



LOG TRUCK DRIVER LOSES LOAD ON ACCESS RAMP

Reviewed by: Tim O'Hara, FRA Vice President of Government Affairs, & Manager, Lake States Region, tohara@forestresources.org



SAFETY ALERT • JUNE 2022

22-S-07

BACKGROUND

On a February afternoon in the Lake States Region, a log truck driver was hauling 100-inch pulpwood to a local mill. The truck was equipped with a center mount grapple used to load and unload logs. It was a cold, sunny day, and the roads were free from ice and snow. Driving conditions were good.

PERSONAL CHARACTERISTICS

The log truck driver had more than 20 years of experience as a truck driver.

UNSAFE CONDITION

The truck driver was entering the access ramp onto the highway. The entrance ramp was slightly curved. The driver entered the turn at too high of a speed, and the load was not properly secured.

ACCIDENT

As the driver made the turn onto the access ramp, the load of pulpwood logs shifted and spilled off the truck onto the pavement. This caused the access ramp to be closed for several hours as the logs were removed from the access ramp.

INJURY

No injuries were reported.

RECOMMENDATIONS FOR CORRECTION

Drivers must follow posted speed limits and be aware of conditions they encounter.

Use extreme caution when entering turns and cornering.

Ensure loads are properly secured per Federal Regulations (49 CFR 393.116) when hauling shortwood logs crosswise.

- Logs must be solidly packed
- Each log not held in place by contact with other logs or the stakes, bunks or standards must be held in place by a tiedown. Additional tiedowns must be used when the condition of the wood results in low friction between logs.
- The end of a log in the lower tier cannot extend more than one-third of the log's total length beyond the nearest supporting structure of the vehicle.
- When wood is loaded crosswise, it must be secured with at least two tiedowns.
- With the two tiedown requirement, they must be positioned at one-third and two-thirds of the length of the logs.
- Trailers more than 33-feet long must be equipped with center stakes and each tiedown must secure the highest log on each side of the center stake and must be fastened below these logs.
- Securement components must be built to withstand all anticipated operational forces without failure. Each of the logs on the top of the load must touch the tie-down. Each section of the load should be "rounded" to accomplish this, so that each log below the top is subject to the downward force of the tightened tie-down.



This Safety Alert analyzes an injury in accordance with the chain of events represented by the five dominoes above. Pioneer industry safety experts H.W. Heinrich and Alfred Lateiner developed this accident analysis system to provide a graphic sense of how injuries can be avoided. Their methodology has been accepted by safety professionals worldwide.

Safety Meeting Report

Topic(s) Discussed:

Comments / Recommendations:

Date:

Company:

Names of Employees Attending:

Meeting Conducted by:

Please follow equipment manufacturers' recommendations for safe operation and maintenance procedures.

signature