



Logger Safety Initiative Quarterly Training

Why am I receiving this LSI Safety Training Packet?

LSI participants are required to annually attend approved LSI Employer Logger Safety program training. There are two parts to the required training: Formal Training and Safety Training (see the attached LSI Training Requirements for more details). This packet satisfies one of the four required Safety Trainings. The LSI employer must ensure that all workers receive four LSI required trainings per year.

How do I provide the training to my employees?

LSI Employers and supervisors, if delegated, and all employees engaged in manual logging operations must participate in at least four (4) LSI trainings on an annual basis. If you have employees that do ground operations, even if only occasionally, review the “In the Clear Rigging” safety training (found on our website) materials in detail and discuss the scenarios with employees.

What documentation is required?

LSI employers will document that the training took place as part of their safety minutes. Be sure staff has signed the safety meeting sign-in sheet. The completion of the training will be assessed at the annual DOSH LSI Consultation.



Quarterly Logging Safety Training: Log Truck Safety

October 17, 2016

In August 1999, an owner-operator driver died when the steering axle of his log truck broke, causing the truck to lose its left front wheel, go out of control and hit a tree. The victim was driving a fully loaded truck when the incident occurred. The rig's cab was crushed when the logs shifted forward after the truck struck the tree. Despite the efforts of a timber company crew and emergency first aid workers, the driver died at the scene.

Log trucks are driven on rough gravel roads daily which increase the wear and tear that highway trucks are not subjected to. Because of these harsh conditions a driver must conduct a daily inspection of their truck to ensure it complies with state and federal law and it operates in a safe manner.

Pay particular attention to the below items in your daily inspection of the truck and trailer (please note this is not a complete list):

- Steering apparatus
 - Do the ball joints and universal joints in the steering linkage look good and feel tight?
- Lights and reflectors
 - Do they all work and are they visible (not covered with mud or debris)?
- Brake boosters
 - Check the airlines for cuts, chafing or cracks in the rubber.
- Brake hoses and connections
 - Do the brake shoes, air cans, S-cams and slack adjusters all look good?
- Reaches
 - Check for cracks in the reach tube.
- Hitches (couplings)
 - Are the trailer hitch bolts tight?
 - Is the locking mechanism for the latch in good condition and tight?
 - Check for severe wear in the safety chains.
 - Check the compensator latch springs and mechanism to ensure proper movement.



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- Bunks
 - Check for cracks in the bunks or stakes.
 - Check the bunk locks: are they functional?
- Binders and Wrappers
 - Are any of the eyes or cables frayed on the wrappers?
 - Are the binders in good shape?
 - Do the welds on the cheater pipe look good?

Other important items to check during your daily inspection:

- Windows in the cab. Are they free of cracks that may obstruct your view?
- Does the horn work?
- Are there signs of fluid leaking from the truck?
- Does the brake system build and hold air pressure?
- Apply and test the brakes before heading out.
- Check the bolts for a secure connection to the cab guard and the frame.
- Are there any cracked wheels or loose lug nuts?
- Is the first aid kit fully stocked?
- Is the fire extinguisher full and up to date?

Important things to consider when approaching the landing:

- Contact the loader operator to make the chute is clear for you to back in.
- Put your flashers on at the turn around and honk your horn before backing up.
- Before exiting the truck for any reason make sure you are wearing the proper LSI required PPE:
 - hard hat
 - high-visibility vest
 - gloves
 - appropriate footwear that covers the ankles
- Stay in the cab during loading operations
- If you have to exit the cab:

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- Notify the operator so they can stop loading while you perform your task.
- If you do stand outside the cab, stand far enough ahead of the cab guard to avoid a log falling off.
- If your load is above the stakes:
 - Check to see if any logs are not lying properly before you start throwing your wrappers.
 - Make sure bunk and wing logs extend at least 12 inches beyond the front and rear bunks or stakes.
 - On fixed bunks 6 inches of log must extend beyond the front and rear bunk or stake.



Once your truck is loaded, consider checking for the following:

- When exiting the truck, avoid slips, trips and fall hazards:
 - Ensure that access steps and handholds are in good condition.
 - Keep hands free when you are entering or exiting the vehicle.
 - Face the vehicle and maintain three points of contact. The three-point system means three of your four limbs are in contact with the vehicle at all times.
 - Don't jump from the vehicle this can cause ankle or foot fractures, knee damage or other injuries.
- Place the proper amount of wrappers on the load before moving out of the landing.
- Check the bunk pins one last time to make sure they are out and the compensator is unlocked.



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Operating the truck in a safe manner:

- Wear your seat belt.
- Follow highway regulations and travel at a safe speed for existing conditions.
- On logging roads, expect to meet oncoming traffic at every blind corner, and DO NOT rely on your CB radio!
- You must be able to stop your vehicle in one-half the visible distance.
- You should drive with your headlights on at all times.
- Always practice defensive driving:
 - Recognizing the hazard by scanning ahead, to the side and behind your vehicle.
 - Understanding the defense. For example, you may need to slow down and/or increase following distance.
 - Act correctly, in time to avoid an accident.

Best Practices for Ground Crews When working around Log Trucks on the Landing:

- Crew members need to make contact with the truck driver being loaded and the loader operator loading before entering the area.
- All loading operations must stop before the crew can pass by the loading area.
- The crew should not stop or stand next to the trailer being loaded when operations have stopped for them to pass by. Stay a safe distance away and keep moving.
- Once everyone is safely passed the area, loading can resume.
- Chasers do not go near or under the trailer when it is being lifted from the truck. Make sure the trailer is safely on the ground before assisting with hook up.
- If yarding operations are above the loading area, ensure that no timber being yarded can enter the loading area.



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For more information on Log Trucks and Commercial Vehicles:

- LSI Logging Operations Accident Prevention Program - Log Truck Driver Training Section
<http://www.lni.wa.gov/Safety/TrainingPrevention/Programs/files/LSILoggingOperationsSampleAPP.doc>
- L&I WAC 296-54-589
<http://www.lni.wa.gov/safety/rules/chapter/54/>
- Washington State Patrol Log Truck and Log Trailer Load Securement Requirement Presentation
<http://www.wsp.wa.gov/traveler/docs/cvd/loadguide.pdf>
- SHARP transportation industry publications
<http://www.lni.wa.gov/Safety/research/pubs/byindustry.asp?SB=I&I=48>
- SHARP/FACE reports about a log truck driver fatality
<http://www.lni.wa.gov/Safety/Research/Face/Files/52332015LogTruckDriverStruckByLogs.pdf>
- Washington State Department of Licensing CDL Division
<http://www.dol.wa.gov/driverslicense/cdl.html>
- Department of Transportation Commercial Vehicle Services Division
<http://www.wsdot.wa.gov/commercialvehicle/>