



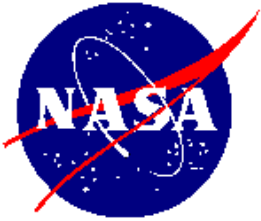
Mission Success Starts With Safety



Construction Safety

SSC Construction Inspection
Safety Findings/Stats

November 2011



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Construction Safety Findings: 31 October-04 November 2011

Findings Total: 2

-Serious Findings: 0

-Less than Serious Findings: 0

-Positive findings: 2

1. Two workers were observed transitioning between scaffolding and ladders, approximately 200 feet above the ground. Both workers completed their transitions and tasks by properly using their personal fall arrest gear.
2. Safety Inspectors noted that all the contractors are conducting well organized safety meetings (Toolbox Talks) at the beginning of each shift to cover items addressed on the SPA's as well as identifying and recording any new tasks or hazards associated with the upcoming shift.

Mishaps / Close Calls: 1

-Mishap: 0

-Close Call(s): 1

1. A Close Call (#12-008) was submitted on a USACE contractor. The contractor installing a duct bank on the north side of Saturn Drive trenched across the main driveway entrance to B-8000. There were no warning/detour/construction signs placed along the road in the areas leading up to the closed driveway. Once you got to the driveway, you could see it was closed and there was a detour sign hung just in front of the trench. Several motorists had to make illegal and unsafe U-turns.



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Construction Safety Findings: 07-11 November 2011

Findings Total: 0

-Serious Findings: 0

-Less than Serious Findings: 0

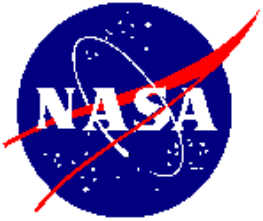
Mishaps / Close Calls: 0

-Mishap: 0

-Close Call(s): 0

Other-

1. After reviewing the entire SPA process, it was recommended to adjust the daily SPA to have the living document throughout the shift maintained on site and turned in the following morning as a credibility enhancement initiative, instead of turning in the SPA's at the beginning of the shift.



Construction Safety Findings: 14-18 November 2011

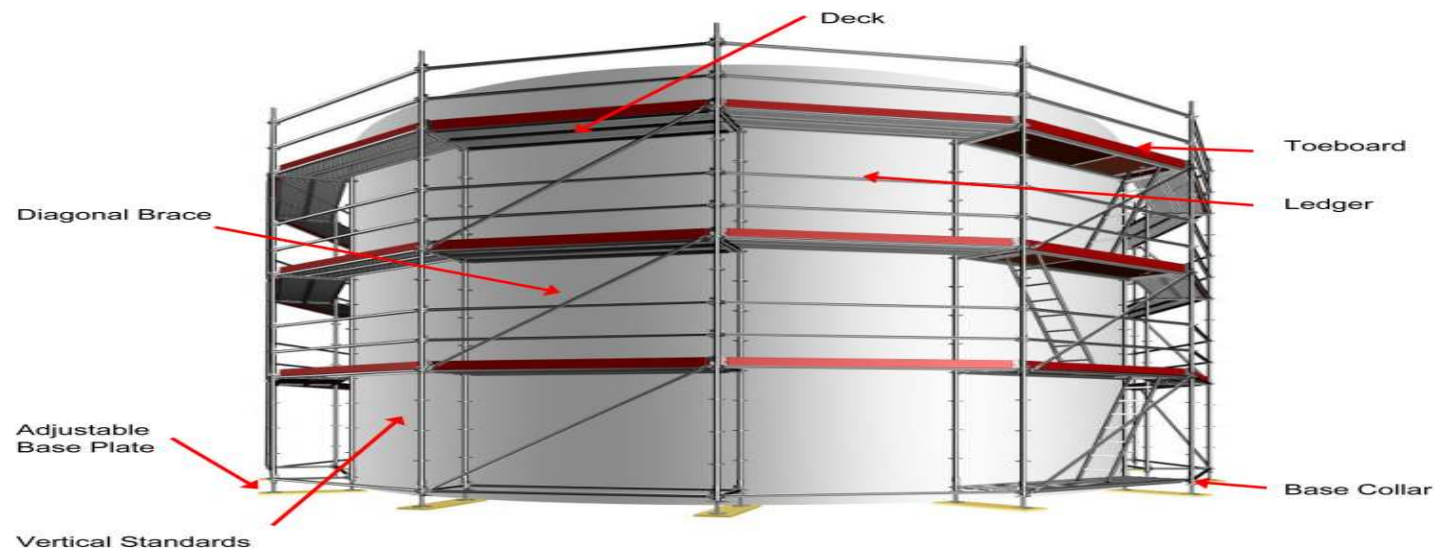
Findings Total: 1

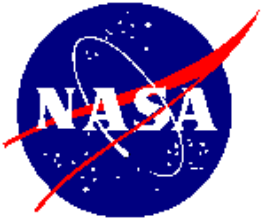
-Serious Findings: 0

-Less than Serious Findings: 1

1. Scaffolding on Level 10 was found incorrectly erected. Two horizontal members (Ledgers) were found being used as vertical posts (Standards).

Mishaps / Close Calls: 0





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Construction Safety Findings: 21-25 November 2011

Findings Total: 0

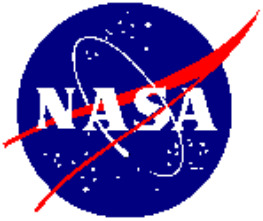
-Serious Findings: 0

-Less than Serious Findings: 0

Mishaps / Close Calls: 0

-Mishap: 0

-Close Call(s): 0



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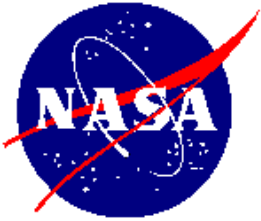
**OSHA's 2011 TOP TEN
Most Frequently Cited Violations**

1. Scaffolding (C)	6. Electrical: wiring
2. Fall Protection (C)	7. Powered industrial trucks
3. Hazard communication	8. Ladders (C)
4. Respiratory protection	9. Electrical systems design
5. Lockout/tagout	10. Machine guarding

C = Construction standard

OSHA announced the top ten most frequently cited standards following inspections of worksites by federal OSHA during FY 2011. The Scaffolding and Fall Protection standards in Construction were the top two most cited, maintaining their positions from FY 2010. OSHA publicizes this list to alert employers about these frequently cited standards so they can take steps to find and fix recognized hazards addressed in them before a worker suffers a preventable injury, illness or death.

-source: OSHA Quick Takes · November 15, 2011 · Volume 10, Issue 22



SSC Construction Safety: November 2011

Genie <small>A TEREX BRAND</small>	
SAFETY NOTICE	110008

Date: November 17, 2011
Models: GS-2669
GS-3369
GS-4069
Serial Numbers Affected: GS6911-101 to GS6912-412
Subject: Machine Instability
Allowable Hours: 1 hour

Issue:

Genie has determined that some of the machines in the serial range listed above may have been manufactured incorrectly in the following ways:

- The hydraulic circuit in the oscillate system may have been assembled incorrectly causing the oscillating axles to function improperly. **Improperly functioning oscillating axles can result in loss of machine stability.**
- Axle pivot pins that are out of specifications may have been installed, allowing the axles to be partially supported. **Axles that are partially supported can result in loss of machine stability.**

Action Required:

This notice requires the removal of all affected machines from service until the following actions are completed:

- Rewiring and replumbing of the oscillate system
 - Inspection of the axle pivot pins
1. Locate all machines within the model and serial numbers given above.
 2. Inspect the axle pivot pins and oscillate system using the enclosed instructions.
 3. Fill out and sign the Completion Form included in the Inspection and Repair instructions and return to Genie. This will verify that this safety notice has been completed on your machine.

Inspection and Repair Instructions

PROCEDURE

REV A

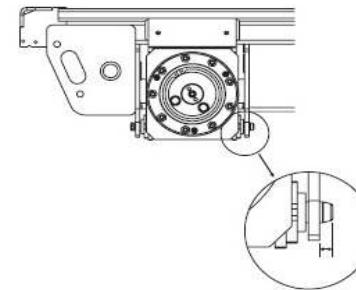


illustration 10

Steer end:

- 3 At the steer end of the machine locate the axle pivot pin. Refer to illustration 11, item A.

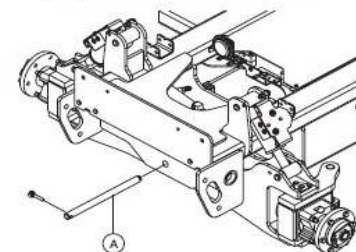


illustration 11

- 4 Measure the distance from the chassis bulkhead to the tapered end of the pivot pin towards the center of the machine. Refer to illustration 12.

⊖ It measures 0.250 inches / 6.35 mm or greater. Continue with step 5.

⊗ The pivot pin is less than specified. Tag and remove the machine from service. Contact the Genie parts department for a replacement pin kit. You must reference **Safety Notice 110008** when ordering.

Note: If the pivot pin needs to be replaced **do not** continue to section **Test the Oscillate Axle** until the pin has been replaced. Do not install the chassis hose cover at this time. It will need to be removed during pin replacement. Lower the platform to the stowed position.

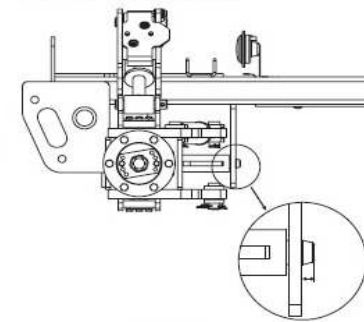


illustration 12



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SAFETY ALERT

UNEXPECTED TELESCOPIC FORKLIFT DROPPED LOAD DUE TO CHAIN FAILURE: Highlights need to verify maintenance & inspections



Clearly delineate responsibilities for maintenance and inspections of any heavy equipment (especially when renting) before work begins – NAVFAC QA program representatives will spot check documentation.

What can go wrong?

What can I do about it?

If I can't do anything about it, whom do I tell?



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Photo shows missing chain on boom spine after a chain failure. Boom section is designed with a chain that travels the length of the boom.



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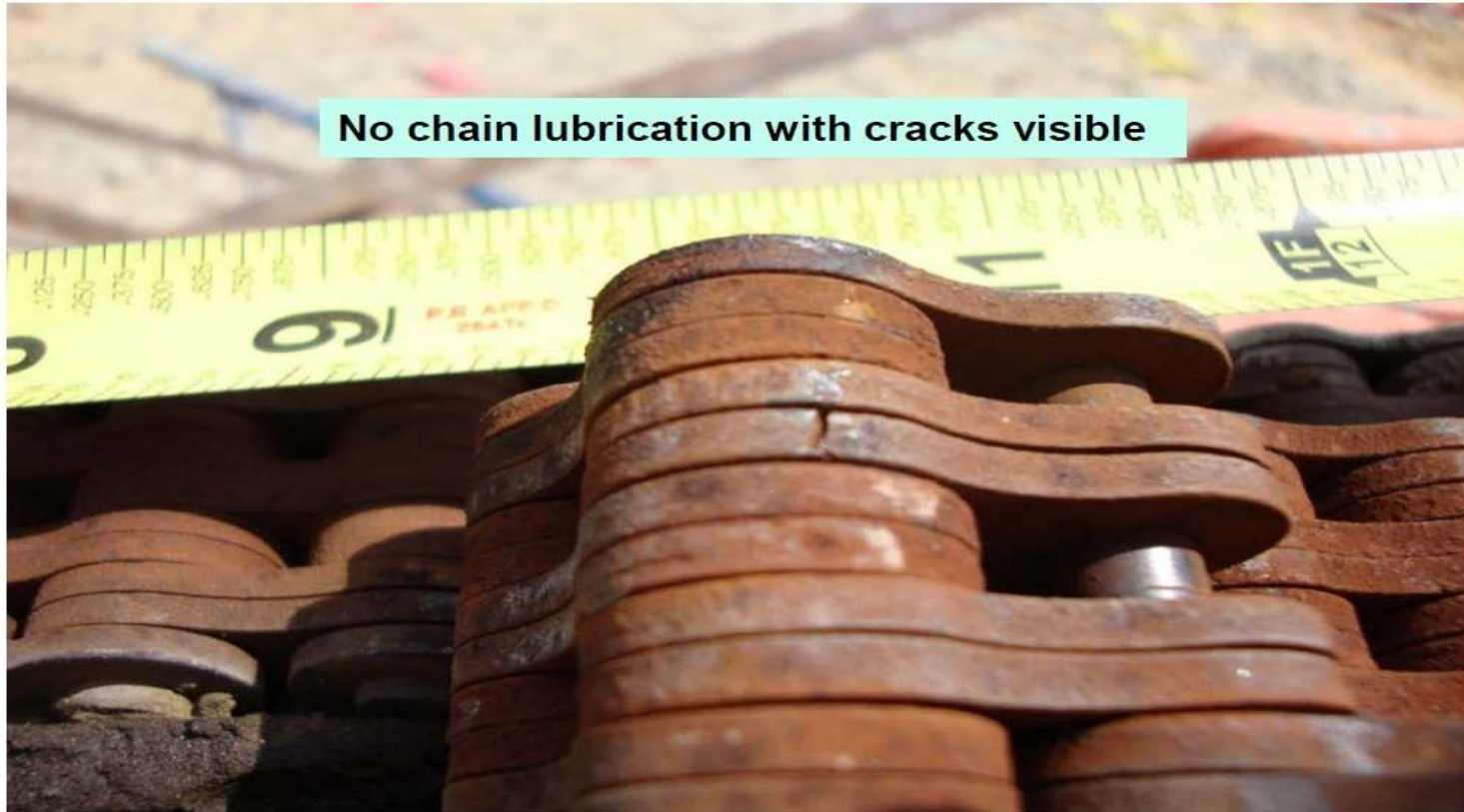


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Several other fractures visible along chain beyond break points. Chain observed with rust and no lubricant.



What can go wrong?

What can I do about it?

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Deficiency: This photo demonstrates an example where some chain lubrication has been applied mostly on the surface, but not enough to penetrate movement contact points.



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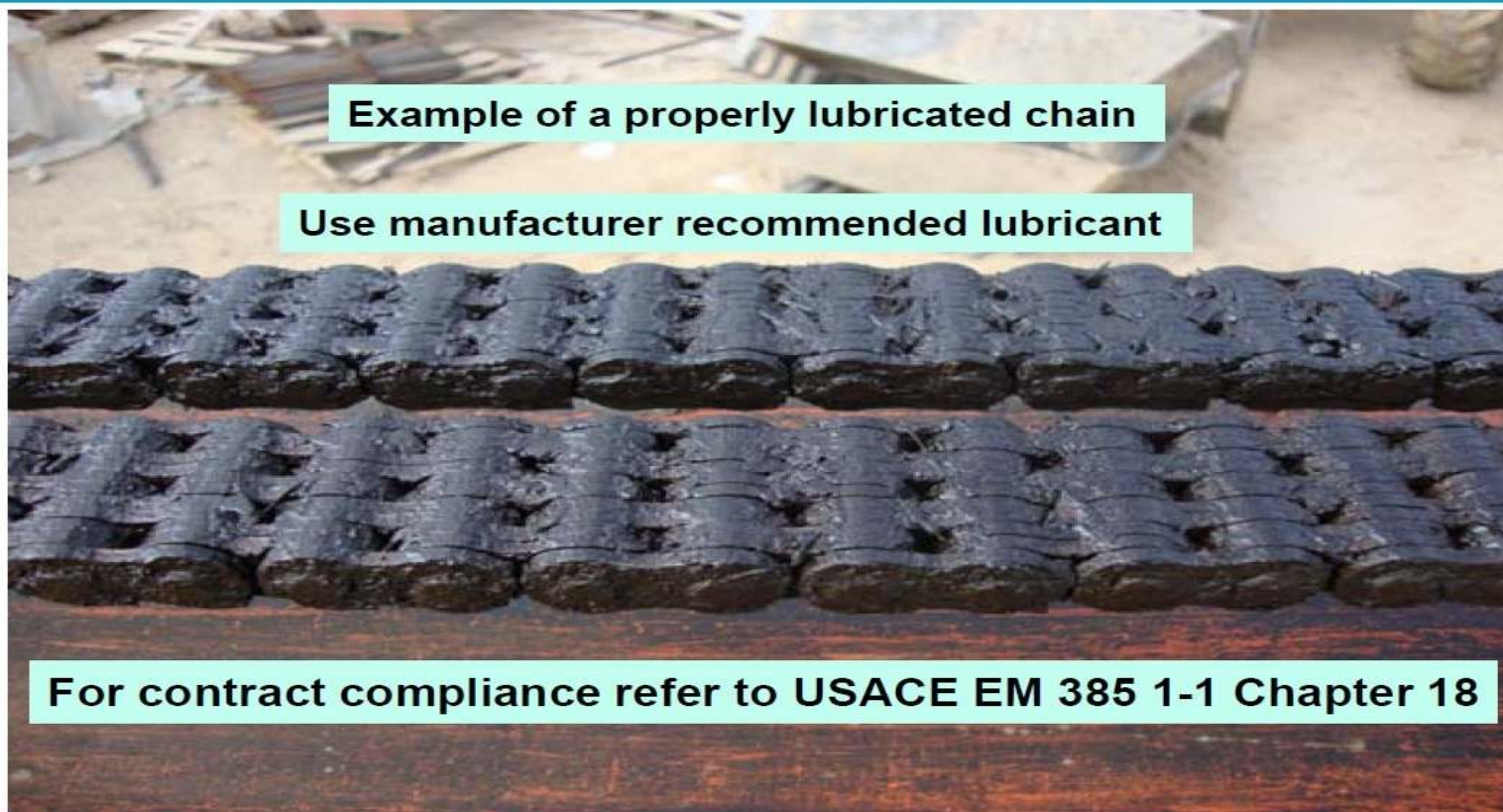


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WHAT TO LOOK FOR: Accurate up to date maintenance records in Activity Hazard Analysis (AHA) before work begins followed by documented visual inspections.



Example of a properly lubricated chain

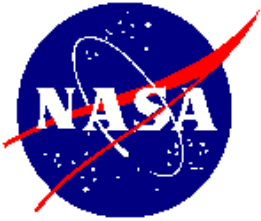
Use manufacturer recommended lubricant

For contract compliance refer to USACE EM 385 1-1 Chapter 18

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<http://www.cpsc.gov/>

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Email address: Zip code (optional):

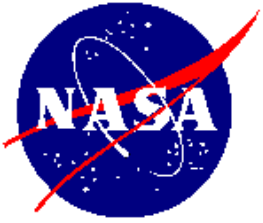
List choice: (if joining, [just one list](#) should meet most people's requirements; to join a second list, repeat the process)

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- All recalls only (list name: recalls)
- CPSC Public Calendar only (list name: calendar)
- Only those recalls involving infant/child products (list name: child)
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Have a SAFE Holiday Season!

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