

- x. Demonstrate proper lubrication procedures per the operator's manual

2. General safety

- a. Every operator's primary concern must be safety. Operators must be conscious of safety at all times.
- b. Factors that are directly related to safety include
 - i. Equipment cost
 - ii. Repair cost
 - iii. Project cost
 - iv. Manpower cost
 - v. Equipment downtime
 - vi. Project delays
- c. A dump truck is a versatile piece of equipment; an operator is responsible for
 - i. Proper operation and safety of the truck
 - ii. The operator's own safety and the safety of those working around the operator
 - iii. The safety of the motoring public, especially during snow and ice season
- d. Knowing the capabilities of the truck and understanding the job at hand are essential to a successful operation
- e. Hurrying to get a job done and taking shortcuts on safety could cost a life
- f. Read and understand the operator's manual and the safety manual that accompanies it. Both are valuable reference materials.

B. Safe Truck Operation

1. Circle of safety walk around

- a. A circle of safety walk around inspection is mandated by federal, state, and agency regulations as well as by manufacturer's requirements. It should be performed
 - i. After the operator has been out of sight of the machine
 - ii. When the operator has been more than 25 feet away from the machine
 - iii. Before re-starting and moving the machine
- b. This walk around allows the operator to check for leaks or damage that are not visible from the cab
- c. The 30 seconds that the walk around takes may save a life

2. Proper entry and exit



Figure 3-2 Three points of contact entering a dump truck

- a. Proper entry and exit of any machine is defined as
 - i. Facing the machine at all times while entering and exiting
 - ii. Maintaining three points of contact with the machine

- a) Keeping both hands and one foot in contact with the machine at all times
 - iii. This method helps prevent falls
 - iv. If slipping occurs, having both hands on the rails will help prevent serious injury
- b. Keep boots as clean as possible
 - i. This helps prevent slipping when entering and exiting, and during operation
- c. Keep the steps clean to help prevent slips and falls
- d. Avoid jumping out of the truck; this can lead to serious injury
 - i. The only safe way to exit the truck is to turn around on the top step and face the truck while exiting, maintaining the required three points of contact

3. Seat belt

- a. Proper seat belt use is mandated by state law and agency regulations
- b. Even with air bags, crumple zones and other safety improvements, the seat belt **MUST** be worn
- c. The operator must use a seat belt when in the cab of the truck
 - i. If the seat belt is broken or unserviceable, do not use the vehicle. Notify the mechanic and red tag the equipment
- d. Seat belt should be
 - i. Properly adjusted
 - ii. Fitting snugly but not so tight as to cause discomfort

4. Look before backing

- a. When in a hurry to complete a job, some operators may neglect to look before backing. Common reasons include
 - i. “No one was there a minute ago”
 - ii. “I know where everyone is at all times without looking”
- b. No excuse is valid in failing to look before backing. Looking before backing is an operator’s responsibility.

- c. Prior to placing the transmission in reverse, look over both shoulders and make sure that the area is clear
 - i. Check the west coast mirrors and convex mirrors, and, if necessary, look out the driver's side window
 - ii. Trucks are large. The style and type of beds of ODOT's trucks have many blind spots
 - iii. Use a spotter for assistance in backing up, especially when pulling a trailer or when in a congested area
 - iv. Get out and walk around to the rear of the truck to check for obstructions, if unsure

5. Operating speed

- a. Operators are judged by how well and how quickly they complete a job
- b. Characteristics of a good operator include
 - i. Doing a job correctly
 - ii. Being efficient
 - iii. Employing good cycle time
- c. Going too fast causes the following problems
 - i. Reaction time
 - a) The higher the speed of the truck, the less reaction time the operator has, and the more distance the truck covers before the operator can react
 - ii. Steering problems
 - a) Speed impacts maneuverability. High speed could cause the operator to lose control of the wheel
 - iii. Load shifting
 - a) Causes unnecessary wear and tear on the frame and suspension systems
 - iv. Damage to tires
 - v. Usually does not contribute to completing a job any more quickly

- vi. Spills materials
 - a) Can create a hazard for the motoring public
- vii. Causes difficulty stopping
 - a) Causes unnecessary wear and tear on the brake systems
- viii. Can make the truck tip over easily if turned too quickly
 - a) Especially during dumping or snow and ice control when the bed is up in the air

6. Operator platform – cab



Figure 3-3 Sterling Cab with Force America hydraulic control

- a. Cleanliness is essential in the cab
 - i. Be sure to secure
 - a) Chains
 - b) Emergency equipment
 - c) Lunch boxes
 - d) Thermos bottles
 - 1) If a roll over occurs, these materials could cause injury