

Title: **TRANSPORTING OF PASSENGERS
ON THE BACK OF LDV'S, TRUCKS
AND IN MINI BUSES**

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1 Introduction

To ensure an acceptable level of safety for employees required to travel on the back of LDV'S, Trucks and in Mini Busses.

2 Document Content

2.1 REQUIREMENTS

2.1.1 Canopy

- 2.1.1.1 All Idv's and trucks which are required to transport employees on a daily basis will be fitted with a suitable weather proof canopy, fixed to the vehicle with bolts to ensure it remains in position.
- 2.1.1.2 The canopy may be constructed of steel or fibreglass and will be designed to ensure good ventilation to passengers inside the canopy.
- 2.1.1.3 The canopy will be fitted with glass windows, which will be shatterproof or of similar approved safety glass.

2.1.2 Seats and Seatbelts

- 2.1.2.1 Suitable seats will be provided for passengers travelling inside the canopy.
- 2.1.2.2 The seats should ideally be placed so that passengers will sit with their backs towards the driver, or on the side of the vehicle as close to the vehicle cab as possible.
- 2.1.2.3 Equipment lockers or tool boxes may be used as a base for the seats provided their lids can be locked to prevent them from opening in the event of a collision. The tool box will be bolted to the body of the vehicle as a permanent fixture.
- 2.1.2.4 Lap type seatbelts will be provided to restrain passengers during a collision. These seatbelts will be fastened to the structure of the vehicle and NOT to the canopy. Seatbelts will be SABS approved.

2.2 Roll Bar

- 2.2.1 Where the canopy is not designed with a roll bar to act as roll cage, a separate roll bar must be provided. The roll bar will be designed to approved engineering specifications.
- 2.2.2 The roll bar will be firmly bolted down to the main structure of the vehicle.

2.3 Equipment

- 2.3.1 No loose equipment may be transported within the passenger canopy unless it can be tied down in such a way that it will not dislodge during an accident. Where lockers are used to secure equipment they must be provided with self locking mechanisms to prevent them from opening during an accident. Lockers will also be fixed to the vehicle.

2.4 Mini Busses.

Every passenger seat in Mini Busses shall be fitted with lap type safety belts.

2.5 SUMMARY

The transporting of passengers in the back of LDV'S and trucks are permitted if the following conditions are adhered to:

- a) Compulsory use of a seatbelt.
- b) Sturdy back bin.
- c) Sturdy/bolted down back seat.
- d) Adequate Ventilation.

3 Supporting Clauses

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3.1 Scope

This standard is applicable to all area's that require employees to be transported on the back of LDV'S, trucks and in Mini Busses.

3.1.1 Purpose

To ensure an acceptable level of safety for employees required to travel on the back of LDV'S, Trucks and in Mini Busses.

3.1.2 Applicability

This document shall apply throughout Eskom Transmission.

3.2 Normative/Informative References

None

3.2.1 Normative

The following documents contain provisions that, through reference in the text, constitute requirements of this procedure. At the time of publication, the editions indicated were valid. All standards and specifications are subject to revision, and parties to agreements based on this procedure are encouraged to investigate the possibility of applying the most recent editions of the documents listed below. Information on currently valid national and international standards and specifications can be obtained from the Information Centre and Technology Standardisation Department at Megawatt Park.

SABS 1080 – Seatbelts.

SABS 1560 – Roll over protection for heavy vehicles.

3.2.2 Informative

None.

3.3 Definitions

3.3.1 Seatbelts

A belt designed to secure a passenger to his seat as described in the SANS Standard 1080.

3.3.2 Roll Bar

A framework or roll-cage which is mounted inside the canopy of a vehicle and is designed to protect passengers during an accident.

As there is no known standard for roll bars (for light and medium vehicles) it should be designed to accept engineering specifications. SANS Standard 1560 (roll over protection for heavy vehicles) does however contain certain principals that could be applied. Also see addendum A. for specifications and drawings for roll bar, seat positions and position of lockers.

3.4 Implementation Date

The implementation date is June 2006

3.7 Process for monitoring

The Safety Risk assurance personnel in the various Business Units will at random do spot checks. RAS will also audit this on a yearly basis.

3.8 Related/Supporting Documents

None

4 Authorisation

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5 Revisions

Date	Rev.	Remarks
June 1999	0	New document.
June 2006	1	Change document layout and new numbering system.

6 Development team