

SAFETY ZONE

Volume 3, Issue 1

January 2003

A Happy New Year!

Tom's Corner

A Message From The County Safety Officer

One of the most common violations we run across during our inspections, is not having a **PERMIT TO OPERATE** for an unfired pressure vessel—more commonly known to the majority as an air compressor. The regulation reads as follows:

The permit is required by the California Code of Regulations, Title 8, Section 461. Permits to Operate.

EXCEPTION: All tanks having a volume of 1 1/2 cubic feet or less which have safety valves set to open at not more than 150 psi do not require permits to operate, but shall comply with all other provisions of these Orders, including construction. Air tanks for self-contained breathing apparatus and having a volumetric capacity of 1 cubic foot or less and constructed, inspected, and maintained in accordance with DOT regulations do not require permits to operate.

Air tanks subject to a maximum allowable working pressure not exceeding 150 psi, as shown by the required code marking and

having a volume of 25 cubic feet or less shall be inspected when placed into service. An indefinite permit shall be issued provided that the tank has been constructed, inspected and stamped in compliance with ASME Code, or the design, material, and construction of the tank is accepted by the Division as equivalent to the ASME Code and the tank is compliance with applicable provisions of these orders. A new inspection and permit for operation shall be required whenever there is a change of ownership and permanent location of the tank or there is an alteration or change in the tank which affects the tank's safety.

The permit is applied for with Cal/OSHA—**NOT WITH the building and fire department or local code enforcement.**

To apply for a permit contact the Anaheim Cal/OSHA office at (714) 939-0434. Should you have any question on whether you need a permit, please contact the Safety Division for assistance at (909) 955-3520 or respond to **SAFETY OFFICE PUBLICATIONS** via GroupWise for assistance.

OSHA's Top 10 Violations—An Article from the National Safety Council

When it comes to OSHA targeting American workplaces for safety violations, the construction industry topped the charts with an average of 24 construction workers killed per week in the United States. A total of 1,225 workers were killed in 2001—an increase of 6 percent from the year 2000. OSHA's Top 10 Violations issued to employers are as follows:

#1—1926.451 Scaffolding/Construction—7,953 Violations Issued: Inadequate scaffolding safety requirements were a main contributor to deaths, injuries and violations which could have been avoided had the employer provided the minimum safety requirements.

#2—1910.1200 Hazard Communication—6, 702 Violations Issued: Failure to develop and maintain a written program; failure to maintain training; lack of employee training; failure to have a material safety data sheet for each hazardous chemical; failure to label each container.

#3—1926.501 Fall Protection/Construction—5,118 Violations Issued: The Bureau of Labor Statistics reported that in 2001, fatalities from workplace falls increased 10 percent from the 2000 levels of 808. There is a concern because the number of deaths in 2001 is the highest since the bureau began tracking fatal falls in 1992.

#4—1910.134 Respiratory Protection—4,075 Violations Issued: This standard directs employers to establish or maintain a respiratory protection program to protect employees. The program contains requirements for program administration, work-site specific procedures, respirator selection, employee training, fit testing, medical evaluation, respirator use, and respirator cleaning, maintenance and repair.

#5—1910.147 Lockout/Tag-out—3,796 Violations Issued: Lockout/tag-out procedures should be followed during maintenance or repair operations to ensure that power sources are locked in the “off” position and clearly marked with a tag so other workers will not turn on a machine by mistake.

#6—1910.305 Electrical Wiring—3,106 Violations Issued: This standard covers the grounding of electrical equipment, wiring and insulation. It includes temporary wiring and splicing, components such as lighting fixtures and switches and equipment such as flexible cords and cables.

#7—1910.212 Machine Guarding—2,747 Violations Issued: Failure to provide machine guarding, failure to guard point-of-operation, failure to anchor fixed machinery, failure to guard exposed blades and failure to affix guards.

#8—1910.17 Powered Industrial Trucks—2,421 Violations Issued: This covers the design, maintenance and operation of powered industrial trucks, from forklifts to motorized hand tool for failure to ensure operator competency, lack of operator certification, failure to remove unsafe trucks from operation, lack of operator training and failure to inspect trucks.

#9—1910.303 Electrical Systems—2,219 Violations Issued: This standard covers the general safety requirements involving the use of electricity.

#10—1910.219 Mechanical Power—2,026 Violations Issued: This standard calls for the proper guarding of components such as gears, chains, belts, pulleys and drive shafts so that workers do not become caught in the transmission devices.

The top 10 monetary penalties issued by OSHA in 2002 had a range from a high of \$350,000 down through \$238,000 for a total of \$2,776,810. This does not include the total monetary fines that were under \$238,000 for that year. In many cases, large monetary fines, along with criminal prosecutions accompanied the initial citations by OSHA.

For assistance, contact the County Safety Division at (909) 955-3520.

PERFUMES, COLOGNES & OTHER FRAGRANCES

Have you ever wondered which personal fragrance or perfume will make you smell good? However, scented products that make you feel attractive may be giving the person next to you a migraine headache.



For many, the use of fragrances like perfume, cologne, aftershave or scented lotion is a personal choice affecting only the user. But the phrase “personal fragrance” can be seen as a contradiction since it quickly becomes airborne & can easily be inhaled by others, possibly creating a health problem for those sensitive to the chemicals in the products.

If you or someone you know have allergic symptoms or asthma, you may be sensitive to “triggers” that can set off a reaction in your lungs and other parts of your body. Fragrances found in perfumes, colognes, scented soaps or deodorants can act as such a trigger. In personal grooming products alone, there are more than 5,000 different fragrances in use.

Louisiana State Medical Center found that

one out of every five asthmatics experience an attack as a result of an exposure to perfume. 35 million Americans are afflicted with allergic reactions and hypersensitivity diseases.

As a new R.N., working in the hospital, I had long been taught not to wear any fragrances while providing patient care, especially on the Respiratory Unit, realizing that certain fragrances can trigger a person with a respiratory condition into a respiratory crisis.

Since the ubiquitous use of cologne and perfume is a serious issue for those who have chemical sensitivities, in California last year, the Sierra Club’s San Francisco and Loma Prieta chapters resolved to “take action to discourage the use of fragrance products in all public places” and advocate that this position become a regional and national policy.

Employees using fragrances often have difficulty in understanding how a product they use can adversely affect a coworker. Hopefully, by educating all people of the potential health effects, we can encourage employees who use fragrances to be considerate of others nearby.

By Becky Perkins

Nurse Consultant/County Safety Division

Protective Devices

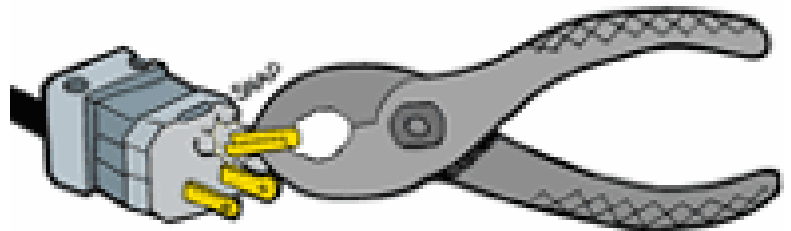
Are There For
A Reason

—DO NOT—

ALTER

REMOVE or

BYPASS



2003 SAFETY TRAINING CLASSES AT A GLANCE

RIVERSIDE SAFETY DIVISION OFFICE—January through June

MONTH▶	JAN	FEB	MARCH	APRIL	MAY	JUNE
CLASS ▼	Date (Time)	Date (Time)	Date (Time)	Date (Time)	Date (Time)	Date (Time)
CPR/1ST	8, 22, 29 (T)	5, 26 (T)	5, 19, 26 (T)	2, 30 (T)	3, 24 (T)	4, 11, 25 (T)
AB	14 (8-9:30)	19 (1-2:30)	20 (8-9:30)		1 (8-9:30)	23 (1-2:30)
BB	14 (9:30-11)	19 (2:30-4)	20 (9:30-11)		1 (9:30-11)	23 (2:30-4)
DT	6P, 15P, 30A	6P, 27P	3A, 6A, 12P	7A, 24P, 28P	5A, 8A, 14P	19A, 26P
EWPV	6A, 9P	3A	6P, 27P	3P, 24A	12A, 14A	19P, 26A
RMI	3A, 30P	6A, 19P	10A, 13P	3A, 28P	8P, 22A	9A, 23A
S-OR	16 (8-12)		24 (8-12)		15 (8-12)	
SWPV	15 (8-12)	27 (8-12)				5 (8-12)

RIVERSIDE SAFETY DIVISION OFFICE—July through December

MONTH▶	JULY	AUGUST	SEPT	OCT	NOV	DEC
CLASS ▼	Date (Time)	Date (Time)	Date (Time)	Date (Time)	Date (Time)	Date (Time)
CPR/1ST	2, 16, 30 (T)	6, 20 (T)	3, 24 (T)	1, 15, 29 (T)	5, 19 (T)	3, 17 (T)
AB	28 (1-2:30)	14 (8-9:30)	10 (1-2:30)	8 (8-9:30)	12†/20*	18 (8-9:30)
BB	28 (2:30-4)	14 (9:30-11)	10 (2:30-4)	8 (9:30-11)	12‡/20**	18 (9:30-11)
DT	10P, 14A, 23A	4A, 13A, 27P	4A, 17A, 29P	2P, 16A, 30A	6P, 13A	8A
EWPV	9P, 17P	7A, 11A	4P, 29A	9P, 16P	6A	4A, 22A
RMI	9A, 23P	4P, 27A	8A, 17P	2A, 30P	13P	4P, 11A
S-OR	28 (8-12)		18 (1-4:00)		20 (8-12)	
SWPV	17 (8-12)		18 (8-12)	23 (8-12)		1 (8-Noon)

Please refer to these **LEGEND ABBREVIATIONS** [A, P, (T), *, **, †, ‡] for class times.

(T) = All CPR classes start at 8:00 AM and end at 5:30 PM A = 8—12 P = 1—4:00 PM

† = 9—10:30 AM ‡ = 10:30—12

* = 1—2:30 ** = 2:30—4 PM

EXAMPLE: 2A, 16P—Indicates class is available May 2nd from 8 to 12 AND May 16th from 1 to 4 PM.

CLASS ABBREVIATIONS

CPR/1: CPR and FIRST AID CLASS

AB: AIRBORNE PATHOGENS

BB: BLOODBORNE PATHOGENS

DT: DRIVERS TRAINING

EWPV: EMPLOYEE WORKPLACE VIOLENCE

RMI: REPETITIVE MOTION/ERGONOMICS

S-OR: SUPERVISOR SAFETY ORIENTATION

SWPV: SUPERVISOR WORKPLACE VIOLENCE

2003 SAFETY TRAINING CLASSES AT A GLANCE

Indio Safety Training Class @ DPSS Bldg., 44-199 Monroe St—January through June

Month ►	Jan	Feb	Mar	Apr	May	Jun
Class ▼	Date (Time)	Date (Time)	Date (Time)	Date (Time)	Date (Time)	Date (Time)
AB			11 (9-10:30)			10 (9-10:30)
BB			11 (10:30-12)			10 (10:30-12)
DT	7 (9-12)	4 (9-12)	25 (9-12)	1 (1-4)	20 (9-12)	3 (9-12)
EWPV	28 (1-4)	25 (9-12)	4 (9-12), 25 (1-4)	22 (1-4)	6 (9-12)	17 (9-12)
RMI	7 (1-4)	4 (1-4)	4 (1-4)	1 (1-4)	6 (1-4)	3 (1-4)
S-OR		25 (1-5)			20 (1-5)	
SWPV	28 (8-12)					

Indio Safety Training Class @ DPSS Bldg., 44-199 Monroe St—July through December

Month ►	Jul	Aug	Sept	Oct	Nov	Dec
Class ▼	Date (Time)	Date (Time)	Date (Time)	Date (Time)	Date (Time)	Date (Time)
AB		19 (9-10:30)				
BB		19 (10:30-12)				
DT	1 (1-4)	12 (9-12)	9 (1-4)	7 (1-4)	18 (9-12)	9 (1-4)
EWPV	22 (9-12)	26 (1-4)	9 (9-12)	21 (1-4)	18 (1-4)	9 (9-12)
RMI	1 (9-12)	12 (1-4)	23 (9-12)	7 (9-12)	4 (1-4)	16 (9-12)
S-OR		26 (8-12)			4 (8-12)	
SWPV	22 (1-5)			21 (8-12)		

CLASS ABBREVIATIONS

CPR/1: CPR and FIRST AID CLASS

AB: AIRBORNE PATHOGENS

BB: BLOODBORNE PATHOGENS

DT: DRIVERS TRAINING

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RMI: REPETITIVE MOTION/ERGONOMICS

S-OR: SUPERVISOR SAFETY ORIENTATION

SWPV: SUPERVISOR WORKPLACE VIOLENCE

For additional information, or to enroll, for classes offered by the County Safety Division Office, contact us:

General Office: (909) 955-3520

GroupWise: Jan Zimmerman—to receive confirmation of enrollment for single or multiple persons in classes.

Safety Division Website: <http://intranet.co.riverside.ca.us/>

Blythe

Training is scheduled April 14 through 17.
See Page #7 for classes scheduled in Blythe.

LATCH—Child Safety Seat Standard

“Better—But Still Not Always a Perfect Fit”

[By Janet Dewey-Kollen—Former executive director of the National Safety Council’s Air Bag and Seat Belt Safety Campaign—Highlights of article printed in the November/December NSC Traffic Safety]

Lower **A**nchor and **T**ethers for **C**hildren or **LATCH**, the long-anticipated federal safety standard intended to make installation of child safety seats easier and more consistent, became effective on September 1, 2002.

Parents and safety specialists welcome this as a substantial improvement. Some 80 to 90 percent of child safety seats are used incorrectly. The National Highway Traffic Safety Administration estimates that the new system will cut such misuse in half.

How the System Works

LATCH is designed to improve the way child safety seats attach to vehicle through lower attachments/anchors and top tethers.

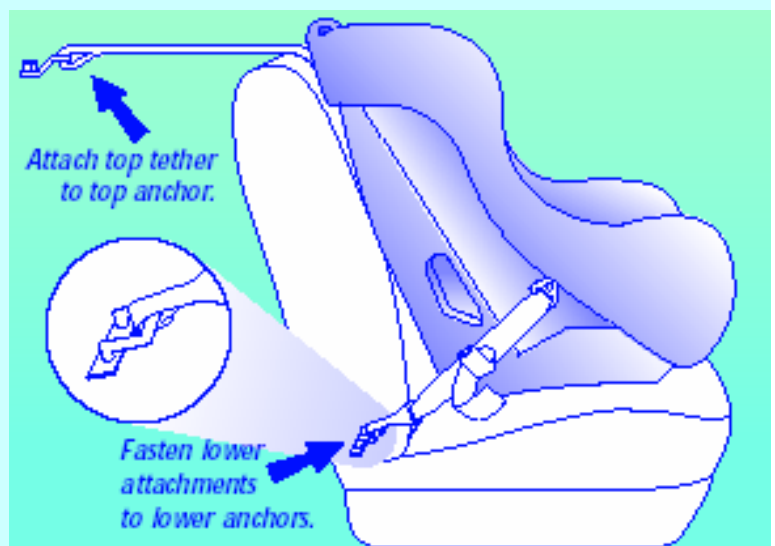
Lower Attachments/anchors: **LATCH**-equipped child safety seats have attachments that are either flexible (a strap with a connector) or rigid (an inflexible bar with a connector). The seat attachments are fastened to a set of small bars in the vehicle, called anchors, located where the seat cushions meets the seat back. Vehicle **LATCH** anchors typically are marked with a small symbol or dot.

Top tether: A strap with a connector located at the top of the safety seat attaches to a tether anchor in the vehicle. Tether anchors are typically located in the rear filler panel in sedans. In vans, SUVs and trucks they are located on the back of, or slightly under, the rear vehicle seat; in the cargo door; or on the roof.

Older vehicles: Many safety seats and vehicles that do not have lower **LATCH** anchors may have top tether capability; since the tether components were the first requirements of the three-year **LATCH** phase-in process. Beginning in September 1999, child restraints were required to meet a stricter head protection standard, typically accomplished through the addition of a tether strap and hook at the top of the child safety seat. In September 2000, all new passenger vehicles, except most convertibles, were required to have top tether anchors. The last component of **LATCH**, the requirements for lower attachments on child safety seats and lower anchors in vehicles, took effect in September 2002.

Are Pre-LATCH Seats Safe: According to NHTSA (National Highway Traffic Safety Administration), “Child safety seats without **LATCH** technology are still effective—as long as they are correctly installed in accordance with the manufacturer’s instructions.” Alternatively, **LATCH**-equipped seats can be used in vehicles that do not have **LATCH** anchors by applying the vehicle’s regular seat belt systems. In vehicles not equipped with lower **LATCH** anchors NHTSA recommends using the seat belt and, if available, a top tether.

Most vehicles and child safety seats can be reinforced with top tether anchors and straps. While some safety seats can be reinforced with **LATCH** safety seat attachments, very few vehicle manufacturers offer a retrofit for the lower anchors.



RIVERSIDE COUNTY SAFETY DIVISION

3901 Lime Street
Suite #100
Riverside

Office Hours: Monday—Thursday
7:30 A.M. to 5:30 P.M.

Friday: 8:00 A.M. to 5:00 P.M.
Safety Hotline: (909) 955-5868

Phone: 909-955-3520

Fax: 909-955-9200

Email: Safety Office Publications

Web site:

<http://intranet.co.riverside.ca.us/>

**Something To Stimulate
The Mind While On Break**

SORRY—NO PUZZLE THIS MONTH

**WE ARE IN THE PROCESS OF MAKING
SOME CHANGES**

LOOK FOR THEM IN FEBRUARY

“SAFETY OFFICE PUBLICATIONS”

County Safety Office Staff are available to assist you at all times. Our office is in the (909) area code, on MICRO and all have Email.

COUNTY SAFETY OFFICER

Tom Sproal, County Safety Officer 955-5859

Safety Personnel

Mike Bowers, RCRMC Safety Coordinator 486-4689

Ken Brooks, Safety Coordinator 955-9205

Pat English, RCSD Safety Coordinator 955-2493 or 955-5853

Tony Gonzales, Safety Coordinator 955-5881

Steve Hickam, Safety Specialist II 955-5892

Steve Hutchings, MH Safety Coordinator 955-3521 or 358-5272

Dan Kerker, Safety Coordinator 955-5880

Art Pereida, Safety Coordinator 955-5883

Becky Perkins, Occupation Health Nurse Consultant 955-5854

Dave Rich, Safety Coordinator 955-9527

Joe Salinas, Transportation Safety Coordinator 955-6788

Brian Teig, DHS Safety Specialist II 955-5880 or 358-5547

Safety Office Support Personnel 955-3520

Tawni Grubbs, OA III

Lydia Temmen, OA III

Jan Zimmermann, OA II

2003 SAFETY TRAINING CLASSES AT A GLANCE

Blythe Safety Training Classes—Blythe locations to be announced

Month/Time ►	April	Time
Class ▼	(Dates)	(Scheduled Times)
CPR/1	15	8:00 AM—5:30 PM
AB	16 and 17	1-2:30PM and 8-9:30AM
BB	16 and 17	2:20-4 PM and 9:30-11 AM
DT	14	1-4:00 PM
EWPV	14	1-4 PM
RMI	16	8-11:00 AM
S-OR	14	1-5:00 PM
SWPV	17	8-12