(iv) Employees on the platform shall be protected from exposure to moving truck parts.
(v) The platform floor shall be skid resistant.
(vi) When the truck has controls elevated with the lifting carriage, means shall be provided for employees on the platform to shut off power to the vehicle.
(vii) While employees are elevated, the truck may be moved only to make minor placement adjustments.

(f) Bulk cargo-moving vehicles. (1) Where a seated operator may come into contact with projecting overheads, crawler-type bulk-cargo-moving vehicles that are rider operated shall be equipped with operator’s guards.
(2) Guards and their attachment points shall be so designed as to be able to withstand, without excessive deflection, a load applied horizontally at the operator’s shoulder level equal to the drawbar pull of the machine.
(3) After July 26, 1999 bulk cargo-moving vehicles shall be equipped with rollover protection of such design and construction as to prevent the possibility of the operator being crushed because of a rollover or upset.

(g) Straddle trucks—(1) Accessibility. Straddle trucks shall have a permanent means of access to the operator’s station, including any handholds necessary for safe ascent and descent.
(2) Guarding. (i) Main sprockets and chains to the wheels shall be guarded as follows:
(A) The upper sprocket shall be enclosed;
(B) The upper half of the lower sprocket shall be enclosed; and
(C) The drive chain shall be enclosed to a height of eight feet (2.44 m) except for that portion at the lower half of the lower sprocket.
(ii) Gears shall be enclosed and revolving parts which may be contacted by the operator shall be guarded.
(iii) When straddle trucks are used in the vicinity of employees, personnel-deflecting guards shall be provided around leading edges of front and rear wheels.
(3) Visibility. Operator visibility shall be provided in all directions of movement.

(h) Trailer-spotting tractors. (1) Trailer-spotting tractors (fifth wheels) shall be fitted with any hand grabs and footing necessary for safe access to the fifth wheel.
(2) Rear cab windows shall be of safety glass or of equivalent material.

§ 1917.44 General rules applicable to vehicles.4

(a) The requirements of this section apply to general vehicle use within marine terminals. Exception: The provisions of paragraphs (c) and (l) of this section do not apply when preempted by applicable regulations of the Department of Transportation.5
(b) Private vehicle parking in marine terminals shall be allowed only in designated areas.
(c) Trailers shall not be disconnected from tractors at loading docks until the road wheels have been immobilized. The road wheels shall be immobilized from the time the brake system is disconnected until braking is again provided. Supplementary front end support shall be employed as necessary to prevent tipping when a trailer is entered by a material handling vehicle. Rear end support shall be employed if rear wheels are so far forward as to allow tipping when the trailer is entered.
(d) The employer shall direct motor vehicle operators to comply with any posted speed limits and other traffic control signs or signals, and written traffic instructions.
(e) Stop signs shall be posted at main entrances and exits of structures where visibility is impaired, and at blind
intersections, unless direct traffic control or warning mirror systems or other systems of equivalent safety are provided.

(f) Vehicular routes, traffic rules, and parking areas shall be established, identified, and used.

(g) The employer shall direct vehicle drivers to warn employees in traffic lanes of the vehicle’s approach.

(h) Signs indicating pedestrian traffic shall be clearly posted at vehicular check-in and check-out lines and similar locations where employees may be working.

(i) A distance of not less than 20 feet (6.1 m) shall be maintained between the first two vehicles in a check-in, check-out, roadability, or vessel loading/discharging line. This distance shall be maintained between any subsequent vehicles behind which employees are required to work.

(j) No unattended vehicle shall be left with its engine running unless secured against movement (see §1917.43(b)(3) for powered industrial trucks).

(k) When the rear of a vehicle is elevated to facilitate loading or discharging, a ramp shall be provided and secured. The vehicle shall be secured against accidental movement during loading or discharging.

(l) Only highway vehicle floors in safe condition shall be used.

(m) When flatbed trucks, platform containers or similar conveyances are loaded or discharged and the cargo consists of pipe or other products which could spread or roll to endanger employees, the cargo shall be contained to prevent movement.

(n) Vehicles used to transport employees within a terminal shall be maintained in safe working order and safety devices shall not be removed or made inoperative.

(o) Servicing multi-piece and single piece rim wheels. Servicing of multi-piece and single piece rim wheels is covered by §1910.177 of this chapter. (See §§1917.1(a)(2)(xii)).

1 Scope. This paragraph applies to the servicing of vehicle wheels containing tube-type tires mounted on multi-piece rims.

2 Definition. “Multi-piece rim” means a vehicle wheel rim consisting of two or more parts, one of which is a (side) locking ring designed to hold the tire on the rim by tension on interlocking components when the tire is inflated, regardless of the relative sizes of the component parts.

3 Employee training. (i) Only employees trained in the procedures required in paragraph (o)(4) of this section and who have demonstrated their ability to service multi-piece rim wheels shall be assigned such duties.

(ii) Employees assigned such duties shall have demonstrated their ability by the safe performance of the following tasks:

(A) Tire demounting (including deflation);
(B) Inspection of wheel components;
(C) Mounting of tires;
(D) Inflation of tires, including use of a restraining device;
(E) Handling of wheels;
(F) Inflation of tires when a wheel is mounted on the vehicle; and
(G) Installation and removal of wheels.

4 Servicing procedures. The following procedures shall be followed:

(i) Tires shall be completely deflated before demounting by removal of the valve core;

(ii) The valve core shall be removed before the wheel is removed from the axle when:

(A) The tire has been operated under-inflated at 80% or less of its recommended pressure, or
(B) There is discernible or suspected damage to the tire or wheel components;

(iii) Mating surfaces shall be free of dirt, surface rust, scale and rubber buildup before mounting;

(iv) Rubber lubricant shall be applied to bead and rim mating surfaces upon wheel assembly and inflation of the tire;

(v) Air pressure shall not exceed 3 psig (0.21 kg/cm²) when seating the locking ring or rounding out the tube when a tire is being partially inflated without a restraining device;

(vi) While the tire is pressurized, components shall not be struck or forced to correct the seating of side or lock rings;
§ 1917.45 Cranes and derricks (See also § 1917.50).

(a) Coverage. (1) This section applies to every kind of crane and derrick and to any other type of equipment performing the functions of a crane or derrick except as noted in paragraph (a)(2) of this section.

(2) This section does not apply to small industrial truck-type cranes, container handling top-loaders and sideloaders, chain hoists, and mobile straddle-type cranes incapable of straddling two or more intermodal containers (16 feet (4.88 m) in width).

(b) Ratings. (1) Except for bridge cranes covered by paragraph (g) of this section, cranes and derricks having ratings that vary with boom length, radius (outreach) or other variables shall have a durable rating chart visible to the operator, covering the complete range of the manufacturer’s (or design) capacity ratings. The rating chart shall include all operating radii (outreach) for all permissible boom lengths and jib lengths as applicable, with and without outriggers, and alternate ratings for optional equipment affecting such ratings. Precautions or warnings specified by the owner or manufacturer shall be included along with the chart.

(2) The manufacturer’s (or design) rated loads for the conditions of use shall not be exceeded.