

PLAYING IT **SAFE**

Be safe and healthy on the job with these helpful tips provided by Leverity Insurance Group, Inc..

Load Up Safe, Drive Off Sound

Hazard control for drivers of auto transporter trucks

Auto transporters are some of the most dangerous vehicles on the road because of the weight of the cargo and the sheer size of the trailer. As a driver, you have the job of both maneuvering this large vehicle on the road and loading the cars onto the rigs, which both present significant hazards that you should continually work to eliminate.

Safety Recommendations

Here are some tips for drivers of auto transporters to reduce the risk of hurting yourself, others or your cargo while on the job:

- If possible, carry larger vehicles on the top deck of the trailer.
- Know the weight of your cargo, and never overload your vehicle.
- Have a plan of action for loading the trailer. Fewer moving cars means a safer operation.
- Use retaining pins to prevent unintentional ramp movement or collapse when loading vehicles onto the trailers.
- Always be aware of the hydraulic control lever's location to avoid accidental operation.
- Never place yourself inside the trailer frame to work unless the racks and ramps are pinned in place. This prevents downward

motion of the racks, eliminating crushing hazards.

- Ensure you are using pins that are designed to withstand the pressures of a loaded car on the top ramps.
- Know where the pinch points are on your vehicle with regards to moving ramps and the loading/unloading operations.
- Never reach into moving machinery.
- Inspect all hoists before use—never work with damaged equipment.
- Keep any surrounding personnel clear of the fall zone during loading.
- Do not load the trailer in weather conditions (snow, ice, rain, etc.) that could cause slipping off of the top deck.
- Wear anti-slip shoes and other appropriate personal protective equipment when climbing onto ramps.



Did You Know?

Moving finished products from auto assembly plants to dealers is a very specialized industry. It is a \$1.8 billion per year business that operates only about 13,000 power units and trailers, a relatively small number compared to other sectors of the trucking industry.

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