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**IDAPA 07
TITLE 08
CHAPTER 12**

**07.08.12 – IDAHO MINIMUM SAFETY STANDARDS AND PRACTICES
FOR LOGGING – ROAD TRANSPORTATION**

000. LEGAL AUTHORITY.

Pursuant to the provisions of Section 67-2601A, Idaho Code, the Division of Building Safety has the authority to promulgate and adopt rules for affecting the purposes therein. (3-29-17)

001. TITLE AND SCOPE.

These rules shall be cited as IDAPA 07.08.12, “Idaho Minimum Safety Standards and Practices for Logging – Road Transportation,” and shall be applicable to the logging industry in the state of Idaho. (7-1-97)

002. WRITTEN INTERPRETATIONS.

There are no written statements which pertain to the interpretation of these rules. (7-1-97)

003. ADMINISTRATIVE APPEALS.

The procedure for appeals in logging safety matters is prescribed by IDAPA 07.08.16, “Idaho Minimum Safety Standards and Practices for Logging – Recommended Safety Program,” and Title 67, Chapter 52, Idaho Code. (3-29-17)

004. INCORPORATION BY REFERENCE.

There are no documents that have been incorporated by reference into these rules. (3-29-17)

005. OFFICE – OFFICE HOURS – MAILING ADDRESS AND STREET ADDRESS.

The principal place of business of the Division of Building Safety, Logging Safety Program, is at the Division office located at 1090 E. Watertower Street, Suite 150, Meridian, Idaho 83642. The Logging Safety Program may also be contacted at 1250 Ironwood Drive, Suite 220, Coeur d’Alene, Idaho 83814, and at 2055 Garrett Way, Suite 4, Pocatello, Idaho 83201. All locations are open from 8:00 a.m. to 5:00 p.m., except Saturday, Sunday and legal holidays. The telephone number of the office is (208) 334-3950. The facsimile number of the office is 1-877-810-2840. The Department website is <http://dbs.idaho.gov>. (3-29-17)

006. PUBLIC RECORDS ACT COMPLIANCE.

The rules contained herein have been promulgated according to the provisions of Title 67, Chapter 52, Idaho Code, and are public records. (3-29-17)

007. -- 008. (RESERVED)

009. DEFINITIONS.

For definitions refer to IDAPA 07.08.01, “Idaho Minimum Safety Standards and Practices for Logging -- General Provisions,” Section 007, and IDAPA 07.08.15, “Idaho Minimum Safety Standards and Practices for Logging – Commonly Used Logging Terms.” (3-29-17)

010. LOG TRUCK TRANSPORTATION.

01. General. The following requirements are supplemental to any Idaho law governing automobiles, trucks, tractors, trailers, and any combination of these units. If there are any discrepancies in the codes between this section and any federal or Idaho motor vehicle regulations pursuant to title 49, Idaho Code, applicable in the state of Idaho, such federal or other governmental regulations will govern. (3-29-17)

02. Stopping and Holding Devices for Log Trucks. (7-1-97)

a. Motor logging trucks and trailers must be equipped with brakes or other control methods which will safely stop and hold the maximum load on the maximum grade. Air or vacuum brake lines shall be of the type intended for such use and shall have fittings which will not be interchangeable with water or other lines. (3-29-17)

b. Brake Test - A brake test shall be made before and immediately after moving a vehicle. Any defects shall be eliminated before proceeding. (7-1-97)

03. Lighting Equipment Required. (7-1-97)

a. Motor vehicles used on roads not under the control of the Idaho Transportation Board, counties or cities, shall have equipment necessary for safe operation, such as head, tail, and stop lights. (3-29-17)

b. Such lights shall be used during clearance periods of reduced visibility. (7-1-97)

04. Safe Operating Requirements. (7-1-97)

a. The driver shall do everything reasonably possible to keep his truck under control at all times and shall not operate in excess of a speed at which he can stop the truck in one-half (1/2) the distance between him and the range of unobstructed vision. (7-1-97)

b. The driver shall take into consideration the condition of the roadway, weather factors, curves, grades and grade crossings, the mechanical condition of his equipment, and other relevant factors. (3-29-17)

c. The driver shall clear rocks from between dual tires before driving on multi-lane roads. (7-1-97)

d. A daily inspection shall be made of trucks and trailers with particular attention to steering apparatus, brakes, boosters, brake hoses and connections, reaches, and couplings. Any defects found shall be corrected before equipment is used. (7-1-97)

05. Stakes, Bunks, or Chock Blocks. All stakes and bunks, installed on log trucks and trailers, together with the means provided for securing and locking the stakes in a hauling position, shall be designed and constructed of materials of such size and dimensions that will withstand a pressure of fifteen thousand (15,000) pounds applied outward against the tops of the stakes, and, or extensions when used, without yield or permanent set resulting in the stakes, bunks or the means provided for securing and locking the stakes.

NOTE: Test Procedure - A test pressure of fifteen thousand (15,000) pounds is applied to the top of one (1) stake, using the top of the stake opposite as a base for applying pressure. Bunk is not to be secured to floor or other base except in a manner similar to that used to mount it to truck or trailer. Stakes must return to normal upright position at end of test and stakes and all component parts examined and checked with original specifications. If no yield results in any part, the design and construction may be considered as meeting code requirements. (3-29-17)

06. Stake Extensions. (7-1-97)

a. Stake extensions shall not be used unless all component parts of the bunking system are of sufficient size and strength to support the added stresses involved. (7-1-97)

b. Truck drivers shall report missing or broken stake extensions to the proper authority. (3-29-17)

07. Stake and Chock Tripping Mechanisms. Stakes and chocks that trip shall be constructed in such a manner that the tripping mechanism, which releases the stake or chocks, is activated at the opposite side of the load from the stake being tripped. (3-29-17)

08. Linkage for Stakes or Chocks. (7-1-97)

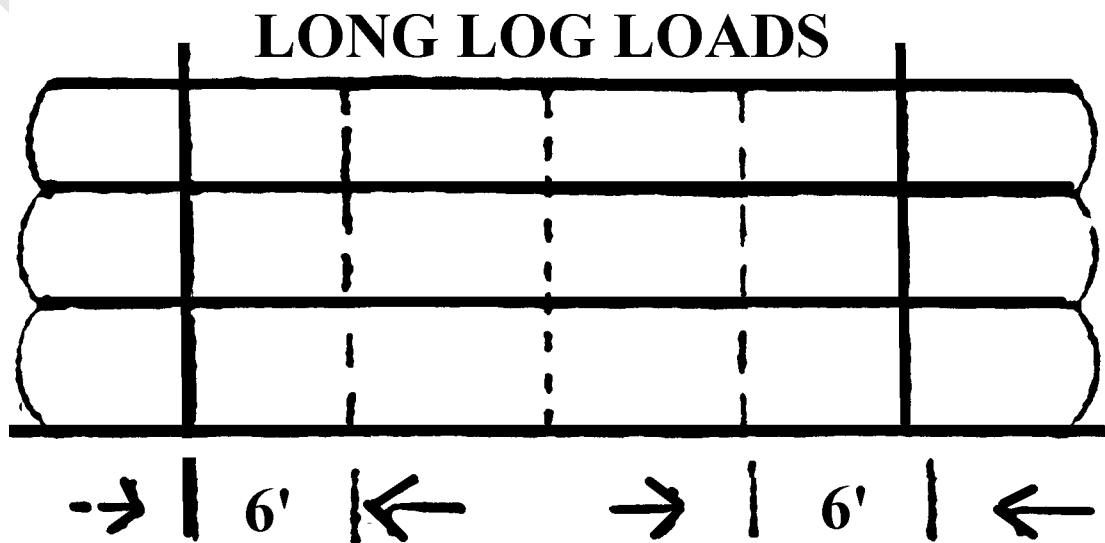
a. The linkage used to support the stakes or chock must be of adequate size and strength to withstand the maximum imposed impact lead. (7-1-97)

b. “Molly Hogans” or cold shuts are prohibited in chains or cable used for linkage. (7-1-97)

09. Notify Engineer When Around Truck. (7-1-97)

- a. Persons shall not walk along side of or be underneath any truck being loaded. (7-1-97)
 - b. Prior to performing any duties, such as releasing bunk locks, placing or removing compensating pin, scaling logs, reading scale, chopping limbs or making connections, persons shall notify the loading engineer of their intentions and be acknowledged. (3-29-17)
- 10. Number of Wrappers Required.** (7-1-97)
- a. Each unit used for hauling logs longer than twenty six (26) feet, shall have the load secured by a minimum of three (3) wrappers, one within six (6) feet of each bunk. See Figure 010.10-A.

FIGURE 010.10-A

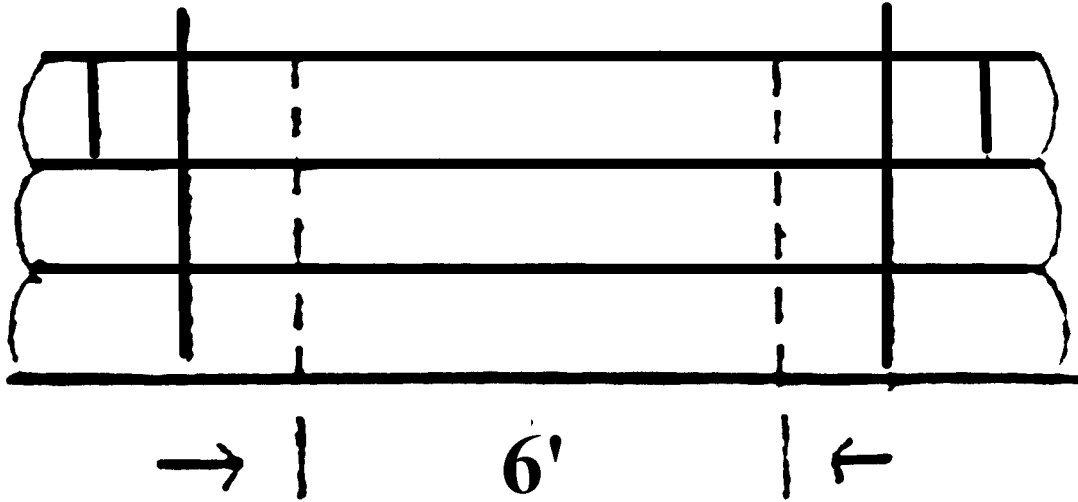


(7-1-97)

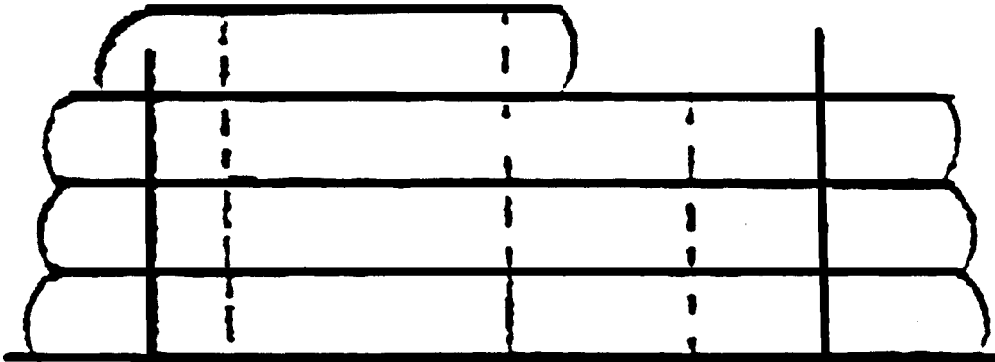
- b. All exposed outside logs shall be secured by one (1) wrapper passing near each end of the log. See Figure 010.10-A.

FIGURE 010.10-B

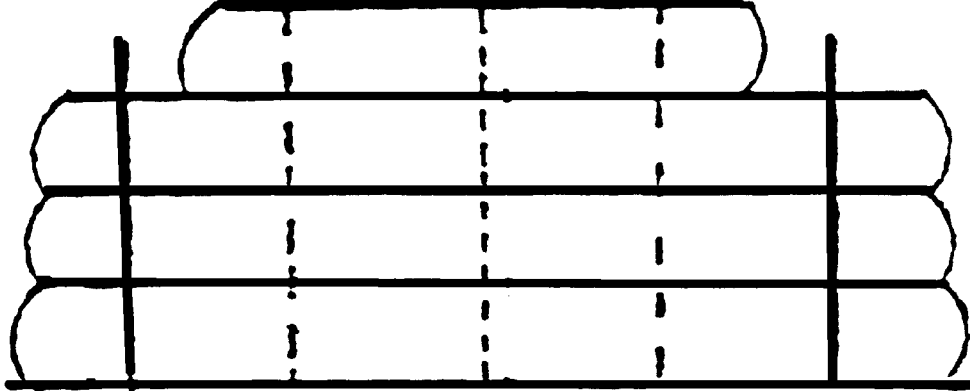
SHORT LOG LOADS



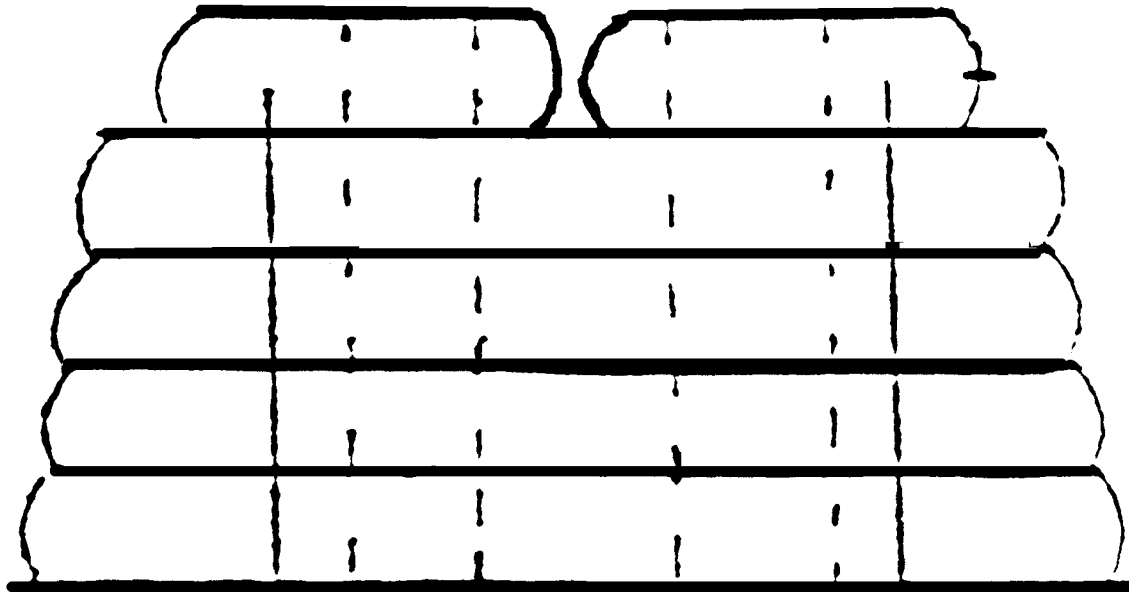
LONG LOG LOAD WITH SHORT LOGS IN REAR OR IN FRONT



LONG LOG LOAD WITH SHORT LOGS IN CENTER



LONG LOG LOAD WITH SHORT LOGS BUTTED



(7-1-97)

c. On one (1) log load where trailer bunk is equipped with cheese blocks, one (1) wrapper securing log to the trailer bunk will be sufficient. Outside wrappers on short logs shall have a minimum of six (6) feet spread. (See Figure 010.10-C.)

NOTE: High loads are defined as logs loaded above bunk stakes.

FIGURE 010.10-C



(7-1-97)

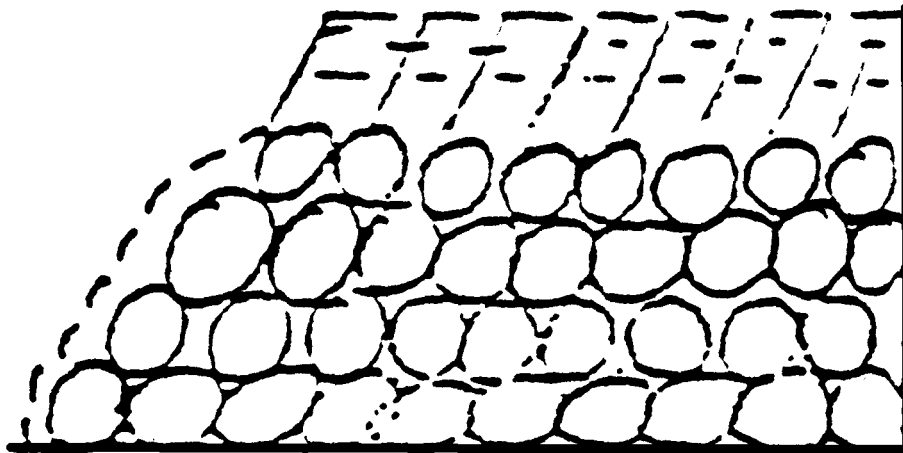
11. Requirements for Crosswise Loaded Trucks.

(7-1-97)

a. When loads of short logs are loaded crosswise, the logs shall be properly contained by use of stake or chock blocks and shall be secured by a minimum of two (2) wrappers. (See Figure 010.11-A.)

FIGURE 010.11-A

CROSSWISE LOADED TRUCK



(7-1-97)

b. Binders shall be securely fastened to the vehicle.

(7-1-97)

12. Construction of Wrappers.

(7-1-97)

- a. Cables shall have a spliced eye or swaged fittings. (7-1-97)
- b. “Molly Hogans” or cold shuts are prohibited to make splices or connections. (7-1-97)
- c. Wrappers shall have a minimum breaking strength of not less than thirteen thousand (13,000) pounds. (7-1-97)
- 13. Binder Placement Requirements.** (7-1-97)
- a. Binders shall be placed in a manner whereby they will be released on the side opposite the brow log, or on the side where the unloading equipment operator can see the binders. (7-1-97)
- b. Truck drivers shall be required to stop vehicles, dismount, check and tighten loose load binders, either just before or immediately after leaving a private road to enter the first public road they encounter. (7-1-97)
- 14. Precautions When Placing or Removing Binders and Wrappers.** (7-1-97)
- a. Binders and wrappers shall remain on the load until an approved safeguard has been provided to prevent logs from rolling off the side of truck where binders are being released. (7-1-97)
- b. At least one (1) wrapper shall remain secured while relocating or tightening other binders. (7-1-97)
- 15. Binders and Wrappers to Be Placed Before Leaving Landing Area.** Binders and wrappers shall be placed and tightened around the completed load before shifting the load for proper balance and a wrapper or wrappers shall be placed and secured to hold the load in place before the truck is moved from the landing area or out of sight of the landing crew. (7-1-97)
- 16. Adequate Reaches Required.** (7-1-97)
- a. Log trailers must be connected to tractors by reaches of a size and strength to withstand all imposed stresses. (7-1-97)
- b. Spliced reaches shall not be used. (7-1-97)
- c. Documented reach inspections shall be performed annually. (3-29-17)
- 17. Proper Lay of Logs in Stakes or Bunks.** (7-1-97)
- a. The method of loading shall be such that the logs in any tier or layer unsecured by stakes or cheese blocks shall have their centers inside of the centers of the outer logs of the next lower tier or layer so that the load is stable without the aid of binders. (7-1-97)
- b. Logs shall be well saddled without crowding so that there will be no excessive strain on the wrappers or stakes. (7-1-97)
- c. No more than one half (1/2) of any log shall extend above the stakes unless properly and securely saddled. (7-1-97)
- d. Bunk logs shall extend not less than twelve (12) inches beyond the bunk, with the exception of non-oscillating bunks. (3-29-17)
- 18. Traffic Travel on Right Side of Road Except Where Posted.** All trucks shall keep to the right side of the road, except where road is plainly and adequately posted for left side traveling. (3-29-17)
- 19. Towing of Trucks.** When trucks must be towed on any road, the person guiding the vehicle being towed shall, by prearranged signals, govern the speed of travel. (7-1-97)

20. Scaling and Branding. When at the dump or reload and where logs are scaled or branded on the truck, the logs shall be scaled or branded before the wrappers are released. (7-1-97)

21. Metal Parts Between Bunk and Cab to Be Covered. Suitable material shall be used on treading surfaces between the bunk and cab to prevent persons from slipping on the metal parts. (3-29-17)

22. Bunks to Be Kept in Good Condition and Repair. (7-1-97)

a. Log bunks or any part of bunk assembly bent enough to cause bunks to bind shall be straightened. (7-1-97)

b. Bunks shall be sufficiently sharp to prevent logs from slipping. (7-1-97)

23. Following Other Vehicles. (7-1-97)

a. A vehicle not intending to pass shall not follow another vehicle closer than one hundred fifty (150) feet. (3-29-17)

b. Passing shall be done only when it can be done safely. The passing vehicle shall consider all factors which may be essential, such as condition of the roadway, width of the road, and distance of clear visibility ahead. (7-1-97)

24. Reaches to Be Clamped When Towing Unloaded Trailer. A positive means, in addition to the clamp, shall be installed on the reach of log truck trailers when the trailers are being towed without a load. (7-1-97)

25. Inserting of Compensating Pin. (7-1-97)

a. Persons shall never enter the area below suspended logs or trailers. (7-1-97)

b. At dumps where the load must remain suspended above the bunks until the truck is moved away and when the trailer is the type with a compensating pin in the reach, a device shall be installed that will allow the trailer to be towed away from the danger area. (3-29-17)

26. Safety Chains. (7-1-97)

a. All trailers shall be secured with a safety chain, or chains, which connect the frame of the truck assembly to the trailer unit. (7-1-97)

b. The chains shall be capable of holding the trailer in line in case of failure of the hitch assembly. (7-1-97)

011. STEERED TRAILERS.

01. Steered Trailers. Steered trailers not controlled from the truck cab shall be designed, constructed, and operated in accordance with this section. (3-29-17)

a. Secure seat. A secure seat with substantial foot rests shall be provided for the steerer at the rear of the bunk. Any arrangement that permits the steerer to ride in front of the bunk is prohibited. (7-1-97)

b. Unobstructed exit. The seat for the steerer shall be so arranged that the steerer has an unobstructed exit from both sides and the rear. (3-29-17)

c. Bunk support. The bunk support shall be so constructed that the steerer has a clear view ahead at all times. (7-1-97)

d. Adequate means of communication. Adequate means of communication shall be provided between the steerer and the truck driver. (7-1-97)

- e. Eye protection and respirator. Eye protection and respirator shall be provided for the steerer. (7-1-97)
- f. Fenders and splash plates. The trailer shall be equipped with fenders or splash plates to protect the steerer from mud and dust so far as possible. (7-1-97)
- g. Lights. If used during a period of reduced visibility on roads not under the control of the Idaho Transportation Board, counties or cities, the trailer shall be equipped with head, tail and stop lights. (3-29-17)

012. COMMON CARRIERS.

01. Responsibility. It shall be the responsibility of the common carrier, and particularly the operator of the common carrier, upon entering the premises of any sawmill, woodworking or allied industry, to exercise all possible caution and to use all necessary safety devices and precautions to their fullest extent. (7-1-97)

02. Audible and Visual Warning Devices. (7-1-97)

a. All common carriers equipped with audible and visual warning devices shall activate such warning devices before entering a danger zone, and they shall remain activated as long as the carrier is moving in that zone. (7-1-97)

b. A danger zone shall be defined as an area where men or vehicles are working or normally work. (7-1-97)

03. Train Operations. When a train is operating on a plant railway system, the safety rules shall apply as outlined by the Association of American Railroads governing train, engine and transportation of employees. (3-29-17)

013. SELF-LOADING LOG TRUCKS.

01. Self-Loading Log Trucks. Self-loading log trucks manufactured after January 1, 1981, shall be equipped with: (7-1-97)

a. A load check valve (velocity fuse) or similar device installed on the main boom. (7-1-97)

b. A seat that is offset from the point of attachment of the boom. The seat and boom structure shall rotate concurrently. (7-1-97)

02. Operator. The operator of a self-loading log truck shall not: (7-1-97)

a. Heel the log over his head; or (7-1-97)

b. Heel the log on the operator side of the boom of the seat if offset from the point of attachment of the boom. (7-1-97)

03. Safe and Adequate Access. A safe and adequate means of access to and from the loading work station on self-loading log trucks shall be provided. (7-1-97)

04. Overhead Hazards. A self-loading log truck shall not load itself or another truck when the loading process is under or within a guyline circle or similar overhead hazard. (7-1-97)

05. Trailers Secured. Self-loading truck trailers shall be secured to the truck when the trailer is being hauled on the truck. (7-1-97)

014. -- 999. (RESERVED)

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