehicle should be oriented for a straight reverse into stall, and blind spots should be scanned.
- If possible back your vehicle upon arrival—instead of departure; because
 - ▶ Driver will have just performed visual scan of the immediate area behind vehicle.
 - ▶ Upon return vehicle will already be positioned to drive forward.
- ...if it is not feasible to back in upon arrival, perform a rear walk-around prior to re-entering your vehicle.

NAMES OF THOSE WHO ATTENDED THIS SAFETY MEETING

PRINT NAME (LAST, FIRST)	SIGNATURE

PLEASE RETURN THIS SIGN-IN SHEET OF COMPANY EMPLOYEES THAT ATTENDED THIS MEETING TO THE OFFICE