



Fall Time is Training Time

With the fall almost upon us, it's a good time to assess safety training needs for workers and companies as operations start ramping up again throughout BC. Whether you have an experienced crew or new hires, BCFSC has solutions to ensure your workers have the knowledge, skills and attributes to do their job safely and productively.

We offer:

- Free self-enrollment online courses
- In-person training courses
- Occupational resources to help you train and assess your workers on-the-job

Free online courses are accessible through our learning center 24/7 at your convenience. It's easy to create an account and self-enroll in many of our courses. The following courses are currently available:

- [Assessor Knowledge Units](#)
- [Basic Forest Worker Knowledge Units](#)
- [Combustible Dust Training for Workers](#)
- [Combustible Dust Training for Managers and Employers](#)
- [Combustible Dust Training for Contractors](#)
- [Phase Congestion](#)
- [Professional Industry Driver](#)
- [Resource Road Driver Knowledge Unit](#)
- [Serious Incident Investigation](#)

More self-enrollment courses are being added regularly, so check back often.

We also offer numerous in-person training options. Register early to reserve your spot!

Enrollment fees will be increasing for some courses in 2022, so lock in today's rates for our fall sessions. Visit [Course List – BC Forest Safety Council](#) to get updated training information for all available courses and to enroll.

If our scheduled sessions and locations aren't convenient for you or if you have a group of workers requiring in-person training, email training@bcforestsafe.org to ask us about preferred training options.

In addition to training courses, we also offer industry-developed assessments for supervisors to use on the job to ensure their workers are qualified for their operations:

All Occupations

[Basic Forest Worker Assessment](#)

Yarding

- [Grapple Yarder Assessment](#)
- [Hooktender Assessment](#)
- [Landing Utilityperson Assessment](#)
- [Chokerperson Rigging Slinger Assessment](#)
- [Tower Operator Assessment](#)

Mechanized Harvesting

- [Feller-Buncher Assessment](#)
- [Skidder Assessment](#)
- [Dangle-Head Processor Assessment](#)
- [Hydraulic Log Loader Assessment](#)
- [Forwarder Assessment](#)
- [Hoe-Chucker Assessment](#)

Road Building

- [Dozer Operator Assessment](#)
- [Excavator Operator Assessment](#)
- [Articulated Rock Truck Operator Assessment](#)
- [Grader Operator Assessment](#)
- [Wheel Loader Operator Assessment](#)
- [Rock-Drill Operator Assessment](#)

More occupational assessments are being added regularly. If you are looking for a particular occupation not listed here, please reach out to us at training@bcforestsafe.org.

It's a great time to invest in training and assessment of your workforce. There are more options than ever to build a highly skilled workforce with our online training options, on-the-job assessment checklists and classroom-based training delivered by experienced instructors. 🌲

Course	2021 Course Dates	Location
Forest Supervisor Mod. 1	September 23	Prince George
Falling Supervisor (Limited spots/Waitlist)	September 27	Prince George
External Auditor Workshop	September 29	Online
Small Employer OHS/R	September 30	Prince George
Forest Supervisor Mod. 1	September 30	Campbell River
Small Employer OHS/R	October 7	Langley
Forest Supervisor Mod. 1	October 14	Kamloops
Incident Investigation	October 15	Prince George
Falling Supervisor	October 18	Nelson
Forest Supervisor Mod. 2	October 21	Prince George
Forest Supervisor Mod. 3	October 22	Prince George
Small Employer OHS/R	October 28	Kamloops

Course	2021 Course Dates	Location
Forest Supervisor Mod. 2	October 28	Campbell River
Forest Supervisor Mod. 3	October 29	Campbell River
Forest Supervisor Mod. 1	November 4	Nanaimo
Forest Supervisor Mod. 2	November 4	Kamloops
Forest Supervisor Mod. 3	November 5	Kamloops
Joint Health and Safety Committee	November 8	Campbell River
Falling Supervisor	November 15	Campbell River
Small Employer OHS/R	November 18	Nanaimo
Forest Supervisor Mod. 2	November 25	Nanaimo
Forest Supervisor Mod. 3	November 26	Nanaimo
Incident Investigation	November 26	Kamloops
Incident Investigation	December 3	Nanaimo

Entry Level Forest Worker Training Name Change to Forest Worker Essentials

Since 2019, BC Forest Safety Council (BCFSC) has coordinated a funded initiative from BC Ministry of Advanced Education Skills and Training to develop and deliver pilot training for workers new to BC forestry.

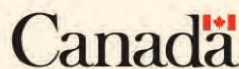
The program is intended as a worker-readiness training program supporting new entrants into the BC forest industry, including Indigenous Peoples, women and high-school students. Graduates arrive on the job with basic skills, a thorough knowledge of forestry and fully prepared for on-the-job learning in their chosen occupation. This program is designed to align with the occupational resources developed by BCFSC and employers can opt to continue their worker's training by utilizing the BCFSC on-the-job training and assessment materials at the worksite.

The program was successfully delivered by four Colleges and highlighted in several previous Forest Safety News articles. Based on feedback from the pilots and users of the program materials, the program name is being changed to Forest Worker Essentials and the model and curriculum are being updated to reflect a 6 to 7 week program. Approximately half of the content will be industry and sector orientation, concepts and applied knowledge through online and trainer-led sessions and the other half of the training will be through field

sites/hands-on, practical sessions and industry guest speakers.

The program can be delivered through training providers such as Colleges and High Schools, or directly at the workplace. BCFSC anticipates being able to accept applications for the new program in November 2021 for 2022 delivery.

If you have any questions about the Forest Worker Essentials Training Program, please contact Allison Thompson, BCFSC Manager Training & Standards. 🌱



Funding provided through the Canada-British Columbia Labour Market Development Agreement.

Safe Tire Changing – Light Duty Vehicles

By Overland Training Canada

Overland Training Canada delivers BCFSC Resource Road Driving program courses across the province. We often get frequently asked questions and one of the most common is “how do I change a tire safely on a resource road?”

Do you remember being shown how to change a flat tire by a parent, driving instructor or friend when you were learning to drive or when you were a new driver? It seems many of us have never changed a tire before or may not have considered the safety implications of changing a tire, especially on a resource road. This article shares some concepts to assist you in not only making the job a little bit easier but will also provide some helpful tips so you can change your tires more safely.

What are some signs of a puncture?

There are a few signs that will indicate whether you have a puncture. One of the first could be the tire pressure monitoring system (TPMS). If your vehicle is equipped with this function, the vehicle's technology would detect a change in tire pressure before you feel anything, displaying a dashboard warning symbol alerting you to a potential problem.

Another sign could be tire noise which can be significant but it's more likely you'll feel a change to your vehicle's performance first. The vehicle will feel sluggish - acceleration, braking and

steering may be affected, sometimes dramatically depending on the speed.

What causes punctures on resource roads?

A tire puncture can be caused by multiple factors but to help reduce the likelihood of a puncture, consider:

1. Tire age – tires typically have a shelf life before they start to degrade.
2. Road surface composition – the road material can be sharp or jagged (sharp rocks).
3. Driving style – more aggressive driving styles can potentially cause more damage.
4. Tire pressure – tire pressure that is too high can result in damage to the sidewalls via road material. Tire pressure that is too low can cause excessive heat build-up within the tire (heat is one the worst enemies of a tire).
5. Poor line choice through rougher terrain, rubbing tire sidewalls against sharper road material.
6. Tire type – cheaper all-season tires are more prone than good quality AT / MT tires.
7. Debris / foreign objects - such as nails, screws, metal and so on.

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Can I drive on a flat or punctured tire?

You can drive on a punctured tire. It may not be ideal, and it can potentially damage the vehicle rim, but if it means you can drive to a safe location - then we actively encourage you to do so. Finding a safe location to pull over is key to ensuring not only your safety but other road users as well when changing a tire.

What is considered a safe location to pull over?

Follow these guidelines as best you can:

1. Pick a spot that is flat.
2. Pull over off the main roadway.
3. Do not park on soft terrain such as a soft road edge.
4. Choose a long straight stretch so you are visible to traffic.
5. Do not park near a rise or depression in a road.
6. Do not park in, on or just before or after a corner.
7. Do not park in a junction.
8. Ensure you park parallel to the edge of the road so that your vehicle does not impede other traffic.

What should I do first?

If a puncture is discovered, it is important to follow these guidelines to ensure you are as safe as possible to deal with the puncture:

1. Reduce speed carefully, do not make sudden driver responses.
2. Find a safe location to pull over (see above for some ideal areas to consider).
3. If you have not already done so, engage 4-wheel drive. This will transfer the parking brake function to the front and rear axle allowing all four tires to be secured. Most parking brakes in pickup trucks actuate the rear axle so if you are changing a rear tire there will only be one tire on the ground, securing the vehicle from rolling otherwise which is not ideal.
4. Once you've pulled over in a safe location, secure the vehicle using the parking brake and set your transmission to Park.
5. Put on the hazard lights / beacons.
6. Make a radio call on your designated RR channel: (i.e.) "Pickup off at km 53 on the North Kitimat, changing a tire."
7. Remove the keys from the ignition (put them in a pocket so they are on your person) to ensure no one starts the vehicle while you are working.
8. Put on your hi-vis vest, gloves and any other required PPE and safety equipment and exit the vehicle.
9. Chock the vehicle wheel chocks or with a good-sized rock or wedge of wood. (Make sure to chock a tire that is NOT the punctured tire).
10. Place your warning triangles in front and behind your vehicle at least 100 paces apart and away from your vehicle to alert other road users that you are there well before they pass your location.

How do I change the tire?

You should refer you to your vehicle owner's manual to provide you with the manufacturer's recommended tire changing procedures. Here are some additional thoughts to help make the process easier and safer.

PRE-TRIP TIPS

1. Check that your spare tire is inflated and good to use.
2. Locate the jack and tools and ensure all tire changing tools and the jack are in good working order.

TIRE CHANGE TIPS

1. Locate the spare tire security key, its location and remove it (place in a safe spot such as door pocket).
2. Lower the spare tire (there is no point in loosening the lug nuts and jacking the vehicle up until you know you can remove the spare tire).
3. Loosen the lug nuts.
4. Secure the jack and jack up the punctured wheel.
 - a. Use the manufacturer's recommended jack and jacking instructions to secure the jack in the right location (typically on the axle or front suspension arm).
 - b. Ensure the jack is flat on the ground.
 - c. Use floor mats or cribbing to stabilize the jack if the ground is soft.
 - d. Ensure you raise the punctured tire high enough to put on the spare tire.
 - e. Use your spare tire as an emergency jack stand (place under the vehicle frame until needed)
 - f. Remove the jacking tool from the jack and place beside the jack so it doesn't accidentally get knocked or kicked while walking around the vehicle, potentially moving the jack by accident.
5. Remove the lug nuts and place them in a safeguarded spot such as a door pocket. DO NOT place them on the ground where you could lose them.
6. Remove the punctured tire and place under the vehicle frame as an emergency jack stand.
7. Put on the spare tire and follow the manufacturer's instructions for placing the lug nuts. Ensure the spare tire is positioned correctly.
8. Place and secure the punctured tire back in the spare tire holder.
 - a. A loose tire in a truck bed is extremely dangerous and can become a deadly projectile.
 - b. If there is no other choice than to place the punctured tire in the truck bed, it MUST be secured by a properly rated ratchet strap. **A properly secured load is a legal requirement.**
9. Lower the vehicle and torque the lug nuts tightly, but not over tight. Refer to the manufacturer's manual.
10. Replace all the tools back in their factory storage locations.
11. Replace warning triangles back in their factory storage locations.
12. Return to vehicle and continue journey. Assess whether you replaced the tire correctly. Any noises, wobbling, vibrations could suggest the tire was not properly replaced.
13. We recommend to re-check your lug nuts using your lug wrench when you arrive back on a paved surface.

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14. Re-torque the lug nuts with a torque wrench within the manufacturers recommended distance

What should I do after I have changed the tire?

Refer to your owner's manual for instructions on tire change protocol, however it is good practise, unless otherwise stated, to do the following:

1. Repair / replace the punctured tire.
2. Switch the spare tire with the newly replaced tire.
3. Check the spare tire is in good use and restow it back in its holder.
4. Have your workshop / maintenance team or a professional shop to re-torque the lug nuts on the changed-out tire to the manual specifications.

What are the main safety considerations to remember?

1. Find a safe spot to pull over, do so gently with no aggressive or sudden driver responses.
2. Secure the vehicle.
3. Let other road users know about your situation.
4. Wear PPE.
5. Place emergency signs on the road.
6. Use a passenger as a spotter on the roadway to caution other road users of your presence and let you know about oncoming traffic.
7. Know your vehicle. Check your owner's manual for correct procedures.
8. Face the direction of traffic as much as you can when changing the tire.
9. Know your escape routes in case unpredictable traffic puts you in more danger.
10. Vehicle suspension can present dangerous pinch points, keep your hands clear.
11. Vehicle brakes can be very hot, keep your hands clear.
12. Be focused and quick but safe and thorough.
13. Ask for help if needed.
14. Secure the punctured tire back under the vehicle and not in the truck bed unless you have a proper ratchet strap to secure it from becoming a projectile.
15. Repair / replace the punctured tire asap with a new tire.
16. Re-torque the lug nuts within the manufacturers recommended distance, typically within 50-100km maximum.

NEVER CRAWL UNDER A JACKED-UP VEHICLE / SUSPENDED LOAD

Final thoughts

These days, punctures are becoming less common as tire technology evolves. However, it can and does happen. So be prepared. Ensure you are familiar with your vehicle and that it has a good spare tire that meets tread requirements, is the same size as all the other tires and is the correct tire for the vehicle. Make sure your tire changing tools are present and in good working order and that you are practised and familiar with changing tires if operating your work vehicle.

If you cannot change the tire for whatever reason, use the radio to ask if anyone is nearby to assist or call your company or local tow operator.

The MOST important thing to remember is the safety of the driver, passenger(s) and other road users. Consider what it takes for a loaded industrial vehicle to slow down, avoid or stop. A loaded industrial vehicle can weigh 10 times more than a regular pick-up. They have limited manoeuvrability and can take up to 300 feet to fully stop which can be longer as weather and conditions deteriorate.

Learn more about [BCFSC Resource Road Driver](#) training to help keep you safe on resource roads. 🚧

