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Rigging With Riggit Tony

HAPPY NEW YEAR!!!

I hope everyone enjoyed the holidays. For all of you who thought you have opened all of your gifts from the holiday's, SURPRISE, you have one more. This new gift is from the Federal Motor Carrier Safety Administration. It's consists of "wonderful" new changes to 49 CFR 392 and 393 that became effective December, 26,2002 but motor carriers (you) must ensure compliance with the final rule January 1,2004.

The new rule was published in the Federal Register, September 27, 2002 and if you have visited our office or attended any of our seminars you could have already received a copy of this standard. If not you can get a copy the following ways:

Email request to rigit.tony@all-lifts.com

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These new regulations are called North American Standard for Protection Against Shifting and Falling Cargo; Final Rule. This rule helps to give the Motor carrier better direction in securing a load for transport. In the short space I allow myself (1 Page fax) I will try and cover the important parts you need to know about. This document is 25 pages long and the training document is over 500 pages so you should get a copy of this standard, read it, and make sure all of your truck drivers know about it.

New rule applies to all trucks, truck tractors, semi-trailers, full trailers and pole trailers, and is a "performance based standard".

§ 392.9 Inspection of cargo, cargo Securement devices and systems.

(2) Inspect the cargo and the devices used to secure the cargo within the first 50 miles after beginning a trip and cause any adjustments to be made to the cargo or load securement devices as necessary, including adding more securement devices.

(3) Reexamine:

- (i) the driver makes a change of his/her duty status; or
- (ii) The commercial motor vehicle has been driven for 3 hours or
- (iii) The commercial motor vehicle has been driven for 150 miles whichever occurs first.

Riggit Tony: "Pretty self explanatory!!"

393.104 (b) Prohibition on the use of damaged securement devices.

Riggit Tony: "Guys this means you not only have to make sure the load and tie down devices are still there but you have to inspect them for damage."

393.106(b) what are the general requirements for securing articles of cargo?

Cargo must be firmly immobilized or secured on or within a vehicle...

(d) Minimum strength of cargo securement devices and systems. The aggregate working load limit of any securement

system used to secure an article or group of articles against movement must be at least ½ times the weight of the article or group of articles. The aggregate working load limit is the sum of:

(1) One-half of the working load limit of each associated connector or attachment mechanism used to secure a part of the article of cargo to the vehicle

AND

(2) One-half of the working load limits for each end section of a tie down that is attached to an anchor point.

Riggit Tony: "I tried to get hold of someone at FMCSA to fully explain this, but was told they could not give me and examples. They did give me a web site to download training manuals for this standard from a Canadian web site. The key to this is to make sure you pick up on the word "AND". To help make sense of this, I will be providing clarification in future newsletters or you can go to our website at www.all-lifts.com and visit the Learning Center for more info. Can also download the training materials from the Learning Center

393.110 What else do I have to do to determine the minimum number of tiedowns?

Riggit Tony: " This will depend on the length of the article or group of articles.

(1) One tie down for articles 5 feet or less in length, AND 1,100 pounds or less in weight.

(2) Two tied owns if the article is:

(I) 5' or less in length AND MORE than 1,100 lbs.

(II) Longer than 5 feet but less than or equal to 10 feet in length

(3) Two tied owns if the article is longer than 10 feet and one additional tiedown for every 10 feet or fraction thereof, beyond the first 10 feet

393.130 What are the rules for securing heavy vehicles, equipment and machinery?

a) Applies to equipment 10,000 lbs or more
b) Preparation of equipment being transported: accessory equipment such as hydraulic shovels, must be completely lowered and secured to the vehicle

c) Articulated vehicles shall be restrained in a manner that prevents articulation while in transit.

d) Heavy equipment or machinery with crawler tracks or wheels must be restrained against movement in lateral, forward, rearward and vertical direction using a minimum of four tied owns.

e) Each of the tiedowns must be affixed as close as practicable to the front and rear of the vehicle, or mounting points on the vehicle that have been specifically designed for that purpose.

Riggit Tony: "Here is where a lot of liberties are taken. You cannot take a load binder and connect directly to the tracks on a bulldozer and connect to the trailer. The anchor points have to be designed for that purpose"