

Safety Beyond the Cubicle

Anywhere people are working can be considered a workplace. When people think of workplaces, they very often think of an office, or a shop, or even the inside of a truck. But very often drivers have to work roadside - checking wheels, cargo securement, or any number of reasons - meaning roadside is their workplace.

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The first step is to ensure the commercial vehicle is properly outfitted with safety equipment before it ever leaves the yard (including a hi-vis safety vest for the driver). In Manitoba, according to the Vehicle Equipment, Safety and Inspection Regulation, M.R. 31/2019 (Section 2.3- Trucks — GVWR of 4,500 kg or more), the following reflector devices must be carried as required equipment:

- (29) A hazard warning kit, including three reflectorized devices that meet the requirements of SAE Standard J774, Emergency Warning Device and Emergency Warning Device Protective Container.

This requirement is also outlined in the National Safety Code, Standard 11: Maintenance and Periodic Inspection Standards Section 5:

- 2. Hazard Warning Kit
 - a) Where required by legislation, all commercial vehicles shall be equipped with a hazard warning kit and where required, triangle reflectors shall not be broken, damaged, insecure or missing.

Third, according to the FMCSA's 49 CFR 393.95- Emergency equipment on all power units, commercial vehicles must be equipped with:

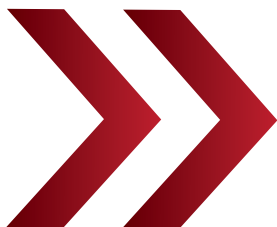
- (f) Warning devices for stopped vehicles. Except as provided in paragraph (g) of this section, one of the following options must be used:
 - (1) Three bidirectional emergency reflective triangles that conform to the requirements of Federal Motor Vehicle Safety Standard No. 125, § 571.125 of this title; or
 - (2) At least 6 fuses or 3 liquid-burning flares. The vehicle must have as many additional fuses or liquid-burning flares as are necessary to satisfy the requirements of § 392.22.
 - (3) Other warning devices may be used in addition to, but not in lieu of, the required warning devices, provided those warning devices do not decrease the effectiveness of the required warning devices.

Working Roadside

Outside of a dire emergency situation and whenever possible, drivers should ensure they are pulling over to a safe area. This may be a service road or side road with easy access and exit. If not, pull over as far as safely possible onto the shoulder.

Immediately upon pulling over, drivers should activate hazard warning signal flashers. Even if it isn't an emergency, activate the hazard lights when pulled over.

As best practice, drivers should enter and exit the cab of the truck via the passenger door to prevent stepping out into oncoming traffic. If a driver is exiting on the passenger side, make sure to use three points of contact as the ground is likely to be uneven.



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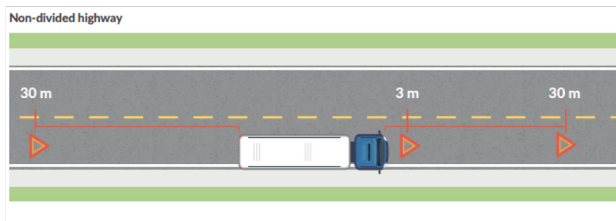
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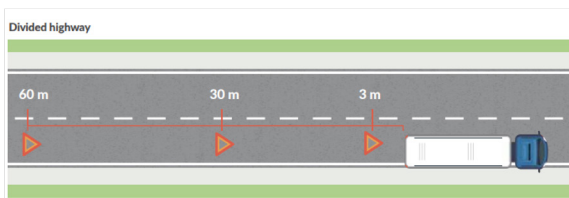
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According to Vehicle Equipment, Safety and Inspection Regulation, M.R. 31/2019 (section 5.6: Emergency placement of reflectorized devices) if a vehicle becomes disabled, reflectors should be placed as follows:

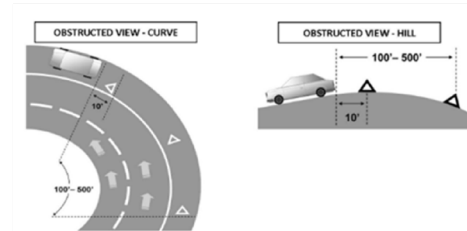
- On a non-divided highway, one reflector should be placed at each of the following locations:
 - 3 m in front of the vehicle, facing traffic approaching from the front of the vehicle.
 - 30 m in front of the vehicle, facing traffic approaching from the front of the vehicle.
 - 30 m behind the vehicle, facing traffic approaching from the rear of the vehicle.



- On a divided highway, reflectors should be placed at each of the following locations:
 - 3m behind the vehicle, facing traffic approaching from the rear of the vehicle.
 - 30m behind the vehicle, facing traffic approaching from the rear of the vehicle.
 - 60m behind the vehicle, facing traffic approaching from the rear of the vehicle



If a driver has pulled over and other motorists have an obstructed view of the vehicle and driver, reflectors should be placed as follows:



Everyone Plays a Role

What can we do to help ensure professional drivers are able to work safely roadside? It's easy: slow down and move over. The reflectors have been placed roadside? Slow down and move over. Hazard lights are flashing? Slow down and move over. A tow truck is loading a disabled vehicle? Slow down and move over. Any vehicle - commercial or passenger - is pulled to the side of the road? Slow down and move over.

Do you need more information? RPM can help!

Interested in learning more about safety management? You may be interested in our Fleet Safety Management course. This training will provide safety managers the understanding of the tasks associated to Fleet Safety Management. They will develop the skills for data gathering and analysis for evidence-based decisions. Attendees will learn how to identify, assess, and mitigate Fleet Safety Management risks as well as how to recognize connections between organizational units and influence positive safety outcomes. Finally, this training will provide the skills to develop and implement policy and procedure and an understanding of the methods of developing adult learning and delivery models.

Please note RPM courses are offered to RPM registered companies only. Your company must be registered with RPM and be in the process of working towards certification or must have achieved the SAFE Work Manitoba Trucking Certificate of Recognition. Not yet registered in the RPM program? Today is a great day to get started!

Please contact RPM by emailing info@rpmsafety.ca or calling 204-632-6600, or by visiting our website www.rpmsafety.ca