

45—Motorized Equipment

In addition to these, the following are recommended for dump trucks

- A light or indicator to show when the body is in a raised position
- A CAUTION sign on the rear of "packer-loader" trucks
- Cab protector or canopy
- A built-in body prop

Loading and unloading of trucks. To reduce the danger to the driver from falling material while his truck is being loaded by power shovel, clam shell, or other similar loading device, the truck should be spotted so that the bucket does not swing over the cab or seat. If a truck cannot be so located and does not have a protective canopy over the cab, the driver should dismount and stand clear of the truck and the bucket.

Accidental injuries incurred in the loading and unloading of materials, such as lumber, pipe, equipment, and supplies, are especially numerous, but can be avoided if these precautions are followed

- 1 The bulk and weight capacity of the truck should be observed
- 2 Loads which may shift should be blocked or lashed. Tiedowns (ropes, chains, boomers) should be tightened on the right side or top of the load
- 3 If material extends beyond the end of the tailgate, a red flag (or, at night a red lamp) should be fastened to the end of the material. No material should extend over the sides
- 4 Before loading or unloading a truck, the brakes must be securely set or the wheels blocked to protect the men both on the truck and on the ground
- 5 A truck should not be moved until all workers are either off the truck or properly seated on seats provided and are protected from injury if the load should shift during transit
- 6 To avoid falling when unloading a flat-bed truck, employees should keep back as far as possible from the sides of the truck, especially when shoes, floors, and loads are wet or muddy

- 7 Be alert for pinch points when loads are being pulled, hauled, or lifted
- 8 All safe practices for materials handling, such as using mechanical handling equipment, getting sufficient help, and so on, should be observed

Detached trailers When loading and unloading detached trailers with a lift truck, be sure that the wheels are adequately blocked. A steel chock, available from several manufacturers, is very good, but a tapered block cut from 6 by 6 in. timber is adequate.

It is important to place the chock properly when trailers are at the dock being loaded and unloaded. Preferred placing of chocks is under the rear set of wheels (Fig. 27-9, page 746). If trailer is not blocked properly, the vehicle may move because of an incline or be set in motion by the loading or unloading operation.

The trailer nose can be supported by screw or hydraulic jacks—one on each side of the nose—in order to strengthen the support of the landing gear assembly. Under a heavy forklift load, landing gears have collapsed due to the weight because of dolly metal rust or fatigue, defective struts, or some other cause.

Preventive maintenance

Well managed motorized equipment, both highway and off-the-road, is covered by an extensive and more or less complicated preventive maintenance program, the primary considerations of which are economy and efficiency. Such a program, based on either the mileage or the operating hours of the equipment (as recommended by the manufacturer) determines when oil will be changed, tires rotated or replaced, and minor and major overhaul jobs undertaken.

The objectives of such a program are

- 1 To prevent accidents and delays,
- 2 To minimize the number of vehicles down for repair,
- 3 To stabilize the work load of the maintenance department, and
- 4 To save money by preventing excessive wear and breakdown of equipment

Such a program should, as a matter of