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April 7, 2006 Lunch Meeting 12 Noon

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C S S S P

California Society of Safety & Security Professionals Los Angeles County Chapter

Volume 40

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April Speaker

Ms. Joannette Alpert, MS, PT, CIE, CPE, Registered Ergonomist. She will be discussing "Recent research in ergonomics and their practical applications".

February Speaker

Ms. Linda Edelman, Loss Control Manager for Vons' Safety Department spoke on creating a Safety Culture at your place of employment.

Calling for Articles

All members are encouraged to submit articles for inclusion into future newsletters. If you have a (n) topic for the newsletter, please submit them to Peter Gin at: petergin@earthlink.net.

Memberships

Our newest Professional Member is: MICHAEL CLIATT.

RSSP recipients are: MICHAEL CLIATT and VIOLETA PISANI.

Safety Trivia

An employee has a beard and is required to wear a respirator. What is OSHA's stance on the employee wearing a respirator with a tight-fitting face piece?

A. The agency allows the employee to wear the respirator if the employee grew the beard for religious purposes--even if the facial hair comes between the sealing surface of the face piece and the face.

B. The agency allows any employee to wear the respirator--even if the facial hair comes between the sealing surface of the face piece and the face.

C. The agency prohibits employers from allowing respirators with tight-fitting face pieces to be worn by employees who have facial hair that comes between the sealing surface of the face piece and the face.

President's Message

Dear Fellow members:

Greetings from the close of a wet winter, to an early wet spring!

Come join us this month as we have one of our own members present a session on Ergonomics. Joannette will give us an update on what is happening in the field of Ergonomics.

For our June meeting, and my final meeting as your current President, we are planning to have our meeting at the Toyota Motor Museum in Gardena.

This is little known museum run by Toyota which houses many of their cars sold here in the United States. Among those cars are three rare Toyota 200gt, better known as the James Bond car.

I hope to have a safety official from Toyota who can speak to us about safety Toyota style. Invite as many of your friends and co-workers as you wish, as the museum is not often open to the public.

I look forward to seeing all of you.

Jeff Malek
President

JoshuaCasey is celebrating Spring Break by offering a 10% discount for ONLINE Registration on April* 2006 classes.

**HAZWOPER
Traffic Control**

**CPR/First Aid
Forklift**

and more! At our Anaheim training center. Click here for the calendar

<http://www.joshuacasey.com/calendar/calendar.php>

Call or visit us on the web for more information!
(714) 245-9440 or www.joshuacasey.com

*Classes must be conducted in April.

Forklift Safety Secrets

by Jeff Stachowiak

Load charts, identification plates, and load capacity plates: Whatever you call them, they are the least looked at and least understood item on a forklift. An operator will check the engine oil before consulting a load chart. If load charts were looked at, consulted or followed, operators and managers would be surprised at what they find.

Engineering

Forklifts are, very simply, "levers." They are designed per an ASME/ANSI standard to pick up a 48-inch by 48-inch by 48-inch cube of weight with an evenly distributed load and 24-inch load center out from the rear of the forks and 24 inches up from the forks. Levers need a fulcrum point, which is the front axle line on the forklift and force to lift the load.

The force is a combination of hydraulic pressure and counterweight. The hydraulic pressure lifts the mast sections and the forks with the load to be lifted and the counterweight at the rear of the forklift counteracts or balances out the load being lifted. The further the counterweight is from the fulcrum point, the more weight that can be lifted or the less counterweight you need. If you have enough counterweight and the distance is far enough from the fulcrum point and you have enough hydraulic pressure, you can lift a predetermined load. It is not my intention in this article to get into the formulas used to determine how this all works.

The problem with a straight-mast forklift is mast tilt. That is usually the middle lever to the right of the steering wheel. When you tilt the mast forward to deposit the load, the operation impacts the lever. It moves the load or weight away from the fulcrum point, lengthening the lever's distance from the fulcrum point to the load. This reduces the capacity of the forklift to lift.

Remember the old seesaw or teeter-totter on which you used to play? If two children of equal weight get onto a seesaw, the areas where they are supposed to sit are balanced and the fun begins. If one of those children moves towards the fulcrum point, that child will go up and the other child, still sitting on the end, will go down. If you remember playing on the seesaw, it probably did not take you long to figure out that if you wanted to take your seesaw partner for a ride, you tried to sit as far back on the seat as possible to be able to lever and bounce your partner up into the air.

Therein lies the problem with mast tilt. The taller the mast, the more the mast can tilt forward and arc the load away from the fulcrum point. The load tries to tip the forklift and if it succeeds, the forklift tips over.

I have to say a couple of things at this point to keep all the legal types happy. This is the part where you hear the fast-talking guy say at the end of the commercial something about MSRP, interest rates, down payments, lease payments, due at signing, etc..

First, always consult the load chart and I.D. plate on the machine you are operating. These load charts and I.D. plates are required on all forklifts and must identify the make, model, serial number and lifting capacities in all ranges and any attachments such as longer forks. Without a load chart or I.D. plate, you cannot determine the forklift's capacity and cannot use the forklift. This is part of your pre-start check.

Second, the load chart/I.D. plate is the only thing you can or need to consult about the lifting capacity of the forklift you are operating. Operating manuals, literature, another forklift just like this one, what the salesman said and your boss saying, "try and see if it will lift it" are not your source for lifting capacities. Load charts/I.D. plates must identify all forks (lengths) used and all attachments such as the side-shift option. Load charts/I.D. plates must communicate the lifting height, load centers and lifting capacities in all ranges or distances. Operators must have a full understanding of the load chart on the forklift they are operating. If they don't understand the load chart they haven't been trained or haven't been trained properly.

Third, you have to know the weight of what you are lifting and the load center of what you are lifting.

Fourth, get training.

Fifth, all examples, drawings and illustrations used in this article are examples only, and in no way represent a particular brand, make or model of forklift or fork truck.

What causes road rage?

The incidents that lead to aggressive driving behavior are often trivial in nature, and not something you might think would cause the explosions that characterize road rage. Some reasons given for episodes of road rage include arguments over parking spaces, cutting off another driver or not allowing another driver to pass, minor traffic incidents, obscene gestures, loud music, misuse of the horn, driving too slow, tailgating, not using a turn signal, etc.

But violent traffic disputes are RARELY the result of a single incident. Rather, they are the cumulative result of a long series of stressors in the driver's life. The traffic incident that turns violent is often the "last straw".

Safety Trivia Answer: C

What to do when OSHA visits your site

Your desk is covered in paperwork, monthly records and tax forms. You're on the phone, trying to get a company representative on the line to explain why last week's shipment hasn't come in yet.

And then the knock. It's not opportunity, it's not fortune — it's the Occupational Safety & Health Administration (OSHA).

OSHA's purpose is to ensure, as much as possible, safe and healthful work conditions for every working man and woman in the nation and to preserve our human resources.

First things first

Before showing your guests back to the door and directing them out, keep in mind that they may be well within their rights to be there.

Keep your cool, and select a company representative or an employee that is well versed in OSHA regulations and the written documents that are required.

Be polite, and ask to inspect their credentials. Ask why they are visiting.

With credentials in hand, call the nearest OSHA office and verify the ID and serial number over the phone. Contact information for your local office can be found at www.osha.gov.

Next, ask to see and verify the warrant. All warrants should state time limits and ground rules; make sure to read and understand these.

If there is no warrant, the compliance officer should leave, but will most likely return. After verifying the warrant and taking the time to understand the limits imposed within, discuss the ground rules with the compliance officer.

Remember to still treat the compliance officer with respect, but they are a guest in your facility, and should act accordingly.

Do not get too friendly with the officer; this will not work in your favor.

Opening conference

The next step is an opening conference. During this conference, it is the object of the compliance officer to gather information prior to the physical inspection of the facility.

In addition, the officer will provide the following information to you:

- The reason for the inspection; and
- The scope of the inspection.

The compliance officer has the right to review all of your documentation. This includes written documents, plans and your OSHA 300 log.

If these documents are up-to-date and accurate, the compliance officer will most likely leave and OSHA will choose not to investigate further. Therefore, it is important to do your best to maintain truthful and recent records at all times.

If, however, this is not the case, the compliance officer will ask to see more of your records. These documents might include:

- Your hazard communication plan;
- MSDS sheets;
- OSHA 300 Injury illness log;
- Your emergency action plan; and
- Safety and health program with procedures and training curriculum.

In regards to the OSHA 300 log, all employers with 10 or fewer employees are partially exempt from recording an OSHA injury and illness log, although it is a good idea to maintain these records anyway.

Keeping a close watch

During the inspection, you should stay with the inspector at all times, and be careful not to admit guilt. Be aware of what the compliance officer takes notes on, and feel free to take notes of your own.

The compliance officer does not have the right to give employees orders of any kind, although they may ask questions.

These employee interviews must not interfere with on-going work, so do not be afraid to contest an interview request during the inspection.

Also, employees do not have to participate in OSHA interviews or tests if they object. Make sure that if an interview is conducted, you are present and alert, taking notes.

As well as taking notes of everything that occurs, take pictures and tests when the officer does. Maintain records of these for future reference.

While the compliance officer is conducting the inspection, feel free to ask him/her questions and record the answers.

At the end of the inspection, recap what has occurred with the officer, and include detailed dates, names, times, notes, pictures, and recordings in a file for your personal use.

To be continued next month....