



“Safety is Just Good Business”

Oregon DEQ and Local Air Quality Agencies Ask Questions About Paint Booths

September of last year EHS Associates sent out an advance notice of the changes you are going to have to deal with regarding Paint Booths. The USEPA had made changes to the regulations that all of us that paint vehicles are going to have to deal with in 2010 and 2011.

Over the last several months, a number of State and Local regulatory agencies have sent out “questionnaires” regarding this same topic. During the last two weeks every Oregon Auto Dealership and Independent Body Shop received a questionnaire asking for a host of data regarding their painting operations.

If you have not already sent the questionnaire in—go ahead and submit it. Be careful how you answer question B and question G—these two are the crux of the new regulation.

Here is a reprint of the information we sent to you last September:

If your business had an established surface-refinishing component PRIOR to September 17th, 2007, you have until January 10th, 2011 to comply with this rule—all of the rule requirements must be in place by that time.

The basic requirements of the new rule will require you to:

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1. Provide the EPA with an “Initial Notification”, indicating that you are subject to the new rule.
2. Provide the EPA with an “Annual Notification of Changes Report”,
3. Use a fully enclosed and ventilated under negative pressure paint booth to spray finish complete vehicles.
4. Use a spray booth or station with three complete sides and a roof to paint vehicle subassemblies while ventilating to draw vapors into the booth or station.
5. Install and operate spray booths and stations with filters that are at least 98% efficient at removing paint particles.
6. Apply coatings with high volume / low pressure (HVLP) spray guns or equivalent spray gun technology that meets the specifications of the new rule.
7. Use a fully enclosed spray gun cleaner to clean paint equipment and prevent the practice of forcing gun-cleaning solvents through the gun under pressure.
8. Train and certify painters in the new rules, proper spray gun selection, spray techniques, maintenance and environmental impacts within 180 days.
9. Retrain painters every five years.
10. Maintain records of painter training, booth filter efficiency ratings, spray gun transfer efficiency ratings, EPA notifications, submitted EPA reports and records of deviations.

Ya Gotta Love This Recall

The U.S. Consumer Product Safety Commission, in cooperation with L.L. Bean, announced a voluntary recall of the following consumer product. Consumers should stop using recalled products immediately unless otherwise instructed.

Name of Product: Stabilicer Lite Cleats

Description: This recall involves Stabilicers Lite cleats with model number BNX9. The cleats are worn over footwear for traction in winter walking conditions. The recalled cleats were sold in blue, orange, and pink. Black Stabilicers Lite cleats are not included in this recall. The cleats were sold in sizes small through extra large. The name Stabilicers Lite appears in raised letters on the underside of the harness.

Distributor: L.L. Bean Inc., of Freeport, Maine

Hazard: The elastic harness system attaching the cleats to footwear can detach, posing a fall hazard to consumers.

Incidents/Injuries: The firm has received two reports of the harness breaking. No injuries have been reported.

Sold at: L.L. Bean stores nationwide, LLBean.com and the L.L. Bean catalog from August 2008 through November 2008 for about \$20.

Manufactured in: United States

Remedy: Consumers should immediately stop using the recalled cleats and contact L.L. Bean to receive a replacement or refund.

"I'm sorry, I understand sometimes the products fail to meet expectations, or have manufacturing errors, but winter cleats to help traction causing a fall hazard just strikes me (as the safety guy) as funny. I suppose the two individuals that reported the defect do not agree—gladly, no one was injured."

Mitch



Obama's Labor Chief Names Safety as Priority

President Obama appointed Rep. Hilda Solis, D-Calif., as Secretary of Labor for his new administration. Solis represents a district that includes portions of East Los Angeles and the San Gabriel Valley.

Solis' record in Congress is characterized as pro-labor. She supported legislation to increase the minimum wage and to ease union organization in workplaces. According to an analysis by the AFL-CIO, Solis has consistently voted for legislation that benefits unions. In addition, Solis is a board member for American Rights at Work, an advocacy group for union organizers.

During a recent appearance before the Senate Health, Education, Labor and Pensions Committee, Solis said that her goals include expanding job training programs and enforcing workplace safety and health laws.

She said that she would lead a department that Obama says he wants to "once again stand up for working families." "We need to restore the respect and integrity of those individuals in the workplace," Solis said.

In addition to her work on Capitol Hill, Solis was a legislator in Sacramento, Calif., for 18 years.

Former Peanut Plant Manager Says He Warned of Unsanitary Conditions

A former manager at a peanut company linked to a deadly salmonella outbreak says he sounded repeated warnings about unhygienic conditions when he worked there three years ago. But he says his complaints went unheeded.

Kenneth Kendrick, who worked at a Peanut Corp. of America plant in Plainview, TX, in 2006, told Good Morning America he had complained to both company owner Stewart Parnell and the state's health department about a rodent infestation and a leaky roof.

According to Kendrick, bird excrement was coming into the plant through the leaky roof.

Kendrick says his concerns were not addressed by either the Texas Department of Health or Parnell. He explained that he was raising the issue with media now because his granddaughter had recently become ill with salmonella-like symptoms after eating peanut butter crackers.

At least 600 people have become sickened and about nine deaths have been linked to salmonella-contaminated peanut products linked to the company.



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web site at
<http://ehsassociates.com>



Quarter of U.S. Gets Food Poisoning Yearly

Next time you have a case of diarrhea that lasts a day or more, chances are better than 1 in 3 that it was food poisoning.

As many as a quarter of Americans suffer a food borne illness each year -- though only a fraction of those cases get linked to high-profile outbreaks like the recent salmonella-peanut scare, according to the U.S. Centers for Disease Control and Prevention.

"Outbreaks are dramatic instances," says Dr. Robert Tauxe, a CDC expert on the subject. But they highlight a health threat that many people exaggerate and misunderstand, according to some experts.

Ten years ago, a team of CDC scientists put together the best enduring estimate of how many Americans get food poisoning each year: 76 million illnesses, which resulted in 325,000 hospitalizations and 5,000 deaths.

No more recent figures are available. But the current numbers must be close to 87 million cases, 371,000 hospitalizations and 5,700 deaths, according to an Associated Press calculation that used the CDC formula and current population estimates.

The problem could be a lot worse. The U.S. food supply is still considered one of the safest in the world, several experts said.

Food poisoning affects an estimated 25 percent of Americans every year. That compares with roughly 30 percent of people in industrialized countries, according to the World Health Organization. The toll, of course, is much higher in developing countries.



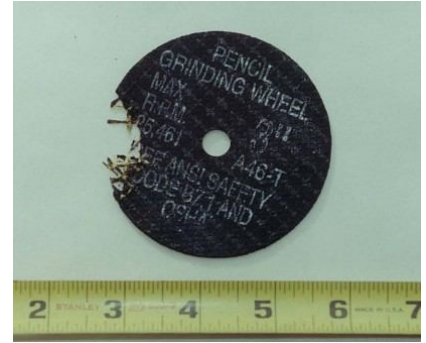
Exploding Grinding Wheels

The potential for grinding wheels to fail catastrophically is well known. For that reason, grinding-machine manufacturers, ANSI B7.1, and OSHA regulations all require the use of guards during grinder operation.

Before an abrasive wheel is mounted, it should be inspected closely and sound- or ring-tested to be sure that it is free from cracks or defects. To test, wheels should be tapped gently with a light non-metallic instrument. If they sound cracked or dead, they could fly apart in operation and so must not be used. A sound and undamaged wheel will give a clear metallic tone or "ring."

To prevent the wheel from cracking, the user should be sure it fits freely on the spindle. The spindle nut must be tightened enough to hold the wheel in place, without distorting the flange. Follow the manufacturer's recommendations. Care must be taken to assure that the spindle wheel will not exceed the abrasive wheel specifications.

Due to the possibility of a wheel disintegrating (exploding) during start-up, the employee should never stand directly in front of the wheel as it accelerates to full operating speed, and should always wear safety glasses and a face shield.



OSHA Cites Yacht Company, Proposes More Than \$130,000 in Penalties

OSHA has proposed \$130,200 in fines against Novis Marine Ltd., a yacht design and fabrication company in Fairport Harbor, for alleged willful, serious, and repeat violations of federal workplace safety standards.

OSHA's investigation, opened in August 2008, resulted in one willful citation for fall hazards associated with open-sided floors and platforms, 23 alleged serious violations involving electrical and fire hazards, lack of personal protective equipment, and stair railings, machine guarding, and training deficiencies. Repeat violations involved a lack of explosion proof equipment in paint spray booths and other potential fire hazards.

"Failing to practice required OSHA safety and health standards is detrimental to the welfare of American workers," said Rob Medlock, director of OSHA's area office in Cleveland, Ohio. "Any employer who is committed to providing a safe place of work can avoid employee injuries and fatalities by following OSHA's regulations."

Novis Marine Ltd. designs and constructs yachts and sailboat spars for various brands. The company has been inspected by OSHA numerous times since 1995 and has been cited for a variety of safety and health violations.



Safety Shorts Supplement

EHS Associates, Inc – Salem Oregon
Safety – Environmental Resource Group

The 4 Signs of a Top-Notch Safety Program

Measuring the success of a safety program by referring to numbers of injuries and illnesses is like confusing cause and effect. Get the program right, and the numbers will probably follow. Of course, there's also the luck factor - good and bad - that needs to be accounted for. What a safety program needs is an evaluation approach that puts the cart before the horse, and not the other way around.

Keeping the Cart before the Horse

Another way to measure the effectiveness of a safety program is to consider whether it has all the necessary elements. There are four things that all world-class programs have. If you have all four, it's a pretty good sign that things are being done right.

1. Recognition of the Need to Do More to Prevent Injuries and Illnesses

Recognition is a vital element of any safety program. In fact, it's the engine that makes a program go. Recognition of the need to do more to prevent injury and illness might come from several sources - high workers' compensation premiums, OSHA citations or difficulty in recruiting workers.

2. Integration of Traditional Safety Elements

A good program incorporates a blend traditional safety measures. This includes administrative elements such as written policies and procedures and engineering controls such as machine guards and ventilation systems.

3. A Joint Observation Process

Companies with first rate safety programs introduce an observation process, with management and workers' input, to watch out for both unsafe acts that need to be corrected and safe acts that need to be reinforced. This process stems from the importance of behavior and the recognition of the effectiveness of teamwork in ensuring health and safety. The best companies, safety-wise, encourage all employees to take an active approach to safety—providing the opportunity to voice safety concerns, having the opportunity to be a member of the Safety Committee, and to play an active role in decision making as it relates to correcting safety violations.

4. Employee Skills

Employees need to be taught the right "skills" so they can keep themselves safe. Human beings are born with a survival instinct. But they're not born with an innate sense of how to use protective equipment or how dangerous machines operate. These are things that need to be taught. The safety program needs to inoculate workers in the practical, relevant and easy to understand skills they need to manage themselves effectively and safely.

Forklift Operator Fatality

A 42-year-old forklift operator was crushed between the forklift he had been operating and a semi-trailer he was helping to load. Assisting the truck driver to tie down the load, the operator backed the forklift to the opposite side of the trailer, put the automatic transmission into neutral, engaged the parking brake, and jumped out to take the strap thrown across the load by the truck driver. The forklift's engine was left running. While the operator was facing the trailer and busy with the strap, the forklift engaged in reverse and backed into him, crushing him against the trailer with enough force to make the trailer shudder. The truck driver looked under the trailer and saw the victim's legs dangling in the air. He ran to engage the gearshift on the forklift into forward to release the victim. Efforts to revive the victim were unsuccessful, and he was pronounced dead at the scene.

Recommendations

- **Before exiting any powered industrial truck, even briefly, completely shut down power, place controls in neutral and apply parking brake.**
- **Employers should provide ongoing evaluation and feedback for operators of mobile machinery to ensure that operator proficiency and safe work practices are maintained.**
- **Maintain the machine in safe operating condition.**
- **Employees should be encouraged to report concerns related to the safe operation and maintenance of mobile machinery.**

Recommendation #1: Before exiting any powered industrial truck, even briefly, completely shut down power, place controls in neutral and apply parking brake.

The forklift should be secured so that it will not move when the operator is not in the driver's seat. Operators should always: (a) place the front forks in firm contact with the ground, (b) turn the steering wheels away from the direction where work will be performed, (c) put the shift in neutral and set the parking brake, (d) shut off the engine, and (e) block wheels if parked on an incline.

Recommendation #2. Employers should provide ongoing evaluation and feedback for operators of powered industrial trucks to ensure that operator proficiency and safe work practices are maintained.

The employer supplied forklift training to workers. The manufacturer's operation manual recommends employers follow training requirements outlined in the manual, as well as guidelines from ANSI Std. B56.1-1993 and OSHA Standard 29CFR1910.178. Employers should ensure that operator proficiency is maintained through evaluations and random checks. Training should be repeated whenever there is a noted deficiency. In addition, retraining should be performed at least every 2 years.

Recommendation #3. Maintain the machine in safe operating condition.

Although the mechanical basis of this incident is difficult to reproduce, there is some indication that the forklifts at the work site were heavily used and may have been in need of preventive maintenance or repairs. Equipment should not be used unless needed repairs are completed and the machine is in safe operating condition. Written documentation is an important component of a safety program. A standard checklist helps to identify hazards, and encourages accountability for regular inspections and a timely response to safety concerns.

Recommendation #4. Employees should be encouraged to report concerns related to the safe operation and maintenance of mobile machinery.

A work site safety committee provides an opportunity for employees to report unsafe working conditions or equipment in a cooperative, nonadversarial environment. To be effective, a safety committee needs to actively encourage employee feedback, and also evaluate its own procedures to be sure employees are contributing and feel their contributions are valuable. Accountability for both employer and employees may be improved by the safety committee promoting its activities and accomplishments, and explicitly recognizing the contribution of employee suggestions. Employee feedback should be documented and included in the minutes of the safety committee.

Origins of Phrases

above board - honest - a metaphor based on a conjuror preparing a trick with hands above the 'board' (table), rather than below it, where the trickery could be concealed.

xmas - christmas - x is the Greek letter 'chi', and the first letter of the Greek word 'christos' meaning 'anointed one'; first used in the fourth century.

yahoo - a roughly behaved or coarse man/search engine and internet corporation - Yahoo is now most commonly associated with the Internet organization of the same name, however the word Yahoo was originally conceived by Jonathan Swift in his book Gulliver's Travels, as the name of an imaginary race of brutish men. Gulliver's Travels was first published in October 1726.

vet - to examine or scrutinize or check something or someone (prior to approval) - the verb 'vet' meaning to submit to careful examination and scrutiny, etc., is derived from the verb 'vet' meaning to care for (and examine) animals, from the noun 'vet' being the shortening of 'veterinarian'. 'Veterinarian' is from Latin, from the equivalent word 'veterinarius' in turn from 'veterinae' meaning cattle.

velcro - the tiny plastic hook cloth fastener system - Velcro was invented in 1954 by George de Mestrel, having been inspired by Alpine burdock burrs which stick to cloth; he named the nylon fastening after velours crochet, French for 'velvet hook'.

engineer—In the early 1300s the word was *engynour* 'builder of military engines' (machines used in warfare). It was borrowed from Old French *engigneor*, from *enginier* 'to contrive, build,' from *engin* 'skill, cleverness.' *Engin* came from Latin *ingenium* 'inborn qualities, talent,' which was formed from *in-* 'in' and *gen-*, root of *gignere* 'to beget, produce.'

indian summer—The origin of this term is not known with certainty, but William and Mary Morris (see my [bibliography](#)) suggest that the term arose due to the use of the term *Indian* as a synonym for 'bogus.' Therefore, an *Indian summer* is something which appears to be summer but is not. There are other similar terms which arose about the same time as *Indian summer* (the 17th century), such as *Indian corn* (not what the colonists considered true corn) and *Indian tea* (again, not true tea). The Morrises suggest that the Indians' occasional use of trickery in their dealings with the white man (who can blame 'em?) may have been the source of the 'bogus' association.



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