



Tailgate/Toolbox Safety Training

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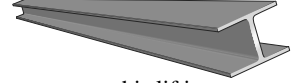
Company Name: _____ Job Site Location: _____

Date: _____ Start Time: _____ Finish Time: _____ Foreman/Supervisor: _____

Topic 655: Loading, Traveling, and Unloading Pipe and Steel on Trucks

Introduction: Heavy loads present hazards to the driver and workers. Following are safety guidelines for handling pipe and steel on flatbeds:

- **Where** there is a potential danger to workers because of equipment or materials becoming dislodged or moving, both the employer and worker need to take all reasonable steps to eliminate the danger. All the equipment or materials must be contained or restrained.
- **Workers** must understand the employer's policies and procedures, supplier's load patterns, and methods of preventing equipment and materials from moving during transport.
- **Loading** and unloading may also involve the use of additional equipment such as forklifts or cranes. Drivers should not operate this lifting equipment or rig loads unless they are competent to do so, based upon their qualifications, training, and experience.



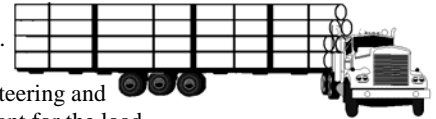
Loading: Supplier load patterns must be followed. If a mixed load will be handled, the driver and supplier must determine the pattern and method that will contain or restrain the load.

- **All** strapping, dunnage (the material placed between portions of the load to prevent damage), contour bunks, and blocking materials must be in good condition. Blocking materials must be secured in place by nailing, or by other acceptable fastening methods.
- **The driver**, supplier, and receiver must be aware of environmental conditions and the hazards associated with them.
- **Rain**, ice, and snow present unique challenges as does working at heights. Fall protection methods must be used if a worker is working at a height of more than 10 feet above the ground (some states have different height requirements).
- **The driver** must wear a hard hat, safety glasses, safety boots, and a high visibility traffic vest while loading and unloading.
- **The supplier's** representative should tell the driver where to position the trailer. The trailer should be positioned on a level surface.
- **Slight** grades in loading and unloading areas can significantly increase the forces exerted on blocking materials.
- **Both** the employer and worker need to take all reasonable steps to eliminate the danger.
- **The driver** and supplier's representative must clearly understand which product is to be loaded, how it is to be loaded, and where it is to be placed on the trailer. The driver must be in a safe location while loads are being lifted and moved into position.
- **Once** the forklift or crane operator indicates to the driver that the load is safely contained or restrained, the driver may then approach the trailer to block and strap the load.



Traveling: Part of the pre-trip vehicle inspection process should include a thorough check to determine whether your load is adequately secured. An unsecured load may shift during your trip and could cause, or contribute to, an accident.

- **Check** the condition of the tie downs (straps, etc.) to assure they are not damaged or excessively worn. Check the anchorage points periodically to ensure they are sound.
- **Check** the load to make certain it is packed tightly. Loose loads could shift and cause difficulty with steering and braking. If a load shift occurs while the vehicle is turning a corner, a rollover could occur. It is important for the load to be well centered on your vehicle. A poorly centered load could cause problems during normal vehicle operation.
- **When** the load is composed of items of unequal weight, a good practice is to keep the heaviest items toward the center of the total load.



Additional items to consider when traveling with a load:

- **What** is the weight of the load and are you sure it does not exceed the vehicle's capacity? Will the load height be an issue?
- **Are** there any low clearance underpasses on your planned route? Does your load extend beyond the back of your vehicle? Do you need a warning flag? Do you know your route? Are there any steep hills or sharp corners that could present dangerous situations because of your load?
- **When** traveling with a load, make sure to address all load safety issues in order to assure that you and your load arrive safely at your destination.

Unloading: The receiver's representative should instruct the driver as to where to position the trailer. The trailer should be positioned on a level surface.

- **Once** positioned, the driver needs to examine the entire load and make sure that it is safe to remove the strapping.
- **If it is unsafe** to remove the strapping, the load has shifted, the blocking is damaged, or the blocking is inadequate, the driver must inform the receiver's representative. Before removing the strapping, the driver and receiver's representative must develop a plan to remove the load safely.
- **The driver** and receiver's representative can refuse to unload the load if the load cannot be unloaded safely at the truck's present location.
- **If it is safe** to remove the strapping, a forklift or crane can be used as an extra precaution to contain or restrain the load while the strapping is being removed. Once the strapping has been removed, the driver should tell the receiver's representative that the pipe can be unloaded. The driver must then move to a safe location while loads are lifted and removed from the truck.

Conclusion: Inspect the tires, brakes, and lights before each haul. Utilize these safety guidelines for loading, traveling, and unloading pipe and steel.

Work Site Review

Work-Site Hazards and Safety Suggestions: _____

Personnel Safety Violations: _____

Employee Signatures:

(My signature attests and verifies my understanding of and agreement to comply with, all company safety policies and regulations, and that I have not suffered, experienced, or sustained any recent job-related injury or illness.)

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Foreman/Supervisor's Signature: _____

These guidelines do not supersede local, state, or federal regulations and must not be construed as a substitute for, or legal interpretation of, any OSHA regulations.