



## *Notice of Joint Safety Committee Meeting - 2020*

To: All parties in interest

Via: E-Mail Transmission

Date: 06/17/2020

E-Mail: [jweaver@westernlineneca.org](mailto:jweaver@westernlineneca.org)

This is a reminder that our next **Quarterly Meeting** of the **California [Red Safety Book] Joint Safety Committee** is scheduled for **Wednesday, June 18, 2020** at **9:00 AM** pacific time.

FYI, the meeting tomorrow is being held via the [GotoMeeting](#) platform and **you will have to log into a computer to participate in this meeting**. Please download the GoToMeeting app and plan on having a computer/iPad available at 9:00 AM in the morning to participate in this virtual meeting.

You can now download the Revised California Safety Manual "**Red Safety Book**" from this link to the Chapter's new website: [WesternLineNeca.org](http://WesternLineNeca.org)

The **Meeting Minutes** from our last Safety Committee Meeting held on March 11, 2020 are available for download from this link to the Chapter's new website: [WesternLineNeca.org](http://WesternLineNeca.org)

**-Tuesday, September 15, 2020 at TBD**

**-Wednesday, December 2, 2020 at TBD**

Thanks,  
Jules W. Weaver  
Chapter Manager

**MEETING MINUTES**  
**IBEW 47-1245 / WLCC-NECA JOINT SAFETY COMMITTEE**  
**March 11, 2020**  
**At Cal-Nevada's JATC Training Center**  
**Riverside, California**

**Present:**

**Mgmt:**

James Stapp  
AJ Zartman  
Lon Peterson  
Raul Guardado  
Zach Zuelner  
Jeremy Atchison  
Kellie Whittemore  
Trevor Kirkland  
Ward Andrews  
Jacob Milhoan  
Jeremy Freeman  
Don Weyhrauch  
Clayton Loback  
Michael Hernandez  
Jacob Crabbs  
Ian B. Neff  
AJ Long  
Gary Gaines  
Rocio Aquerreberere  
Hal Lindsey  
Jeremy Hessler  
Shane Lund  
Jerad Simmons  
Jules Weaver

**IBEW:**

Steve Roberts  
Ralph Kenyon  
Rod Peterson  
Arnold Trevino  
Jeremy Newman

**Cal-NEV**

**JATC:**

Armando Mendez  
Don Jamison  
Eugene Gloudeman

*Meeting called to order by acting Chairman Stapp at 1:00pm.*

Chairman Armstrong welcomed the group and had everyone introduce themselves.

**Previous Minutes:**

*M/S/C to approve the Meeting Minutes of the Joint Safety Committee Meeting held on December 4, 2019.*

**Review of Accidents & Incidents:**

The updated **Accident & Incident Reports** is attached hereto as **Exhibit A**.

**Local 1245 - Northern California:** as reported by Mr. Kenyon:

Mr. Kenyon noted that they had a contractor line crew not following basic safety rules that resulted in the contractor being removed from the customers property – PG&E. Beyond this incident Mr. Kenyon didn't have any outside line contractor accidents or incidents to report beyond what the Contractor's will report on today and those incidents are set forth below in the Accident & Incident Report attached hereto as **Exhibit A**.

**Local 47 - Southern California:** as reported by Steve Roberts:

Mr. Roberts noted that they also had a contractor removed from the customers property – SCE after one of their employees fell through a skylight. Beyond this accident Mr. Roberts didn't have any outside line contractor accidents or incidents to report beyond what the Contractor's will report on today and those incidents are set forth below in the Accident & Incident Report attached hereto as **Exhibit A**.

**Contractor's Reports:**

The Contractors present reported on the accidents and incidents in the attached **Exhibit A** and some additional incidents or near misses and the following Contractors noted they had no accidents or incidents to report on today:

*Ferreira Power West, LLC*

**JATC Reports:** Director Jamison reported on a couple of incidents not covered in the reports above including an apprentice who had to have stitches after a dog bite incident, a near miss involving a cat-bank transformer being wired wrong and noted there have been quite a few circuit interruption incidents occur involving our apprentices. A general discussion was then held.

**Observations:** Circuit interruptions have increased significantly and luckily; we have had no injuries or fatalities from those incidents. A general discussion followed.

**Old Business:**

1. Chairman Stapp noted that everyone should have a pdf copy of the new Red Safety Book [Red Book] that's available for download on the Chapter's website and gave a special thank you to the Red Book Subcommittee for all of their hard work in getting this safety manual updated. It's taken several years but the results speak for themselves. Based on that Chairman Stapp asked for a vote for approval of the revised Red Book by the IBEW /NECA Safety Committee and a *M/S/C was made and unanimously passed to approve the revised Red Book.*

For the record, the **Red Book Subcommittee** is composed of the following 8 individuals from Labor and Management:

**Labor**

Ralph Armstrong  
Richard Lane  
Rod Peterson  
Steve Roberts

**Management**

Ward Andrews  
Hal Lindsey  
Chris Larson  
Hank Rivera

It was noted for the record that the **8 - IBEW /NECA Safety Committee** members per the California Outside Line Construction Agreement are as follows:

**Labor Representatives**

Ralph Armstrong  
Ralph Kenyon  
Rod Peterson  
Steve Roberts

**Management Representatives**

Jim Stapp  
AJ Zartman  
Ward Andrews  
Jules Weaver

**New Business:**

1. Mr. Roberts discussed the new CDL database and clearing employees off the books and a general discussion followed.
2. Director Jamison discussed the monthly apprentice progress reports and how these evaluations are now on-line and who has access to those reports. A general discussion followed.
3. A discussion was held regarding the different types/methods for pole and tower rescues and a general discussion followed.
4. Mr. Roberts brought up that when Cal-Nevada JATC suspends a Journeyman Lineman from supervising an apprentice that means they cannot work with apprentices. A general discussion followed, and it was pointed out by definition a Journeyman's job is to train and supervise the apprentice regardless if they are the foreman or lineman on a crew.
5. Mr. Simmons brought up an issue in the newly approved Red Book that may need some clarification with one of our major customers SCE. A general discussion followed, and Chairman Stapp stated that a committee would meet with the SCE personnel to clear up any confusion regarding that issue. Attached via this link to the Chapter's Website is the resolution of this issue: [WLCC Bulletin Safety Alert Red Book](#)
6. Mr. Kenyon discussed some issues revolving Multi-Point Grounding schemes and a general discussion followed.

Attached hereto as **Exhibit B – G** are various Wired for Safety Bulletins from SCE. Attached hereto as **Exhibit H** is a Safety Notice regarding a Genie-Lift issue.

**Next Meeting Date and Location:**

Thursday, June 18, 2020 at 10:30am at IBEW Local 1245's Hall in Vacaville, CA. 9:00 am via GoToMeeting platform.

*Meeting adjourned at 3:50pm*

## IBEW 47 - 1245 / WLCC - NECA

### 2nd Qrt 2020 Accident/Incident Reports

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
<b>Contractor Significant Accidents</b>				
1/3/2020	Outside Crew	Injury	Finger Laceration	<b>January 3, 2020</b> - A line crew was in the process of loading an empty reel onto a trailer using a crane with mandrel and spreader bar. An apprentice lineman was guiding the mandrel out of the reel, which was still attached to the crane. Due to the weight of the mandrel, it swung away as it was clearing the reel and then swung back. The groundman's reaction was to try and physically stop the mandrel from swinging back, putting his hand between the mandrel and the reel. Although the groundman was wearing proper PPE gloves, the force and impact caused a laceration to his left hand index and middle fingers. Instantly, the groundman felt pain. He removed his glove and noticed that he had ripped open the skin on his finger. The groundman was then transported to the nearest urgent care for treatment.
1/22/2020	Tree Trimming Crew	Fatality	Fatality	<b>Fatality - January 22, 2020</b> , Update on Significant Safety Event Distributed on 1/24/2020. We reported previously that a worker suffered a serious injury in a traffic accident last week. It is with great sadness that we share the news of his passing over the weekend. Our colleague was part of a crew conducting hazard tree removal in Crestline to support Southern California Edison's wildfire mitigation efforts. Tragically, according to reports, he was struck by a third-party vehicle while removing traffic cones. We extend our deepest sympathies to our colleague's family and friends. Please share this update with your team and reinforce your team's focus on safety so we can all work together to ultimately eliminate worker fatalities and serious injuries.
2/11/2020	Outside Crew	Injury	Bruising & Abrasions	<b>Injury - February 11, 2020</b> , A crew was assigned to disassemble two critical spare B bank transformers at a substation. Two workers were specifically assigned this task. The tailboard discussion included using the forklift to be positioned under the lightning arrester stand crossarm to support the stand while a transformer helper removed the bolts for removal of the stand. Using this procedure, the two workers successfully removed the lightning arrester support stands on one transformer. However, there was a change in plans when the transformer helper noticed the arrester support stand had lifting eyes. They made the decision to use a sling with the forklift to remove the stands. There was no re-tailboard conducted when they changed plans nor did they notify the foreman that they were going to use a different procedure. Once the forklift was positioned near the lightning arrester crossarm, there was no communication between the two workers when one decided to operate the forklift. The driver of the forklift planned on extending the forklift boom when he inadvertently used the wrong control lever and tilted the forks down, causing injury to the transformer helper's back. The transformer helper was transported to a hospital for evaluation and was found to have an abrasion and bruising to his back. The foreman re-tailboarded with the rest of his crew members emphasizing the need to communicate whenever there is a change in plans from the original tailboard. He also reinforced the need for proper 3-way communication when operating forklifts or cranes. All crews were called to make sure they are using the correct tool for the task, especially when lifting heavy equipment off transformers.
2/15/2020	Traffic Control Crew	Injury	Multiple Bruising Sprains & Strains	<b>Injury - February 15, 2020</b> , A traffic control crew had a right lane closure utilizing signs, cones and an arrow board. While another crew was pulling wire up across the street, the flagger was standing in the street with a stop/slow paddle to stop oncoming traffic as a vehicle approached. His partner on the other end of the job yelled "Look out" and the flagger was struck by the oncoming vehicle. The electrical crew foreman heard a loud crash, which sounded like a vehicle hitting another vehicle, but when he turned to look, he saw the flagger flying off the windshield and landing in the center median. 911 was called and the appropriate notifications were made. The flagger did get up and walk around; however, workers advised him to stay still until the ambulance arrived. The flagger was transported to a hospital and was released the next day. He is currently undergoing pain management and considering a second opinion.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
2/20/2020	Outside Crew	Significant Injury	Multiple Fractures	<b>Injury - February 20, 2020,</b> Overhead distribution crews were tasked with replacing three poles and re-conductoring seven spans of wire. The crews arrived on site, tailboarded and began preparing for a late evening outage. Once the outages were taken and lines proven de-energized, the crews began to work on their assigned tasks. One crew, which was tasked with re-framing the crossarms, set up their bucket truck and prepared material for the task. The crew was unable to access the commercial property and decided to work the pole from the street. In order to eliminate potential backfeed, the foreman accessed the roof of an adjacent building to open the cutouts. The foreman successfully walked across the roof (corrugated steel) and opened the cutouts via an extendo stick. While returning from the task, the foreman stepped on a corrugated fiberglass sunlight section of the roof and fell through. He fell approx. 25 ft. to the concrete floor below. He sustained several injuries, including multiple fractures, and is currently recovering in the hospital.
3/9/2020	Outside Crew	Injury	Eye Injury - Flash Event	<b>Injury - March 9, 2020,</b> A substation operator was switching a planned, approved procedure to in-service a 12 kV circuit breaker (CB). As part of the procedure, the 12 kV line was being rolled from the inner 12 kV bus. After closing the 12kV Bus Parallel CB making a parallel between the No.1 Bank 115/12kV and No. 2 Bank 115/12kV, the Operator closed the 12kV Inner operating bus disconnects intending to make a box loop and then proceeded to open the 12kV Outer bus disconnects intending to break a box loop. A large arc and associated fire were produced when the operator opened the first 12 kV outer bus disconnect. During the flash event, the 12 kV bus parallel CB opened, and the 12 kV capacitor leads burned open, extinguishing the arc. During the initial rack inspection following the event, the 12 kV inner bus B-C section disconnects were found open. The operator initially declined medical evaluation, but later reconsidered as he began to feel irritation in his eyes. The operator was checked by a physician at a local medical clinic and later released. Currently, he is resting at home. Switching was completed by different operators to isolate the damaged equipment and return the station to normal.
3/12/2020	Outside Crew	Significant Injury	Fractured Left Leg Tibia	<b>Injury - March 12, 2020,</b> A crew was tasked to replace a pole and left the yard at approximately 0630 to try to complete the work before a change in weather conditions. The crew set up and transferred the pole without any incident. The crew stopped work when the rain started, given the ongoing rain forecasted for the day. Cleaning up the work area required loading the pole puller with line truck and heading back to the yard. While loading the pole puller, the worker entered the trailer using step location to make room for the pole puller to tie down for transport. The heavy boom operator was swinging the pole puller into location with help of a spotter on the ground when the worker exited from a rear location. The worker stepped on a side fender when his boot was caught on the lip of the trailer, causing him to fall to the ground and injure his left leg at the shin area. The crew stopped work to attend to the worker and advised him to seek medical attention. The foreman transported the injured worker to a nearby hospital for treatment. After medical assessment, the worker was found to have fractured his left leg tibia. His leg was splinted, dressed and given a soft boot. The worker was released home and is resting and recovering.
3/24/2020	Outside Crew	Significant Injury	Flash Incident Resulting in Burn	<b>Injury - March 24, 2020,</b> A crew was tasked with installing a new OMNI switch on an energized 16 kV line. The crew tailboarded and no test orders were in place. The crew successfully hung the switch on the pole, in the closed position, with all six jumpers coiled and affixed to the switch arm. Utilizing the tub truck, the two lineman successfully tapped up the field and center phase on the line side of the switch using the rubber glove method. In the process of tapping up the street side phase, a flash occurred, locking out the circuit. The two lineman were able to boom themselves to the ground and exit the bucket truck on their own. The foreman immediately dialed 911 while the other crew members applied burn gel to the affected areas, which appeared to be minimal. Both lineman were transported via ambulance to a local hospital where they were treated and released within 2 hours. Both lineman were in 8 CAL PPE.
4/1/2020	Outside Crew	Injury	Index Finger Laceration	<b>Injury - April 1, 2020,</b> A crew was sent out on an emergency repair order to change out a set of doubles on a 12 kV transformer. After arriving at the jobsite, the crew tailboarded and began preparation of the new composite crossarm. While prepping the new arm, the worker's ring-cut the lightning arrestor ground attached to the bottom of the crossarm. While ring-cutting the wire, the employee simultaneously moved his left hand. During this process, he ran his left index finger across the blade of the knife, resulting in a laceration to his left index finger. The lineman was utilizing Cut-Resistant Maxie Cut Gloves.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
4/3/2020	Outside Crew	Significant Injury	Vehicle Rollover	<b>Injury - April 3, 2020,</b> An apprentice was driving in mountainous terrain with a digger derrick while towing composite poles on an extended pole trailer when he experienced brake failure. When the worker noticed his inability to brake, he attempted to slow his vehicle by driving onto a side grade, but he could not decelerate enough as he approached a sharp curve. He collided through a guard rail and rolled his vehicle down a canyon approximately 100 feet from the road. Two other members of the same crew were traveling behind and witnessed the incident. They immediately called their general foreman and instructed him to call 911. They pulled over and ran down the hill to assist. The coworkers kicked out the front windshield and pulled the driver out. Soon after, an ambulance arrived on scene and transported the worker to a hospital. X-rays were performed, and the worker was released the same day.
4/14/2020	Outside Crew	Significant Injury	Hand Punctured - Hydraulic Fluid	<b>Injury - April 14, 2020,</b> A crew was working on a pole replacement as part of a covered conductor project. An employee was transferring telecommunication conductors and was utilizing a reciprocating saw (Sawzall) to cut through a bolt. Unfortunately, the hydraulic tool circuit was in the "On" position when his downward force caused the saw to pierce the pressurized hydraulic hose. The apprentice grabbed the line to minimize spray. Unknown at that moment, the force of the pressurized fluid penetrated his right palm near his middle finger. The Apprentice Lineman shut off the hydraulic tool circuit and boomed down. After ten minutes, the apprentice complained of a lingering pain in his hand. He took his glove off and noticed a small puncture wound and progressive swelling. He was transferred by ambulance to the nearest hospital. He underwent surgery to clean his hand of fluid and was kept overnight for a follow-up surgery to ensure all hydraulic fluid had been removed.
4/15/2020	Laydown Yard Crew	Multiple Crushing Injuries	Fatality	<b>Fatality - April 15, 2020,</b> Three workers were on-site at a laydown yard loading trailers for transport. Two workers were loading bundled steel on a flatbed trailer. One worker atop the trailer tripped and fell to the ground. A bundled section of steel then fell off the trailer, landing on him. Emergency services were called, and they provided medical attention. Tragically, the worker later succumbed to his injuries.
4/15/2020	Outside Crew	Injury	Tower Arm Collapse	<b>Injury - April 15, 2020,</b> Two workers, utilizing the HEC (Human External Cargo) method, were working on ladders in the process of clipping in the lower double bundle phases of a new 220 kV ACCC conductor on existing tower. Utilizing a hoist and sling, the linemen were in the process of raising the new conductor out of the traveler and installing an armor rod in preparation of setting into the shoe when the tower arm collapsed, pinning both linemen between the collapsed arm and the tower body. A lineman working nearby observed the incident and immediately directed the foreman to call 911 and sent his apprentice to meet the emergency responders. He was the first to start the tower rescue. One of the injured linemen was rescued via helicopter off the tower and flown to the main road, where emergency services were waiting. The lineman was transported to the hospital for evaluation. The second lineman was then taken off the tower via helicopter and flown to emergency services. He was evaluated and was determined to have no injuries.
4/17/2020	Tree Crew	Significant Injury	Fractured Vertebra	<b>Injury - April 17, 2020,</b> A crew foreman was performing compliance tree trimming of a palm tree that was approximately 45 - 50 feet tall. The palm tree was in a customer's backyard and not accessible via bucket truck. The palm tree had a lean/bend at approximately 30 feet off the ground. The foreman did not use an adjustable false crotch while descending the palm. Instead, he placed his climb line over the palm fronds to descend from the tree. While descending, he lost his footing and swung out away from the tree. The shift in weight allowed the climb line to roll off the fronds and the foreman fell approximately 10 – 15 feet to the ground and landed on his back. A safety trainer was on-site and called 911. Emergency Medical Services arrived and transported the foreman to the hospital, where he was found to have a fractured vertebra. The foreman was released from the hospital the next day and is currently recovering at home.
4/23/2020	Outside Crew	Significant Injury	Head Laceration	<b>Injury - April 23, 2020,</b> A 3-man crew was working on a streetlight system cutover. Lineman 1 was working from the bucket of a streetlight patrol truck to install new duplex conductor. Lineman 1's bucket could be accessed by a door. Lineman 2 was working one span to the east in a separate truck. The foreman was assisting the linemen from the ground. While working at approximately 25 feet in the air, Lineman 1 was attempting to install the new duplex when the bucket door came open and he fell and hit the side of the truck before he impacted the ground. The foreman immediately called 911, pressed the emergency button on the radio, and accessed the AED/first aid kit. Meanwhile, Lineman 2 met the foreman at the back of the truck where the injured employee was sitting up and able to communicate with the crew. The known injury at the time was a laceration to head. The employee was transported by ambulance to the hospital.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
5/14/2020	Tree Crew	Significant Injury	Multiple Serious Injuries	<b>Injury - May 14, 2020</b> , A crew was performing tree removal and the foreman was ascending the tree to be removed. At about 60 feet up, he leaned back and his work positioning lanyard was not connected. He fell from the tree, landing on his back/neck. The crew alerted emergency services and the foreman was air lifted to the nearest medical center. The foreman sustained multiple serious injuries and underwent multiple surgeries. He is currently in critical/stable condition. Preliminary findings indicate that the climber was using a "2-in-1" lanyard and he may have inadvertently disconnected the wrong side of the lanyard.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
<b>Contractor Circuit Interruption Incidents</b>				
1/16/2020	Outside Crew	CCCI	Operator Error	<b>CCCI - January 16, 2020</b> , A nighttime line crew was tasked with replacing a padmount transformer. Following their switching procedure, the crew de-energized a section of a 12kV circuit for a planned outage. The crew checked hot reads on the elbows and proceeded with their program. When checking to see whether the elbow de-energized, the worker observed minimal deflection and pulled the elbow using the hot stick method. At this time, an electrical flash occurred locking out the circuit. No workers were injured, and the crew called an all-stop.
1/23/2020	Outside Crew	CCCI	Wire Control	<b>CCCI - January 23, 2020</b> , A line crew was tasked to replace a 95-foot pole outside of a substation. The pole had six (6) circuits on it: (3) 16 Kv and (2) 4 Kv with 3 primary risers. All circuits except for the Slack 4 Kv were de-energized and grounded. While in the process of shaping the jumper on the grounded Troy 4 Kv circuit, the lineman lost control of the C Phase tap and it inadvertently made contact with the energized Slack 4 Kv above (4-5 feet) the lineman, causing a large flash to occur. The lineman came to the ground and the crew stopped all work. Fortunately, all crew members were uninjured. Impact Inside the Substation. There was no damage to the pole, but there was damage to the conductor and the personal grounds inside the substation. During the inspection following the fault condition, there was found to be some pitting on the line conductor and signs of heating inside of the clam shell of the personal grounds applied to C phase. The personal grounds were taken out of service and will be destroyed.
2/4/2020	Outside Crew	CCCI	Wire Control	<b>CCCI - February 4, 2020</b> , Two transmission crews were tasked with changing out two H-Frame structures on a 55 kV line. Crew A was working on the structure that had a 16 kV crossing at a 90 degree angle under it, covered with rubber hose and blankets. This structure was located at the upper portion of a hillside. Crew B was tasked with changing out the structure that was lower on the hill and the first structure outside of a substation. While crew A was transferring the final phase of #2 copper conductor into its position on the new structure, the conductor broke. When the conductor fell, it contacted the 16 kV circuit, causing it to lock out. An All Stop was initiated immediately and the appropriate notifications were made.
4/30/2020	Outside Crew	CCCI	Wire Control	<b>CCCI - April 30, 2020</b> , On 4/28/20, a wire removal crew prepped the north and south static wires for the static wire removal over a canyon along a 220 kV line. A portion of this crew (one lineman and one apprentice) secured the north and south static wires to the snub poles. The crew also installed a sock & shackle on the static wire, but when they installed the sock to the north static wire, they did not properly complete the installation of this sock because the punch-lock bands were not installed. The next day, 4/29/20, the same wire removal crew properly removed the south static wire. On 4/30/20, the same lineman and apprentice removed the rigging securing the north static to the snub poles and began to prep for removal. The previously installed sock was secured to the 7/8" rope puller, and the rigging and safeties were removed from the snub pole. At this time the static wire secured to the 7/8" rope puller had approximately 3200 lbs. of tension. The lineman and apprentice realized that they had not properly installed the sock (the punch-lock bands still had not been installed). Before they were able to re-install the safeties, so they could then install the punch-lock bands and properly complete the sock installation, the north static wire slipped out of the sock and fell. When the wire fell, it contacted the crane guards that were in place. After initial contact with the guard structures, the static wire then bellied down in-between the guards and contacted the crossing 33 kV and 4 kV lines, causing a circuit interruption and four small fires which were immediately extinguished. Proper fire prevention equipment, tooling, and water resources were onsite and the crews in the immediate vicinity promptly responded to extinguish the small fires. The fire department was contacted, but the fires were extinguished prior to their arrival onsite. Fortunately, no one was injured in this incident.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
<b>Contractor Other Incidents</b>				
4/1/2020	Outside Crew	Vehicle Incident	Operator Error	<b>Vehicle Incident - April 1, 2020</b> , A 5-man crew was tasked with replacing a run of deteriorated CIC from a vault to a 3-phase transformer in support of a 12 kV CIC replacement project. The crew arrived on-site at approximately 07:00 a.m. to prepare for the scheduled outage taking place at 08:30 a.m. They tailboarded on-site, discussing the specific tasks for each person along with notable items including clearance information and the proper testing and grounding procedures, as well as back-feed prevention. Once remote spiked, the deteriorated CIC was successfully removed with the aid of a Grasshopper (tractor), and the new cable was pulled in without incident. By approximately 14:15 p.m, most of the cable had been made up and crew members not making up cable were cleaning the site. The foreman tasked the apprentice with prepping the Grasshopper to be loaded onto the trailer. All cable had already been offloaded from the Grasshopper, so the apprentice just needed to drive it to the trailer. He put his seatbelt on, started the tractor, and lifted the outriggers in preparation to move forward. At this point, he realized that he could not see the clearance between the bottom of the witches hat and the inclined slope in front of him, so he began lifting the boom to see if that would improve his visibility. As soon as he released the controls for the boom-up, the boom jerked to a stop, causing the Grasshopper to shake and begin to tip on the uneven terrain. Despite the apprentice having the instinct to immediately boom down, it was already too late and the Grasshopper rolled on its side. The apprentice was able to unbuckle himself without assistance and radioed to the foreman while walking over to him, explaining what had just happened. The foreman immediately asked if he was okay and needed any medical assistance, to which the apprentice said no. The foreman then called an all-stop and got the crew together to evaluate steps moving forward.
4/27/2020	Outside Crew	Close Call	Back Feed	<b>Close Call - April 27, 2020</b> , Contractors in the Palm Springs district were tasked with replacing equipment on the Carriage 12kV. Two troublemen switched out a section of the Carriage 12kV beyond pos. 4, PME 4054. Prior to grounding, as the contractors performed their high voltage testing, they detected a pulsating voltage on the line. The crew called an All S.T.O.P. and called the troublemen back. The troublemen tested the line and found the same results. The troublemen recalled what they had learned in the troubleman refresher class regarding generation and interconnection. The troublemen found a house that was backfeeding into a transformer about three miles from where the crew was located. There was a customer battery backup that had not opened when the power was shut off, causing it to backfeed into the Carriage12kV. Once the troublemen cleared the problem the voltage went away, and they were able to continue the job as planned. The crews working in the field did their work in accordance with all policies and rules and used the S.T.O.P. method to prevent what could have been a very serious incident.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
<b>Customer Accidents/Incidents</b>				

Something to learn for all lines of work. Safety topics, trends, known hazards and best practices for use in tailboards to help keep yourselves safe.

### COVID-19 UPDATES

- Executive stay at home order remains in effect with modifications for counties that qualify to move into Stage 2 and begin re-opening
- Physical distancing and facial coverings (in public and appropriate for your work type) continue to be required
- Always check the CDC website for the most current information.

[CDC English Resources](#)    [CDC Spanish Resources](#)

**See pages 3 & 4 for new SCE facial covering Q&A**

### WHAT WE'VE NOTICED

The weather has recently warmed up and safety observations indicate at-risk behaviors related to heat illness prevention are almost non-existent. That's awesome.

Now, let's talk safety and at-risk behaviors of another kind – facial coverings. We won't pretend to know the challenges that come with wearing a facial covering all day, all the time on the job. But we've got to ask you to do it anyway. It's for the safety of everyone around you.

Observers have noticed crews discuss COVID-19 requirements prior to starting a job and that crews have been conscientious in making sure everyone wears proper PPE; if crew members noticed people forgetting to put their masks on, they respectfully remind them to follow protocol. However, adherence in this area still varies greatly.

AT-RISK BEHAVIORS	
10	• Not all employees and visitors are wearing face coverings while on SCE property
1	• Not all employees maintain social distancing of at least 6 feet when achievable

### HISTORY TELLS US...

**What do we mean when we say heat "illness?"** Heat illness as defined by Cal OSHA means "a serious medical condition resulting from the body's inability to cope with a particular heat load, and includes heat cramps, heat exhaustion, heat syncope and heat stroke." Wow.

So, if you are from SoCal, you have a chance to gradually acclimate to the warmer weather – it's not a stark change for you. But what about those from cooler climates or varying warm weather patterns? According to Cal OSHA, "Personal risk factors for heat illness" means factors such as an individual's age, degree of acclimatization, health, water consumption, alcohol consumption, caffeine consumption, and use of prescription medications that affect the body's water retention or other physiological responses to heat." That's a lot to consider, but if you've spent any time in the field, you know your Heat Illness Prevention Plan will help you address all of that and more.

But let's talk about acclimatization for a minute. According to the Department of Industrial Relations, "Acclimatization is a process in which the body adjusts to increased heat exposure. The body needs time to adapt when working in hotter environments. Employees are more likely to develop heat illness if not allowed or encouraged to take it easy when a heat wave strikes or when starting a job that newly exposes them to heat. Acclimatization is fully achieved in most people within 4 to 14 days of regular work following at least 2 hours per day in the heat.

Cal/OSHA investigations (Study 1) showed that in 2005:

- 46% of the reported cases of heat illness occurred on the employee's first day on the job.
- 80% of the reported cases of heat illness occurred within the first four days of employment.

In fully acclimatized individuals, sweating starts faster and the sweat carries less salt and other minerals out of the body. As a result, by sweating more efficiently the body cools down faster. Also there is less demand on the heart and cardiovascular system. For the reasons given above, being fully acclimatized can decrease the risk of heat illness and unsafe acts..."

"To minimize the risk of heat illness, encourage employees to report to their supervisors if they have:

- Returned to work after an absence
- Recently been working in cool climate and are just now starting work in a warm or hot climate
- Had a change in their work activities, locations or conditions"

Your work is already taxing enough. So, please...when it comes to preventing heat illness, listen to your body.

SYMPTOMS OF HEAT EXHAUSTION	
• Nausea	• Headache
• Profuse sweating	• Faint/dizziness
• Dehydration	• Collapse
• Feeling overheated	• Body cramps
• Chest pain	• Vomiting
	• Elevated heart rate

No matter the type of work you do, there is always something to learn from shared events.

### INCIDENTS: 2017 – Present | Selected Real Incidents for Your Real Life

Year	AT-RISK BEHAVIORS
2019	<ul style="list-style-type: none"> <li>While inspecting five SCE fee-owned parcels in the heat and entering and exiting air conditioned vehicle, an employee developed a migraine.</li> <li>An employee was collecting data and began to feel lightheaded and nauseous. The employee was able to get to his vehicle, start it and turn on A/C and proceeded to hydrate himself. He then called his supervisor to report the incident.</li> </ul>
2018	<ul style="list-style-type: none"> <li>An employee was sent to the hospital due to dehydration.</li> <li>An employee was experiencing symptoms of heat exhaustion while watching cables. Paramedics transported the employee to the hospital.</li> <li>In 103 degree weather an employee was working for 2-3 hours outside and experienced cramping. The Employee was taken to seek medical attention.</li> <li>While working, an employee advised his Supervisor that he felt ill. The Supervisor suspected it was related to the heat conditions they were exposed to and followed proper hydration and cooling off protocols. When the employee did not display improvement, the Supervisor called for emergency service to ensure he was properly examined. Following an on-site examination, the employee was transported to the nearest medical center for further observation. The employee was kept overnight for observation and was released the following morning.</li> <li>An Employee working on a pole experienced mild heat exhaustion symptoms. He descended the pole and was given water, shade and rest.</li> </ul>
2017	<ul style="list-style-type: none"> <li>Two employees were working on asphalt in over 110 degree temperature outside a switchyard and had heat illness symptoms.</li> </ul>

### Critical Observable Actions (COAs)

COAs are visible actions or conditions that mitigate a primary hazard. Following COAs on any given topic can help you prevent an incident.

- There is ample water on site** (Drink up throughout the day. Thirst is an early sign of dehydration)
- There is ample shade on site** ("Shade" means the blockage of direct sunlight in an area where your body can cool)
- The crew is wearing appropriate clothing** (Remember, there's proper PPE for the job/task AND hot weather PPE, including sweat liners and cooling bandanas/vests)
- The crew takes breaks as required.** (Shorter, more frequent breaks in shaded areas can help the crew sustain energy)
- Regular communication with or observation of crew members who break away to perform a task** (If line of sight observation is not possible, use radios or cell phones to stay in contact.)
- Ensuring crews and lone workers are in regular communication with supervision**
- Crew members new to high heat areas are closely observed** (If any crew members have been recently on-boarded from other areas, they may be new to Southern California heat.)

### NEED HELP BRINGING UP THIS TOPIC?

Lots going on. Filter out what isn't important right now. Activate your focus on what is.

- What additional hazards do we face since we are working in extreme temperatures? What's our plan to overcome them?
- Is everyone clear on opportunities to take a break from wearing your facial covering?
- Any hot weather PPE that's appropriate to use in addition to our required PPE?
- Are we using all our hot weather PPE? Sunglasses, cooling pads, full brim sun shields, cotton sun shields, sweatbands?
- Anyone on the job NOT familiar with the signs of heat illness and what to do if we see or experience them?
- Do we agree we'll take smaller, frequent breaks in high temperatures?
- Is anyone recovering from an illness? If so, are they properly re-hydrating and can safely return to work?
- Are we prepared with ample shade like an EZ-up, if the temperature is at 80 degrees or higher?
- Are the ice chests full? Are we prepared with the minimum amount of water required per worker? Extra water available?
- Any crew members not acclimated to working in high heat conditions? How will they be monitored?

**The CDC recommends that we all wear facial masks when in public to prevent the spread of COVID-19. However, face masks are only effective if used correctly.**

### Edison's Facial Covering and Mask Q&A

**1. Can I wear a face shield instead of a mask/facial covering?**

No, face shields should not be used as a mask/covering replacement. The face shields used by SCE crews are different from medical face shields and do not provide the same protection.

**2. I feel claustrophobic when wearing a mask/facial covering for extended periods. What can I do? Are there any allowances for periodic breaks?**

We understand wearing a mask or facial covering may be challenging, uncomfortable and claustrophobic at times. If you're experiencing discomfort, take a break if it is safe to do so. Remove your facial covering during your break and stay at least 6 feet away (about two arms' length) from others. Keep your facial covering on while in common areas inside a facility or when riding in a shared vehicle. If anyone is within 6 feet, make sure you're wearing a facial covering.

**3. What if I am not able to wear a facial covering? Do I need to obtain a doctor's note?**

If you continue to experience challenges with your facial covering, contact [IndustrialHygiene@sce.com](mailto:IndustrialHygiene@sce.com) to discuss and obtain guidance.

**4. I saw a doctor on television talking about harmful effects of breathing in your own CO2 from wearing a mask for an extended period. Any feedback or recommendations on how to address this concern?**

We addressed this issue with our staff physician and confirmed this should not be a cause for concern for facial coverings such as surgical masks, or reusable cloth facial coverings. If you continue to experience challenges with your facial covering, contact [IndustrialHygiene@sce.com](mailto:IndustrialHygiene@sce.com) to discuss and obtain guidance.

**5. With outdoor temperatures rising, I periodically walk away to get physical separation to remove my facial covering and get fresh air. Is there anything else I should do?**

It's important that you continue to follow our heat illness prevention measures. If the mask is causing discomfort or issues related to heat, you can take periodic breaks and rest in shaded areas. Stay hydrated by drinking plenty of water and continue to maintain physical distance.

Remember, our customers and the public are increasingly sensitive to our presence in communities and concerned about our workers' practice of physical distancing and proper use of PPE. Be mindful and aware of your surroundings in public, particularly if temporarily removing your facial covering.

**a. If I am working in a bucket or pole alone, is a facial covering required?**

A facial covering does not need to be worn if you are working alone in a bucket, on a pole or tree. However, you should have one with you and put it on after you safely reach the ground.

**b. If I'm working in a double bucket, is a facial covering required?**

Yes, a facial covering should be worn. If a break is needed, you should stop work, come down, and maintain 6 feet of separation from others if you need to temporarily remove your facial covering.

**6. Do I need to wear a facial covering if I am alone in my cubicle with plenty of separation from other colleagues?**

Wear a facial covering at all times unless in your assigned office or at your workstation alone, and you are at least 6 feet away from others. You may also remove your face cover during lunch or breaks so long as you remain 6 feet away from others. You must wear a face cover in all common areas or when traveling to and from your workstation (e.g., in breakrooms, restrooms, elevators, stairwells, cafeterias, others' offices and workstations, hallways, conference rooms, traveling to and from the parking lot) regardless if others are around.

**7. If no other employees are present in a facility, is wearing facial covering required?**

If you are in a SCE facility, you may remove your facial covering if others are not within 6 feet while you are in your specific workstation. You should always wear a facial covering as you move throughout the building and assume you will encounter another individual. Continue to wash your hands frequently, avoid touching your face and regularly wipe down work surfaces with disinfectant wipes.

### Additional Resources.

## Edison's Facial Covering and Mask Q&A, cont.

### 8. In addition to some discomfort with wearing a mask, I find my glasses keep fogging up. What can I do?

There are a couple of things you can try to avoid fogged up lenses:

- Tuck your mask under your glasses
- Try different types of facial coverings
- Before wearing a face mask, wash your glasses with soapy water and shake off excess water. Let your glasses air dry before putting them back on
- There are also defogging compounds that are available for safety glasses that can be used on other glasses as well. Defogger wipes are available and can be ordered using the normal order and request process.

### 9. Is a facial covering necessary if I am driving alone in a company vehicle?

No. If you are assigned to a specific vehicle and do not have any passengers, you don't need to wear a facial covering. However, please keep your facial covering with you for when you exit the vehicle. If you are in a shared vehicle with other individuals, you should wear a facial covering.

### 10. Can workers gather in common areas and other places to eat and take breaks, and if so, can we remove our masks?

If possible, workers should avoid eating in common areas. If a common area is used, try to limit occupancy to one person at a time. Workers must adhere to the principles of physical distancing when together in common areas, break rooms and other spaces. This requires maintaining at least 6 feet distance from others and should take the appropriate precautions by washing hands frequently, not touching their faces and wiping surfaces with disinfectant wipes before and after eating. Masks can be taken off in such areas with the guidelines above for eating and drinking when at least 6 feet away from others.

### 11. Communicating with others can be difficult when wearing a facial covering. What can I do?

Safety is always important. Try to identify an alternative that allows you to safely complete the task while also protecting yourself and your coworkers from exposure, as well as meeting government orders on the use of a facial covering in public. Try using an alternative facial covering. You should always ensure that you are speaking loudly and clearly to be heard by everyone, and that all are acknowledging the communication. As a last resort, you can temporarily remove your mask if you feel it is necessary to deliver clear communication to your peers as long as you are able to maintain 6 feet or more of separation from others.

### 12. Are there any health and safety issues around heat illness while wearing facial coverings?

Any clothing or PPE can affect the body's ability to dissipate heat. All employees are expected to follow SCE's Heat Illness Prevention standard (SCE-CHS-SO-PG-11) that is in alignment with the Cal/OSHA requirements. This standard relies on employees to self-monitor for signs and symptoms of heat illness and to take preventative steps (hydration, rest, etc.) should they feel a need to do so to protect themselves from overheating. In addition, co-workers should be reminded to look out for each other. Although clothing and PPE can affect the body's temperature and ability to release heat, [heat illness prevention](#) relies heavily on self-monitoring, hydration, taking preventative rest breaks, and regulating activity. Most importantly, everyone needs to adjust the environment to plan out their work safely. This includes adjusting to the challenges brought on by wearing a mask. If work needs to slow down to safely accommodate wearing facial coverings, please do so.

## Safety Reminders

### General:

#### Hydrate, hydrate, hydrate.

- Proper hydration starts the night before you'll be working in high temperatures. As we see temperatures rise this summer, that means regularly hydrating at both work and home to altogether avoid dehydration.

#### Energy drinks don't count as hydration.

- They may help you stay awake and energetic, but they are dehydrating nonetheless.

#### Some symptoms of heat exhaustion can be surprisingly similar to those of the flu

- headache, muscle and/or joint aches, weakness and fatigue, and dehydration. Illness such as colds and flu, and non-prescription medications taken to treat them, can result in dehydration.

#### Look out for each other.

- Check in with your crew members/co-workers and watch out for others who may not even know they are showing signs of needing a break.

### Technical:

#### Arc flash PPE may affect the approach to a job during high temperatures.

- Consider other options to complete the job - using hot sticks, branch line fusing, an outage, earlier start, night work, switching, etc.

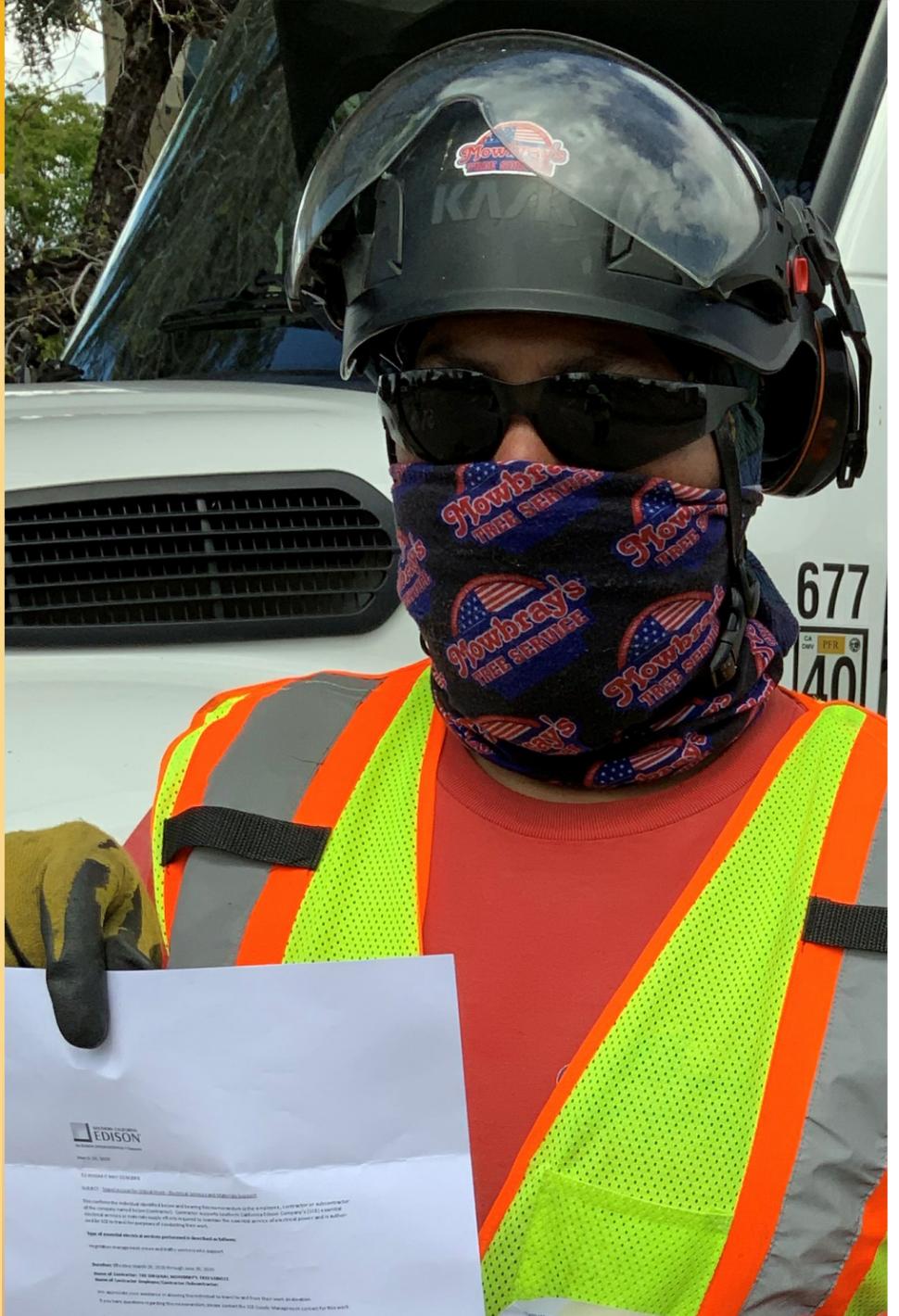
# COVID-19: FACIAL COVERINGS

More and more cities in SCE's service territory are requiring the use of facial coverings for customers and workers at essential businesses. We have measures in place to help SCE employees comply with these measures and we expect our contractors are doing the same.

## STAY INFORMED

### Take the Proper COVID-19 Precautions Cover Your Nose and Mouth

- Wear a facial covering unless it presents a hazard based on the type of work being done.
- Non-medical grade masks, scarves, balaclavas, neck gaiters or other coverings that can cover both the nose and mouth, without restricting breathing, are recommended.
- Supervisors can assist crew members in acquiring the proper facial coverings.
- Personal facial coverings can be used if it does not contain imagery or branding that could be perceived as an SCE-endorsed statement, such as political references or offensive language.
- When putting on and removing facial coverings, wash your hands to minimize further contamination, and avoid touching your eyes, nose and mouth with unwashed hands.
- Be aware of your surroundings in public, maintain physical distancing and use facial coverings and gloves, especially when interacting with customers and coworkers.



*An SCE contract tree trimmer, wearing a facial covering as part of COVID-19 work restrictions, shows a letter explaining tree trimming is an essential service.*

## TALK ABOUT IT

How will **you** protect **your** health today?

• For the latest on facial coverings, visit the COVID-19 Portal page at **Company > Key Initiatives > Coronavirus**.

• For questions, speak to your supervisor or call the COVID-19 hotline at (800) 500-4723.

Something to learn for all lines of work. Safety topics, trends, known hazards and best practices for use in tailboards to help keep yourselves safe.

### COVID-19 UPDATES

- Review the attached Tyndale flyers about disinfecting PPE or check out [all Tyndale's COVID-19 Resources](#)
- Executive stay at home order remains in effect
- Physical distancing and facial coverings (in public and appropriate for your work type) continue to be required
- Always check the CDC website for the most current information.

[CDC English Resources](#)   [CDC Spanish Resources](#)

### HISTORY TELLS US...

**There are a number of reasons why we opt out of employing the safer option when it comes to climbing over, around, onto or down from things.**

Sometimes it seems easier, faster or more convenient to just climb over the obstacle to get to the other side. Sometimes tying-off or getting a spotter to hold the ladder might seem to take too long for what we “know” will be a quick task. And on occasion, if we’re honest...it’s the sheer challenge of it all. Who sometimes doesn’t want to see how far they can lean out without repositioning to accomplish the task? Or how ingenious one can be to climb over the obstacle, land on the other side and feel like you’ve conquered a challenge? And aren’t there times we think to ourselves, “I know how to ascend and descend this fence/ladder/roof and how to balance on my own to keep from falling”? If you’re reading this and none of those thoughts have crossed your mind or they have, but you didn’t give in, good for you. Thank you for being an example. For those of us who *have* given in to those faster or lazier options (yes, lazier), we’ve got to change our ways. And the time is now.

And this isn’t limited to this edition’s topic – it applies across the board no matter the type of work we perform. When it comes down to it, our job planning can depend on individual job requirements and work practices and PPE are rooted in things like standards, policies and procedures that usually resulted from someone else getting hurt. But the attitude with which we employ them and the options we utilize all boil down to personal choice. That may be an unpopular statement, but it’s true.

This becomes obvious when a crew member asks for a backer or spotter and gets ribbed for it because others think it’s unnecessary. Or when a foreman is questioned about holding up the job until additional support or the right tools/material/equipment arrive to truly get the job done safely. And when a newbie is unfamiliar with a vehicle or piece of equipment or a seasoned veteran just needs a refresher but neither will ask because they don’t want to look lame.

### WHAT WE’VE NOTICED

7

Since 2017, we’ve had 7 injuries in the field associated with fences, roofs and other structures not designed for climbing on or over.

#### AT-RISK BEHAVIORS

- Climbing over barbed wire
- Not using three points of contact when climbing
- Climbing over wrought iron fencing
- Unstable or unsecured ladder



And what about the lone ranger who tries using three-way communication but whose callouts are met with crickets? And then there’s the crew member who is actually trying to be engaged in a meaningful tailboard in spite of others’ heavy sighs or condescending behaviors.

Of course there are MANY of you who already choose the safer route for yourself and those around you. You already do the right thing for the right reasons. But as a whole, all of us - we can do better. Can’t we? Knowing the work and the technical aspects of your job is only half the battle. Don’t you want to look yourself in the mirror, look your spouse, crew members, friends, significant other, parent or kids in the eye and know that today you made the best choices you could in order to take care of yourself and your co-workers so you could get home, live your life, do the things you enjoy and wake up tomorrow to do it all again? It is within your grasp and if all the cool people are doing it, everyone else will want to do it, too. So, try it. What have you got to lose?

#### Don’t just talk about it, take action...

- Is there any other reasonable, safer way to access where I need to go?
- If I am working alone, how can I properly secure the ladder? If I can’t, what do I do?
- What am I basing my decision on to climb over the wall or fence instead of finding an alternative?
- When you see a red flag in your work or others’, do you pause and think or peer check?

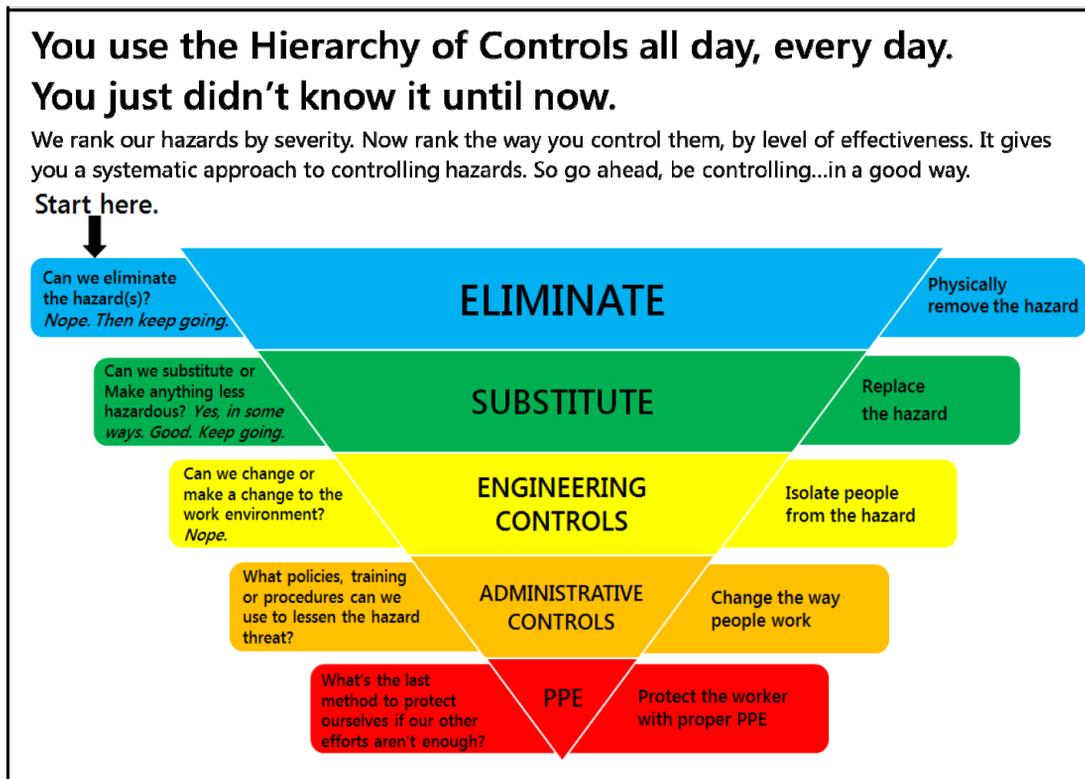
No matter the type of work you do, there is always something to learn from shared events.

### INCIDENTS: 2018 – Present | Real Incidents for Your Real Life

Year	AT-RISK BEHAVIORS
2020	<ul style="list-style-type: none"> <li>While attempting to access a pole, employee climbed over a 3' high barb wire fence, lost balance, and fell. Employee sustained small cuts to hands, cut lip, and torn pants.</li> <li>An employee did not maintain three points of contact while making repairs to ground molding on pole and due to improper footing, the employee slipped and impaled arm on wrought iron fence. This resulted in a laceration in the armpit area.</li> </ul>
2019	<ul style="list-style-type: none"> <li>While attempting to climb over a fence, the employee lost footing on the ladder, which resulted in a laceration to the forearm.</li> <li>An employee was working in a customer's backyard when he thought he felt something moving around his feet. In reaction, he jumped over a small wall and strained his back and knee in the process.</li> </ul>
2017	<ul style="list-style-type: none"> <li>Employee was climbing over a wrought iron fence, which resulted in a laceration and fracture to arms.</li> <li>Upon completion of a disconnection from the weather head a contractor began descending the rooftop. While descending the roof top, the contractor placed his foot on the ladder which caused it to tip away. As the ladder was tipping away, the contractor leapt away from the ladder and over the fence, clearing himself from falling on the ladder. The contractor landed on both feet, which resulted in injuries to both legs and feet.</li> </ul>

**Question: What are the most effective ways to mitigate hazards?**

**Answer: Use the Hierarchy of Controls**



### Additional Resources.

### Edison's Immediate Pause and Peer Check Process | **EFFECTIVE APRIL 28, 2020**

"Due to recent injuries, both serious and with the potential to be, Edison has developed the following Peer Check/Self Check process to serve as an additional safety measure to keep workers safe. We are sharing this with you all in hopes that some of this content will be helpful to our contractor partners. Please review these concepts and consider how you may apply them to your own unique scope of work.

This simple checklist will be used anytime SCE workers are performing tasks that involve the Rules That Will Keep You Alive."

### ***Working on any job is NEVER routine***

- ✓ *Be aware of distractions before and during the job*
- ✓ *Have an emergency preparedness plan prior to starting the job*
- ✓ *When the job changes, re-tailboard and ensure crew is aware*
- ✓ *Pause and utilize peer check to ensure your actions are going to safely accomplish the desired results.*
- ✓ *Ensure 3-way communication on any critical tasks*
- ✓ *Keep your body and equipment out of the line of fire or bight*
- ✓ *Watch out for your coworkers' safety – ensure they're focused and alert*
- ✓ *Ensure workers are qualified and understand potential hazards to safely complete the work*

Note: If working alone, utilize the self-check method.

### **ACTION REQUIRED FOR LEADERS: COMMUNICATE THE FOLLOWING TO CRAFT EMPLOYEES**

1. The purpose of this process is to help prevent a potential serious injury and protect our workers.
2. In addition to the tailboard, and immediately before conducting one of these critical tasks, pause and utilize peer check to ensure your actions are going to safely accomplish the desired results. If working alone, utilize the self-check method.
3. Performing self checks or peer checks throughout the job will help everyone safely complete these critical tasks so we go home safely to the people and activities that are most important to us.

*The hazards identified in this document are not all-inclusive. Other hazards may be present in the work environment and should also be mitigated.*

### **SCE Rules That Will Keep You Alive**

1. **Must wear required arc resistant/flare resistant (AR/FR) clothing** when performing any task that involves working on or near energized lines and equipment.  
Example: At the jobsite, review the arc flash manual to ensure appropriate calorie-rated PPE is worn for the task being performed.
2. **Use fall protection** while in an aerial lift or climbing poles and towers.  
Example: Ensure the approved fall protection equipment is inspected, secured and used properly.
3. **Use protective cover and high-voltage rubber gloves** while working on or near high-voltage lines and equipment.  
Example: Ensure all second points of contact are identified and mitigated, and minimum approach distance (MAD) is identified and eliminated with cover.
4. **Lines and equipment, normally energized above 600 volts**, must be verified, tested, and grounded when required, utilizing personal grounds between the work location and every source.  
Example: Identify and test immediately prior to installing personal grounds. Refer to your grounding manual.

Something to learn for all lines of work. Safety topics, trends, known hazards and best practices for use in tailboards to help keep yourselves safe.

### Snakes don't know there's a pandemic.

#### WHAT WE'VE NOTICED

16

Since 2016, we've had 16 close-calls with snakes in the field. Of those close-calls, 4 were in April last year.

#### AT-RISK BEHAVIORS

- Walking in switch yard
- Walking in high desert area
- Material transfer
- Walking in mountainous area/high grass
- Noticed snake nearby (4)
- Snake in pump enclosure
- Weed abatement work
- Remote pole inspection/high grass

#### HISTORY TELLS US...

**Warmer weather is upon us and while the rest of the world knows to stay home, snakes are not under a stay-at-home order.** Instead, this is their time of year to officially emerge from brumation (a dormant period for reptiles). So, as the weather warms up, we must remember snakes are a potential hazard in many – and sometimes unexpected – places. And remember that although they are a threat to us, it is likely because they themselves feel threatened. Put yourself in their place for a moment...for awhile now they've been holed-up, conserving energy and are now frequently coming up for air, warmth and food. If suddenly your habitat was in jeopardy or you were stepped on, wouldn't you posture or lash out in your defense? Remember that perspective as you are walking through brush, assessing your PPE for a job (snake guards, anyone?), working in people's yards and moving material or equipment.

This goes for our families, too! With more people than ever utilizing their yards and neighborhoods during warmer periods of the day, finding the perfect hide-and-seek spot, exploring that rock pile, going in and out of the house or finally getting to the clean-up project on the side of the house or in the yard may mean we are unknowingly disrupting a snake's living space (spiders and insects, too!).

Thankfully in the field the trend in recent years has been one of close calls rather than actual bites, which means much of the time we follow tips like those provided in this document to help keep us safe. So as you and your crews soldier on as essential workers during one of the most unique times in modern history, remember that beyond washing your hands and not touching your face, your vigilance against other lurking threats is a must. We need you. Be safe out there.



#### Don't just talk about it, take action...

- In addition to our work boots (sturdy ones), should we wear snake guards?
- If we need to walk through or around tall grass, weeds or heavy underbrush to access our work, what extra precautions do we agree to take?
- Did we cover roles and responsibilities in our tailboard so we're prepared in the event of an emergency?
- How are we prepared to deal with spiders, bees and other biting or stinging insects?
- Before reaching or stepping...can I SEE where I am stepping/reaching into? If not, what should I do?
- Stay calm, if bitten by a snake. Really?! Yes, you want to keep your heartbeat as low as possible in order to keep the venom localized. Tell yourself to stay calm. Breathe. Get help.

No matter the type of work you do, there is always something to learn from shared events.

### INCIDENTS: 2018 – Present | Real Incidents for Your Real Life

Year	AT-RISK BEHAVIORS
2020	<ul style="list-style-type: none"> <li>A baby gopher snake was found underneath the skirting of the trailer.</li> </ul>
2019	<ul style="list-style-type: none"> <li>While working to replace poles on a dirt right-of-way, two separate incidents occurred where apprentices working during night hours incurred a close encounter with rattlesnakes when walking around the jobsite. Both times, the snakes gave warning with their rattles, and the employees were able to avoid being struck.</li> <li>Employee was climbing the hillside towards one of his poles, making three and four-point contact with the ground in order to climb the steep hillsides. The rattlesnake struck at him, missing face and arms. No prior warning from rattlesnake.</li> <li>Employees were walking slowly through the brush attempting to get access to a pole. Employee A took the lead because he had the PPE (snake guards). Without prior warning (ie: rattlesnake tail rattle), the Employee was struck at by the rattlesnake. The employee was not sure if the snake made contact with him or the guards, but did not feel any contact or a bump against leg/foot.</li> <li>Employee was approaching the pole, when he heard a slight hiss and rustling. He noticed about 15-20ft away from him and his partner, a rattlesnake was in a striking pose and lunging at them. They both left the area after rattlesnake showed repeated attempts of aggression.</li> </ul>
2018	<ul style="list-style-type: none"> <li>While walking in a switchyard, employee went to step up on an elevated walkway but looked down and realized a 12" rattlesnake directly below the employee's foot.</li> <li>While traversing during field work in the high desert, an employee looked down and noticed a rattle snake within approximately 3-feet of the employee. The employee abruptly stopped and retreated in the opposite direction. The employee created separation and proceeded to snap a picture of the reptile before returning to the truck.</li> <li>During a material transfer from a substation, a rattlesnake was discovered while conducting the off-loading of pallets. The rattlesnake was seen between the slates on the pallet. Rattlesnake seem to have been pinned between the pallet and flatbed. Supervisor was notified. Employee secured the area and reminded all involved about wearing snake guards and to always be aware of critters that may be located within the materials.</li> </ul>

### Critical Observable Actions (COAs)

COAs are visible actions or conditions that mitigate a primary hazard. Although there are no COAs for this topic, below is a list of tips on snake safety.

- Be cautious when opening equipment** and working in underground structures and in laydown yards with heavy material where snakes can hide.
- Stick to well-used trails** as much as possible.
- Be careful when entering/exiting buildings.** Snakes like to crawl along the edge of buildings where they are protected from the sun on one side.
- Do not step or put your hands** where you cannot see.
- During your tailboards,** be sure to cover roles and responsibilities in the event of an emergency and pinpoint your nearest emergency medical facility.
- If you work alone,** make sure you have your own emergency action plan for each job.
- Take emergency locator** with you; do not leave it in a vehicle.
- Do not handle** a freshly killed snake; it can still inject venom.
- How to treat** a poisonous snake bite: See page 4 of this publication for an excerpt from SCE Accident Prevention Manual

Resources on this week's topic.

### COVID-19 UPDATES

#### SCE Requires Mandatory Use of Facial Coverings For Employees

For your reference is an excerpt from an SCE Executive communication regarding facial coverings: "...To protect our employees and communities, and to abide by requirements across our service area, we will now require that all employees performing work in the field or at an SCE facility must use a facial covering that is consistent with the safety requirements for your job. This includes wearing a facial covering while driving in vehicles with others and applies to teleworking employees who visit an SCE facility for any purpose..."

#### How can I safely disinfect my AR/FR Clothing? [All Tyndale's COVID-19 Resources](#)

Tyndale, is a manufacturer, distributor, and single-supplier solution for keeping workers safe, comfortable, and regulation-compliant. SCE currently uses Tyndale as a single-supplier solution and the company recently released information regarding the cleaning and disinfecting of arc-rated (AR), flame-resistant (FR) clothing:

"...We assure you that standard home laundering procedures you've followed for years are more than sufficient to destroy Covid 19 and disinfect your clothing. Do NOT apply chlorine bleach or other chemical disinfectants to your FR or AR clothing; it is not necessary and may compromise the safety of the garment.

The facts:

- We know COVID-19 can remain viable on porous surfaces (such as clothing) for hours, and up to several days on non-porous surfaces such as plastic and stainless steel
- COVID-19 deposited on surfaces is eventually "killed" (viruses are not really "alive") by drying out
- Washing with soap and water for at least 20 seconds is a highly effective way to disinfect
- Standard home washing machine procedures involve both more aggressive soap (detergent) and much longer wash times than hand washing and are therefore an extremely effective COVID-19 disinfection method for clothing
- Standard clothes dryers are also likely to accelerate the decomposition of COVID-19

[The dos and don'ts for disinfecting your FR Clothing](#)   [Importance of not sharing your FRC and PPE](#)

#### DMV Extends All Expiring Driver Licenses [View DMV press release with complete information](#)

The California Department of Motor Vehicles is extending driver licenses expiring during the COVID-19 pandemic.

All commercial driver licenses, endorsements and certificates expiring between March and June 2020 are now valid through June 30, 2020, aligning with a recent emergency declaration from the Federal Motor Carrier Safety Administration. The extension does not include medical certificates for commercial drivers, which requires additional administrative actions scheduled in the near future. The DMV has alerted California law enforcement of the extensions. Californians with a suspended license are not eligible. The extensions require no individual action on the part of drivers. These drivers will not receive a new card or an extension in the mail. As an option, these drivers can [request a free temporary paper extension online](#) through DMV's Virtual Field Office to document their extension.

#### In the past two weeks, we've had serious injuries and, sadly, lost a colleague on the job.

Family, health, finances, customers, friends, loved ones, co-workers and the responsibility that comes with each of them will compete for your attention while you are working.

It is because of all the responsibilities above that we ask you to focus on safely completing each task, one step at a time.

#### Consider these ways to help you and your co-workers stay focused on the job:

- Are we peer-checking each other to ensure we all stay engaged during the tailboard and while working?
- What are your own tell-tale signs of not being focused?
- Can we agree to take a little extra time to be situationally aware before and during critical tasks?
- Are you and your crew members clearly communicating your intended actions? (3-way communication)
- Do you need to be actively involved in the work? If not, where can you stand at a safe distance to observe?
- What's important right now? Be laser focused in the task at hand
- Have you considered what can go wrong and how to mitigate it? Or respond to it, if needed?
- On this crew or in my individual work, is safety clearly the priority over just getting the job done?
- Have there been unforeseen circumstances during the work that require re-tailboarding?

## **SNAKES** EXCERPT: SCE Accident Prevention Manual, Rule 1018

### 1018. Snake Bites

#### a. Definition

The rattlesnake is the only poisonous snake found in our service territory. It is important to be able to identify the snake if a bite occurs. Victims have been known to go to great extremes for treatment when the snake was not even poisonous.

#### b. Symptoms

All reactions from snakebites are aggravated by acute fear and anxiety. Rattlesnake bites may show some of the following symptoms:

- Extreme pain at bite location (with the exception of the Mojave Rattlesnake).
- One or more puncture wounds from the fangs.
- Rapid swelling.
- Discoloration of the skin.
- General weakness, numbness or tingling.
- Rapid pulse and shortness of breath.
- Nausea and vomiting.
- Blurred vision.
- Shock.

#### c. First Aid

Immediate care is absolutely necessary.

Call Emergency Medical Services (911 or follow site specific instructions) immediately, to secure transportation to the nearest hospital as soon as possible.

1. Keep the victim lying down and immobilized, if possible. Remove any constricting jewelry such as rings, bracelets to reduce complications that could arise if rapid swelling occurs.
2. Do not apply ice or any other cooling agent to the bite.
3. Wash the bite with soap and water, if available.
4. Use a pen to mark the time and border of advancing edema (swelling) every 15 minutes to help medical personnel estimate the severity of the bite.
5. Do not give any liquids or food.
6. Treat the victim for shock. If possible, keep the bitten area lower than the level of the heart.
7. Comfort the victim until the arrival of trained medical personnel. If you must transport the victim, be sure the victim is transported with the bitten area immobilized. Keep the victim in a comfortable position, lying on his/her back if possible. Position injury at level of heart and further movement should be directed by a physician.
8. Snakebite kits are no longer recommended by leading authorities on snake bite care and should not be used.
9. Attempt to identify or obtain specific characteristic description of the snake, if you can do so without endangering yourself or the victim.

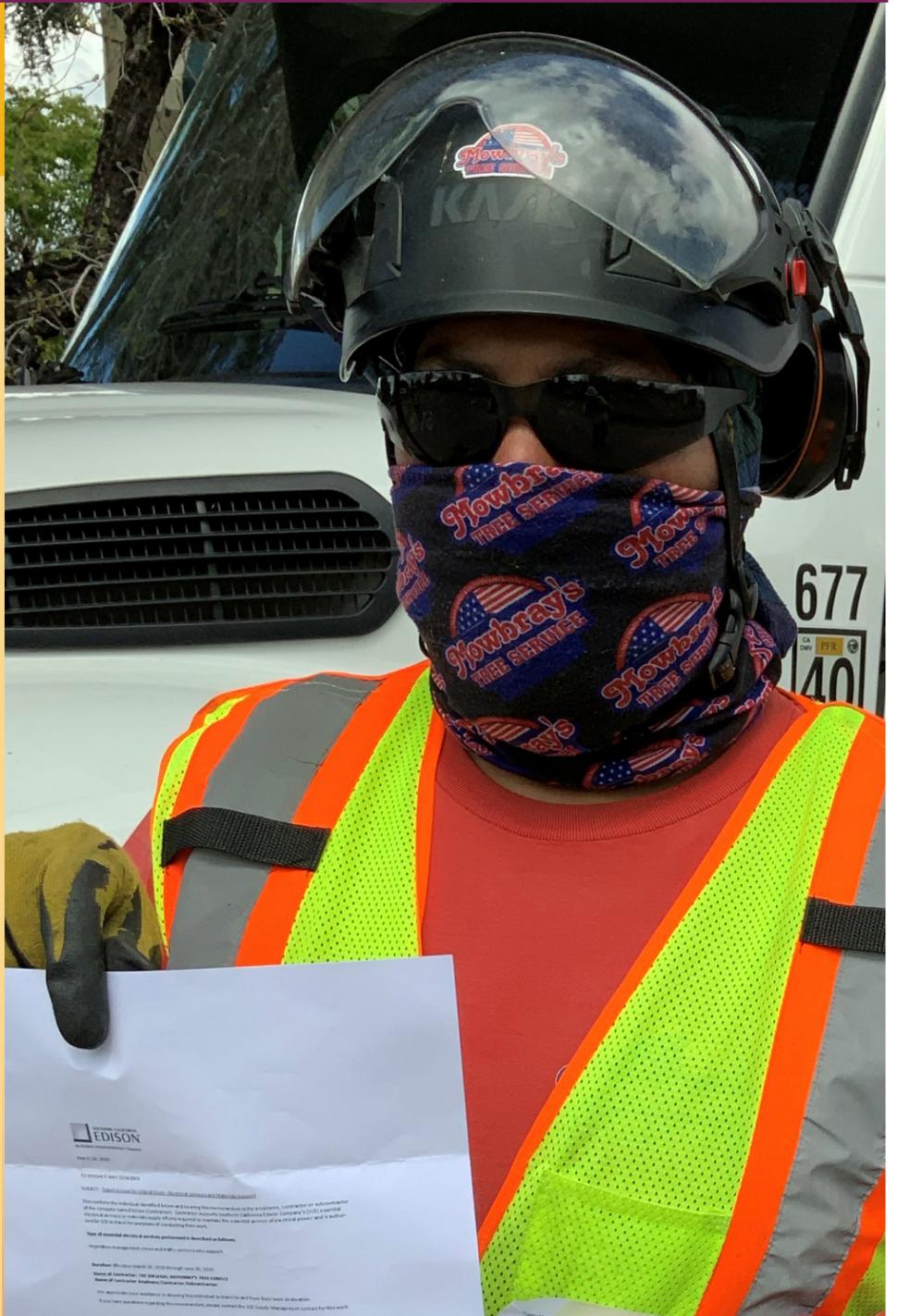
# COVID-19: FACIAL COVERINGS

More and more cities in SCE's service territory are requiring the use of facial coverings for customers and workers at essential businesses. We have measures in place to help SCE employees comply with these measures and we expect our contractors are doing the same.

## STAY INFORMED

### Take the Proper COVID-19 Precautions Cover Your Nose and Mouth

- Wear a facial covering unless it presents a hazard based on the type of work being done.
- Non-medical grade masks, scarves, balaclavas, neck gaiters or other coverings that can cover both the nose and mouth, without restricting breathing, are recommended.
- Supervisors can assist crew members in acquiring the proper facial coverings.
- Personal facial coverings can be used if it does not contain imagery or branding that could be perceived as an SCE-endorsed statement, such as political references or offensive language.
- When putting on and removing facial coverings, wash your hands to minimize further contamination, and avoid touching your eyes, nose and mouth with unwashed hands.
- Be aware of your surroundings in public, maintain physical distancing and use facial coverings and gloves, especially when interacting with customers and coworkers.



*An SCE contract tree trimmer, wearing a facial covering as part of COVID-19 work restrictions, shows a letter explaining tree trimming is an essential service.*

## TALK ABOUT IT

How will **you** protect **your** health today?

• For the latest on facial coverings, visit the COVID-19 Portal page at **Company > Key Initiatives > Coronavirus**.

• For questions, speak to your supervisor or call the COVID-19 hotline at **(800) 500-4723**.

Something to learn for all lines of work. Safety topics, trends, known hazards and best practices for use in tailboards to help keep yourselves safe.

### Another 30 days. CDC recommends face coverings and some areas require them even for essential workers. Life is changing fast.

To help you assess best practices for your work-type, for your reference below are excerpts from an SCE Executive communication about the recent CDC recommendation:

“The COVID-19 pandemic continues to evolve. As medical professionals learn more about the virus, the Centers for Disease Control and Prevention now recommends that anyone in public should wear a non-medical grade protective facial covering to help limit potential spread.

If you are working in the field or in any environment near others, we recommend you wear a facial covering where practical. Keep in mind, the use of a facial covering is not a substitute for other safety measures including physical distancing, regular hand washing, avoiding touching your face and cleaning surfaces frequently.

To ensure the availability of medical grade masks for essential medical providers, N95 and P100 masks should be reserved for use in high-risk situations. These situations include:

- Where physical distancing is not possible, such as in a situation where you cannot maintain six feet of separation from others for periods of 10 minutes or more.
- Working near a medical environment where you may be exposed to potentially infected patients.
- Riding on public transportation.

...Please also be aware that, as the COVID-19 situation evolves, our customers and the public are becoming increasingly sensitive to our presence in communities and are concerned about our workers’ practice of physical distancing and proper use of facial coverings. Be mindful and aware of your surroundings in public, practice physical distancing and use facial coverings and gloves as often as possible.

...A few tips for facial coverings [if you do not have non-medical grade facial coverings]:

- Appropriate facial coverings include non-medical grade masks, scarves, balaclavas, neck gaiters or other coverings that can cover both the nose and mouth without restricting breathing.



Examples only. Ensure your facial covering meets requirements for the applicable work environment.

- You can use your own facial covering if it does not contain imagery or branding that could be perceived as an SCE-endorsed statement, such as political references or offensive language.
- You should wear a facial covering while driving in vehicles with others.
- Please ensure that the fabric of your facial covering meets the arc rating requirement for the applicable work environment. For example, N95 and P100 masks are not arc rated, but balaclavas are.
- When putting on and removing masks, you should wash your hands to minimize further contamination.
- Fabric and machine washable facial coverings should be washed and thoroughly dried daily per the manufacturer guidelines to ensure cleanliness”

Other SCE Q&A on facial coverings and masks, for your reference:

*Q: What if I interact with customers in the field?*

*A: All efforts should be made to interact with customers by phone. However, if you need to interact face-to-face, please consider using these talking points to help protect your safety in customer-facing work:*

1. Politely ask the customer to maintain the recommended physical distance of six feet away and thank them in advance for their cooperation and consideration of your wellbeing and theirs.
2. Use a facial covering when interacting with the customer and politely suggest that they do the same.
3. Inform them that you will not be shaking hands in accordance with recommendations from the CDC and local county officials.
4. Let them know that you remain committed to addressing their service needs and ask if there is anyone sick in the household. If so, evaluate if the work can be reasonably rescheduled. Otherwise, request that they remain in a room other than where you will be working and that everyone in the household stay at least six feet away from you, in accordance with the recommendation of public health officials, and ensure that you will be able to wash your hands.

Resources on this week's topic.

### Is COVID-19 the ONLY thing we should prepare for?



The entire world is focused on COVID-19, as well it should be.

However, even though the world has literally stopped to battle this virus, it doesn't mean that other potential threats are on hiatus. Fire season is not far away. Earthquakes can happen any time. Home fires are an everyday risk.

So, how can we use this newfound time at home to prepare for other types of emergencies? Well, just like we create Emergency Action Plans for our jobsites, we should be creating them at home. Whether you are single, a couple or have children or seniors at home, preparedness over panic will win every time.

There are many considerations that will be relevant once life returns to normal, such as establishing a family meeting place if you get separated. But for now, there is still a host of emergency planning you can do!

The "Make A Plan" section of Ready.gov recommends the following steps:

Step 1: Put together a plan by discussing these 4 questions with your family, friends, or household to start your emergency plan:

- How will I receive emergency alerts and warnings?
- What is my shelter plan?
- What is my evacuation route?
- What is my family/household communication plan?

Step 2: Consider specific needs in your household.

Step 3: Fill out a Family Emergency Plan

Step 4: Practice your plan with your family/household

### Critical Observable Actions (COAs)

COAs are visible actions or conditions that mitigate a primary hazard. Although there are no COAs for this topic, below is a list of "Rules of Engagement" to clarify our expectations of SCE crews and contractors engaged in field activity during this effort. Consider your safety at all times:

- **Wear facial covering** (see page 1 for details)
- **Check the Red List** prior to performing work at a given address. To be added to the Red List distribution, send an email request to [ESOC@sce.com](mailto:ESOC@sce.com)
- **Remove yourself from any unsafe situation** as soon as possible
- **Call 9-1-1 in an emergency situation** and ESOC at 626-815-5611 when it is safe to do so. *But, remember that at this time law enforcement agencies are modifying their response to calls for service.*
- **Notify your supervisor** when you have removed yourself from the unsafe situation.
- **Use the de-escalation tips** provided in the Contractor & Property Access Safety training video (released Jan 2020). **In combination with the required six (6) feet of social distancing**, these tips will help you prepare for customer interactions to keep you safe both during and after the current health crisis.

[SCE Contractor & Property Access video \(ENGLISH\)](#) [SCE Contractor & Property Access video \(SPANISH\)](#)

### Additional Resources

#### Riverside County Public Health Officer orders public to stay home and cover face when leaving

"...Dr. Kaiser also ordered everyone to wear a face covering when leaving home, **including essential workers**. Face coverings can be bandanas, scarves, neck gaiters or other clothing that does not have visible holes."

For the full order, click here:

[Riverside County Health Order Face Coverings](#)

#### Have questions about conducting on-site work during the COVID-19 pandemic?

[COVID-19 and EDISON CONTRACTORS](#)

You can also visit [www.sce.com/partners](http://www.sce.com/partners) for the Visitor Guidelines and Visitor Screening Questionnaire

#### What does the CDC say about face coverings?

[CDC Cloth Face Coverings](#)

[CDC Talking With Children About COVID-19](#)

For family emergency plan templates and other emergency preparedness, visit [www.ready.gov](http://www.ready.gov) or [www.readyforwildfire.org/](http://www.readyforwildfire.org/)

Something to learn for all lines of work. Safety topics, trends, known hazards and best practices for use in tailboards to help keep yourselves safe.

### Thank you for maintaining your safety and professionalism during these unprecedented times.

The world is really going through it right now, and there you are...out there working to keep things moving and protect the infrastructure so we can somehow maintain a sense of normalcy until we come out on the other side. Thank you.

On any given day, most customers are usually cooperative with our SCE workforce, whichever type of work we perform on their property. Still, we have addressed before that sometimes customers surprise you and a situation can quickly become unsafe; customer threats are a hazard of working in the field, one for which we must plan. But, in this unique point in time when people are on edge because circumstances dictate they are to stay in their homes and even the basic handshake can be considered threatening, how can you protect yourself and your co-workers and still get your job done?

Under Gov. Newsom's statewide "Safer at Home" order, federal critical infrastructure sectors, including electric utilities, are considered essential; therefore, SCE's operations are excluded from the restrictions. As our partners, SCE essential contractors are included in this scope. Now, although WE know our employee and contract field workforce has legitimate purpose to continue essential and emergency work, cities and property owners will question your presence in their neighborhoods or on their property now more than ever. While you cannot control their responses to you, one element you can control is maintaining the discipline of social distancing to help with customers' perceptions of our workforce and give them peace of mind.

This may mean things like:

- Riding in your vehicles sitting close to the window, with the windows noticeably open for ventilation
- Standing six feet apart during on-site tailboards
- Knocking on the door then immediately stepping back ten feet before they open the door



- Demonstrating good hygiene habits within customer's line of sight before and after your property visit (so carry hand sanitizer or soap and water on your vehicle and at the ready)

And, we understand you have questions, too. What type of work is considered essential? How are we supposed to handle customers who request we wear latex gloves and mask while working on their property?

Know that across the board we are continuing to look at our guidelines and conduct evaluations of work as this fast-moving situation evolves. We are working diligently to provide you best practices as soon as we can. Of course, wearing your required PPE is non-negotiable to keep yourself safe for the work you are performing. Nothing is more important than your personal safety. So, when in doubt, back out. **Remove yourself from any unsafe situation as soon as possible.**

See page 2 of this publication for SCE's Corporate Security Rules of Engagement about field safety during this COVID-19 pandemic.

Use the links below to access SCE Contractor & Property Access videos (released Jan 2020) for tips on how to keep our field workforce and customers safe, including methods of de-escalation and confirmation that meeting goals is important, but we do not want nor expect you to put yourself in harm's way.

[SCE Contractor & Property Access video \(ENGLISH\)](#)

[SCE Contractor & Property Access video \(SPANISH\)](#)

**Remember: Lack of interaction with others affects us in different ways. Stay in touch with family, friends, neighbors and seniors you know. Talk to someone you trust if you need help processing all that is going on.**

Comments or questions? Contact: [ContractorSafety@sce.com](mailto:ContractorSafety@sce.com)

**Exhibit F** 1 of 4

Resources and fresh ways to test your knowledge of this week's topic.

### Commit To Doing Your Part

When you work on a crew, maintaining social distance is no easy task. Even the military is looking for creative ways to follow this order. Please show our customers we are doing the same.

- How can we demonstrate to the customer that we are practicing all recommended measures by the CDC?
- Is there another way we can access the work area? Creative but safe approaches to perform the work?
- Can we perform a visual inspection from a distance and still achieve the same result?
- Did we check the Red List before leaving the yard?
- How can we maintain social distancing from each other when going to the job site? Can we avoid riding two or more in the cab of our vehicle?
- Is our "Approved SCE Contractor" decal prominently displayed?
- Have we provided our field crews with any required SCE documentation to validate the work they will perform?
- During morning stretches and tailboards, how can we maintain being six feet apart? Tailboard in smaller groups?
- For customer notifications, should we add a note to our door hanger that we are following all recommended hygiene measures?
- Now that we are on-site, can we confirm this work is essential or emergent? If it's not, who should we notify?
- Can this work be performed after the COVID-19 virus is stabilized?
- How can I apply my knowledge of this topic at home?



### Critical Observable Actions (COAs)

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- **Check the Red List** prior to performing work at a given address. To be added to the Red List distribution, send an email request to [ESOC@sce.com](mailto:ESOC@sce.com)
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- **Notify your supervisor** when you have removed yourself from the unsafe situation.
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[SCE Contractor & Property Access video \(ENGLISH\)](#)

[SCE Contractor & Property Access video \(SPANISH\)](#)

### How Much Do You Know?

1. Wash your hands often with soap and water for at least \_\_\_\_\_ . If soap and water are not available, use an alcohol-based hand sanitizer with an alcohol content of at least \_\_\_\_\_%.
2. Avoid using other workers' phones, desks, \_\_\_\_\_ or equipment.
3. Contact customers by \_\_\_\_\_ whenever possible.
4. Practice social distancing by staying \_\_\_\_\_ away from coworkers and customers, including during tailboards and stretching.
5. The CDC does not recommend the use of viral face masks. \_\_\_\_\_ can be used during customer interactions, if needed.
6. Wipe common surfaces in \_\_\_\_\_ interiors and \_\_\_\_\_ or \_\_\_\_\_ handles.
7. If you feel sick, stay home. If you start feeling sick at work, \_\_\_\_\_, notify your supervisor and stay away from coworkers and customers.
8. Avoid touching your face, eyes, mouth and \_\_\_\_\_.
9. Wear \_\_\_\_\_ to work with tools. If tools must be shared, \_\_\_\_\_ prior to each use and before passing between coworkers.
10. Contact your Edison Representative and/or check the \_\_\_\_\_ to ensure you are aware of all customers requiring heightened awareness before going into the field

Answers: 1. 20 seconds, 60 2. tools 3. phone 4. six feet 5. Face shields 6. vehicle, compartment, bin 7. stop work 8. nose 9. gloves, wipe down 10. Red List

No matter the type of work you do, there is always something to learn from shared events.

### INCIDENTS: 2017 – Present | Real Incidents for Your Real Life

Year	AT-RISK BEHAVIORS
2020	<ul style="list-style-type: none"> <li>Inspector/foreman arrived on-site per appointment and was met with an irate customer who threatened to go retrieve a firearm.</li> </ul>
2019	<ul style="list-style-type: none"> <li>A customer in a rural location had refused immediate trimming of a palm tree in contact with primary conductor. A senior specialist (SSP) was requested to enforce the customer refusal after hours. At approximately 5:30pm the SSP arrived and as he approached the open front door, the SSP identified with call outs "SCE on-site" to inform resident. After 3 call outs, a large pit bull came from inside home and attacked SSP. SSP swung with his helmet in-hand and made solid contact with the dog enough to stun the dog and turn him around. Customer then appeared and grabbed pit bull by collar stopping further attack..no bites no injuries.</li> <li>Angry homeowner refused access to an inspector. The inspector left the property and inspected two more locations before heading home for the day. While on the way home, the inspector noticed the angry homeowner was following the inspector.</li> <li>A contractor was going to inspect a third-party pole attachment. He approached the home and tried to identify himself, calling for the customer at the front gate that restricted access to the front door. After checking for dogs, the contractor climber over the fence and stated as soon as he entered the yard the homeowner told the contractor "if you don't get off my property right now, I can shoot you. Contractor immediately exited the property and called his supervisor.</li> <li>Employee was performing inspections by himself and parked legally on the street in front of a customer's house. The customer did not like that the employee parked in "his spot" and when the employee and customer shook hands, the customer pulled the employee toward him and put his shoulder into the employee's chest.</li> <li>Employee went to customer door, no answer. Then employee went to side gate, announced "EDISON," waited a moment and proceeded to the back yard to inspect a pole when the homeowner let a small dog out and yelled at the employee. Employee had on high visibility vest, showed ID and stated, "Edison employee inspecting pole," but customer would not calm down so employee left property. Police were called.</li> <li>A two-person team of subcontractors approached a house to request permission to access the property and perform a pole assessment. Customer stated that the pole and buddy pole were located in his yard and that he had the keys to the gate, but he was not going to allow the subcontractors access. He stated that "it would get real hostile back there and that his neighbors would most likely shoot us and he would back them up." He said "it was nothing personal, but he would just shoot us in the face." He also stated that Edison in the past just cut off the locks, put a pole in his property without permission and that he would be hostile to anyone affiliated with the company.</li> </ul>



**Think about it: Interact with customers the same way you would want a service worker to interact with your family...the same safety precautions, professionalism and understanding.**

Comments or questions? Contact: [ContractorSafety@sce.com](mailto:ContractorSafety@sce.com)

No matter the type of work you do, there is always something to learn from shared events.

### INCIDENTS: 2017 – Present | Real Incidents for Your Real Life

Year	AT-RISK BEHAVIORS
2017	<ul style="list-style-type: none"> <li>Customer asked why the subcontractor doing pole loading assessments needed access to their backyard. Customer asked if contractor had a letter from Edison confirming what the job is (they did). Customer said "if they cross her property again, they will be met with a shotgun to their face." They immediately left and pulled crews from the area.</li> <li>Employee was prevented from leaving the area by the customer after disconnecting electric service, Supervisor called 911. Once Sherriff Deputies arrived, the employee was released without further incident.</li> <li>A 4-man crew was working in an alley to repair a ground that had been cut. They had arrived and were preparing to begin work. The crew observed a male approaching them from the north holding a rifle with a scope pointed at them. He shouted at them to get down or lay down. The crew identified an exit route and ran south in the alley and around the corner to the next street west where they called 911 and supervision. SCE Supervision and law enforcement were on site shortly after.</li> <li>Two crews were assigned a repair order during a heat storm. Employee rang the doorbell to notify customer they would be working on the property; no answer. Employee entered the side gate. While in the backyard, the customer came out asking what he was doing in his yard. The employee saw the customer had a gun under his arm pit. The employee told the customer he was with Edison and they were there to make repairs, but that he would leave. As the employee backed out of the yard the customer pointed the gun at the employee. The employee safely exited the yard and notified the Foremen who called 911 and Supervisor.</li> <li>Contractor was conducting a pre-construction survey and was abruptly stopped by the male landowner with two pit bull dogs and a second male hiding behind a nearby car with a gun trained on her. The landowner told her she could not complete the survey. She was 50 feet west of his gate, outside of his property. He also made clear that his property is within San Diego County, not Riverside County, so Edison should not be using his property as an access road. The landowner also explained that an SCE crew was onsite in the past week. She noted it appeared he may have been growing marijuana in a greenhouse on his property. Contractor left the immediate area and proceeded to sites elsewhere. She was later tracked down and approached by the man who apologized for the initial hostility and requested that he be contacted in advance. She safely left the field.</li> <li>An angry member of the public pulled down an alleyway where an E-Crew was parked for a job. He honked his horn excessively and then exited his vehicle and approached the E-Crew. He then walked back to his car, reached in his back seat, and pulled out a gun and walked back towards the E-Crew. The E-Crew quickly drove away to a safe area and immediately notified the police, SCE supervision &amp; SCE Corporate Security.</li> </ul>

### COVID-19 Resources

[CDC Website](#)

[CDC YouTube Channel](#)

[World Health Organization](#)

[The U.S. Department of State- Travel Advisories](#)

[Department of Homeland Security](#)

[California Dept. of Public Health](#)

**The President's Coronavirus Guidelines for America:**  
**15 Days to Slow the Spread of Coronavirus (COVID-19)**  
[ENGLISH](#) [SPANISH](#)

[Governor Newsom Executive Order](#)

[Tree Care Industry Association](#)

Something to learn for all lines of work. Safety topics, trends, known hazards and best practices for use in tailboards to help keep yourselves safe.

### WHAT WE'VE NOTICED

**51%** In 2019 bee sting incidents were up 51% from the year before!

**Of the bee incidents since 2017, two incidents were classified as potential life threatening.**

So, now is the time to review the best way to treat a sting and avoid that sinking feeling when you don't know what to do when someone is in pain or having an allergic reaction.

### HISTORY TELLS US...

**Beware of stow aways.** One of the most familiar scenarios in which a person gets bitten is by a stow away insect they picked up when working outdoors. Sometimes bugs are out looking for a meal and sometimes they are just disturbed by your presence and hitched a ride on your person. Either way, wading into and disrupting the insect community by working outdoors leaves us at risk of getting bitten or stung. Great. So what's a worker to do?

In many cases, the best we can do is – you guessed it – be aware of our surroundings. Yes, it's true, as if there aren't enough considerations to get your work done safely from a technical and interpersonal perspective, factoring in awareness of bugs and where they might be lurking must be a consideration as the weather warms up.

When working in the field, the good news is the PPE you wear means you can check the box of protecting your skin from exposure by wearing long sleeves, pants, a hard hat and closed toed shoes/boots. The downside is that your face, neck and hands are exposed plus your clothes offer insects all kinds of wrinkles, crevices and folds to hide in.

So, while there is no way to *eliminate* the potential of being bitten when working outdoors (or in closed/confined spaces where insects may build a home) there are number of ways you can be proactive to help protect yourself and your crew...this means doing your part, taking action on what's within your control to help keep insects from finding you so interesting. It also means having some discussion on any known insect allergies, which will be particularly helpful if your crew make-up is subject to change. This way when new crew members are on the job, you have an idea of assistance they may need.

A couple of great opportunities to identify potential insect hazards are during your pre-job inspections and tailboards, when you are preparing for the other aspects of the job. Our vegetation management partners regularly battle insects of all kinds but when working outdoors in general, everyone is at risk!

Insect bites can range from being a mild nuisance to adversely affecting our health and even potentially threatening our life. And, while bee incidents were up in the last year, they aren't the only critters to worry about. Wasps, hornets, ticks, spiders, mites and fire ants are among the worst offenders when stompers (aka people, you and me) invade their space or otherwise end up in their path.

Insects aren't going away and neither are we, so read on for ways to avoid and treat insect bites and stings.



**Keeping yourself from harm isn't limited to the technical stuff. Have a plan to protect yourself from the unknown as much as you can.**

- Do any crew members have known insect-related allergies? If so, what is the plan to treat an allergic reaction? What if I am working solo?
- Is the first aid kit up to date and complete with sting kill wipes? If not, who will take on that responsibility?
- We'll be walking through, working in or around tall brush today so what precautions should we take?
- What are some clear signs of an allergic reaction?
- What do we do if I'm stung by a bee? A wasp? A hornet?
- What are the visual and behavioral differences between regular ants and fire ants?
- Before I unearth this to make room for our equipment or to get in a better body position, what should I consider?
- Do we have insect repellent? Has everyone used it?
- Did we check our work area for anything hidden in dark areas? What about equipment that's been sitting, under wood piles or fallen logs?
- Do we see any webs, hives or nests on the jobsite or where we'll be working?

Resources and fresh ways to test your knowledge of this week's topic.

### INCIDENTS | 2017 – PRESENT Real incidents for your real life

Year	Incident Summary
2019	<ul style="list-style-type: none"> <li>While staying in a hotel on an out of town assignment, employee awoke the next morning with a bite on the right foot big toe and the bed bug was crawling 4 inches away.</li> <li>A contractor was working in a backyard with tall grass. He felt something but did not think it was significant. A few hours later he felt numbness in the area and suspected it was a spider bite. Employee declined Urgent Care recommendation and iced the area when he returned home.</li> <li>Employee was stung on the neck and the stinger broke off below skin surface. Employee declined Urgent Care for removal and had someone at home remove it.</li> <li>A contractor was stung by a bee and had an adverse reaction.</li> <li>While a crew was working in an excavation installing conduit, a crew member was stung by a scorpion.</li> <li>An employee was repairing damage to a secondary point of attachment on a fiberglass pole after a car hit pole incident one span away. While working on the fiberglass pole, the employee noticed bees coming out of an unplugged hole below his work area and tried to limit noise and vibration as not to disturb them. Before being overwhelmed by bees, the employee was able to make temporary repairs, boom down, exit the truck and walk safely down the street without getting stung but had to wait 20 minutes until bees left the area before he could get back to his truck.</li> </ul>
2018	<ul style="list-style-type: none"> <li>A crew was in the process of removing a buddy pole and when the pole came out of the ground, a bee hive below the ground level inside of the pole was disturbed. The bees came out and stung 3 of the 4 crew members. There were no allergic reactions by any of the crew members.</li> <li>Employee experienced insect bite on left wrist. Employee has a history of allergic reaction to insect bites.</li> <li>While setting poles, employee was either bitten or stung by unknown insect and was sent to urgent care where he was later diagnosed as having an allergic reaction.</li> <li>While employee was operating the boom controls to replace a transformer, he was stung by a bee on his chin.</li> <li>Employee on out of town assignment was bitten by fleas in the hotel room.</li> </ul>
2017	<ul style="list-style-type: none"> <li>When a contractor crew was finishing up a pole change-out, they encountered a swarm of bees and a crew member was stung multiple times.</li> <li>Employee developed an allergic reaction after being stung by bee while replacing an UG transformer.</li> <li>As a contract foreman and crew member were walking pole to pole in vegetation, both received wasp stings and immediately left the area to return to their truck. The crew member was stung 10 times and began to feel lightheaded and dizzy. By the time remaining crew members traversed back to the truck, the crew member's symptoms continued to worsen and it was determined medical attention was needed for a severe allergic reaction. Prior to the incident, the crewmember was not aware of any allergies to bee/wasp stings.</li> <li>Two employees were stung multiple times while walking back to the truck from a remote job site.</li> <li>A crew was working on a cutover project and was in the back yard of a residence when one crew member was attacked by a swarm of wasps and received multiple stings.</li> <li>A contract crew was digging post holes for new fencing when they uncovered some wasps. The contract employees received several stings to the back of their head.</li> </ul>

Learn to identify various types of insect bites - visit [healthline.com](https://www.healthline.com)

### How Much Do You Know?

1. Venom from stings and bites often causes minor \_\_\_\_\_, redness, pain and \_\_\_\_\_.
2. Bite and sting victims should be observed for \_\_\_\_\_.
3. Stinging bees release a chemical that attracts \_\_\_\_\_.
4. To help prevent a skin infection after a bite or sting, wash the area with soap and water and wipe it with \_\_\_\_\_ or first-aid antiseptic.
5. In the wasp family, which includes yellow jackets, females have stingers, and they can sting people \_\_\_\_\_.
6. Knowing how to treat bug bites is easiest when you can identify them by the bite's appearance, the \_\_\_\_\_ of the species, and by being aware of what pests are in your environment.
7. Do not disturb hives, mounds or nests. If bees or insects swarm, stay calm and \_\_\_\_\_ if they become agitated.

Answers: 1. swelling, itching 2. allergic reaction 3. more bees 4. rubbing alcohol 5. repeatedly 6. anatomy 7. leave the area

# First Notice

	<h2>Safety Notice</h2>	<h3>200004</h3>	
	<p>Mandatory Action Required</p>		

**Date:** January 29, 2020

**Models and Serial Numbers Affected:** See tables 1 and 2

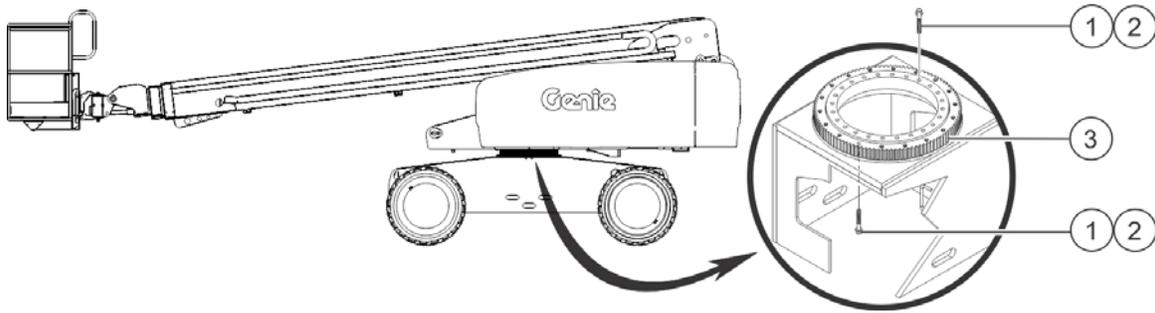
**Subject:** Turntable Rotation Bearing Bolts

**Allowable Hours:** 2 hours

*The content of this Safety Notice is intended for Owners/Dealers/Distributors of Genie products. For media-related uses, please contact [AWP.mediainquiries@terex.com](mailto:AWP.mediainquiries@terex.com) for permission to publish. Thank you!*

**Issue:**

Genie has been notified of three instances where the bottom turntable rotation bearing bolts in the machines referenced above have come loose causing the separation of the turntable from the chassis. **Separation of the turntable from the chassis can result in a machine tip-over or other structural failure.**



- 1 Bolts, PN 1256170GT
- 2 Washer, PN 1256182
- 3 Turntable rotation bearing

**Models and Serial Numbers Affected:**

**Table 1. Machines with a year of manufacture 2019 up to the release date of this notice:**

Model	Serial Range	Model	Serial Range
S-65	S60H-39903 to 40455	S-60XC & S-65XC	S60XCH-45009 to 46426
S-60X	S60XH-39397 to 40454		S65XCH-45007 to 46425

# First Notice

	<h2>Safety Notice</h2> <p>Mandatory Action Required</p>	200004	

**Table 2. Machines with a year of manufacture between 2015 and 2018:**

Model	Serial Range	Model	Serial Range
<b>S-65</b>	S6015H-35001 to 35031 S6016H-35032 to 36172 S60H-36400 to 40438	<b>S-60 TRAX &amp; S-65 TRAX</b>	S60TX16H-35555 to 36014 S60TXH-36581 to 40150 S60TX16H-35463 to 36161 S60TXH-36437 to 40198 S65TXH-40225 to 40225
<b>S-60X</b>	S60X16H-35034 to 36171 S60XH-36401 to 40456		
<b>S-60XC &amp; S-65XC</b>	S60XC16H-35119 to 36114 S60XCH-36472 to 45011 S65XCH-45001 to 45010		

**Action(s) Required:**

- 1 Locate the affected machines referenced above within your fleet.
- 2 **Machines with a year of manufacture 2019 up to the release date of this notice (see Table 1):**
  - **Remove the machine from service.**
  - Following the instructions starting on page 3, confirm that each turntable bearing bolt is torqued to specification.

The machines may only be returned to service after confirming the correct torque value for each bolt.

**Machines with a year of manufacture between 2015 and 2018 (see Table 2):**

- As soon as possible but no later than 30 days from receipt of this notice and following the instructions starting on page 3, confirm that each turntable bearing bolt is torqued to specification.
- 3 Return the machine to service.
  - 4 Fill out and sign the attached completion form and return to Terex AWP Warranty Department or file a warranty claim online to verify that this Safety Notice has been completed.

# First Notice



**Safety Notice**  
Mandatory Action Required

200004

**Genie**  
A TEREX BRAND

## Checking the Turntable Rotation Bearing Bolts:

Tools Required:

- 15/16 inch socket
- Socket extension, 27 inches / 700 mm
- Torque wrench, 180 ft-lbs / 244 Nm

Note: Perform this procedure on a firm, level surface with the machine in the stowed position and the wheels chocked. Two people may be required to perform this procedure.

### **WARNING**

Crushing hazard. Keep hands away from the cylinder and all moving parts when lowering the boom.

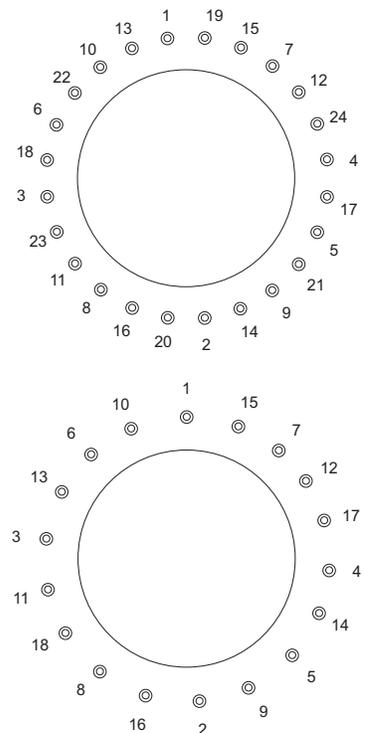
### **NOTICE**

Component damage hazard. Do not apply excessive force to the safety chock or damage may occur.

- 1 Raise the (primary) boom and place a safety chock on the lift cylinder rod. Carefully lower the boom until it is 1 inch / 2,5 cm from the lift cylinder safety chock OR support the boom assembly with a suitable lifting device.
- 2 Turn the key switch to the off position.
- 3 Using a star pattern, confirm that each upper turntable rotation bearing bolt (24 X) is torqued in sequence to the specification.

**Torque Specification = 180 ft-lbs / 244 Nm**

- 4 Raise the boom and remove the safety chock OR lifting device.
- 5 Lower the boom to the stowed position.
- 6 Using a star pattern, confirm that each lower turntable rotation bearing bolt (18 X) is torqued in sequence to the specification.
- 7 **Torque Specification = 180 ft-lbs / 244 Nm**



As a reminder, the machine's Service and Maintenance Manual requires that this procedure be performed annually.

Note: Terex Services Personnel / Service Locations are available to assist you, if needed, to complete this mandatory action.

**Nationwide Mobile Field Service**  
**1-844-TEREX-4U (844-837-3948)**

<https://www.terex.com/utilities/en/service/service-center-locations>

# First Notice



## Safety Notice

Mandatory Action Required

200004



### Warranty:

The labor and travel miles required to perform this Bulletin are covered under the provisions of our LIMITED PRODUCT WARRANTY statement. If you are the owner of an affected machine and are not an authorized Terex AWP dealer, please contact your nearest AWP dealer for assistance in completing this Bulletin. Only Terex AWP authorized dealers will be reimbursed for labor or any other costs associated with this Bulletin under the provisions of our standard warranty terms and conditions. Warranty claims are submitted online by dealers. To file a claim, logon to:

<https://www.gogenielift.com>

If you need more information about filing a warranty claim, please contact Terex AWP Warranty Department at:

Email (North America):	AWP.Warranty@terex.com
Email (Asia-Pacific):	warranty.awpchina@terex.com
Email (Brazil):	AWP.Warrantybrazil@terex.com
Email (all others):	AWP.Warranty@terex.com
United States:	+ 1-800-536-1800
Canada:	+ 1-425-881-1800
Asia-Pacific:	+ 86-21-347028555
Brazil:	+ 0-800-031-0100
South America (except Brazil):	+ 56-9-6431-2110
All other locations:	+ 1-425-881-1800

Genie and local industry standards (e.g. ANSI, CSA) require that the seller of a Genie machine report to Genie the model and serial number of each machine sold, as well as the name, address, and telephone number of the new owner, within 60 days of the sale. Use the Owner Update Form attached to the bulletin to indicate the new location or status of any of your machines. You may also visit our website to register your machine.

[Machine Registration\\_ANSI http://www.genielift.com/en/service-support/product-registration/index.htm](http://www.genielift.com/en/service-support/product-registration/index.htm)

Genie, OSHA and local industry standards, also require that the manufacturer's Safety Notice be completed. It is your responsibility to communicate this important information to all machine owners and applicable branches. If you require additional copies of this Safety Notice, or would like to know open bulletins for any of your machines, go to:

<https://www.genielift.com/en/support/safety>

For technical questions, contact your local Genie Product Support Team or email us at:

[AWP.TechnicalSupport@terex.com](mailto:AWP.TechnicalSupport@terex.com)

### Enclosures:

- Customer Machine List
- New Owner Update Form
- Completion Form



# Safety Notice 200004

## New Owner Update Form

(for updating machine owner information only)

Genie and ANSI require that the seller of a Genie machine report to Genie the model and serial number of each machine sold, as well as the name, address, and telephone number of the new owner, within 60 days of the sale.

- If you have sold a machine, list new owner's name, address and phone number, for each machine. List complete model and serial number (ex. S6015H-35019, S60H-36481, S60TX16H-35633, S60TXH-37603, S60X16H-35719, S60XC16H-35141, S65XCH-45640).

**New Owner Information:**

	Machine 1	Machine 2	Machine 3
Model*	<input type="text"/>	<input type="text"/>	<input type="text"/>
Serial Number *	<input type="text"/>	<input type="text"/>	<input type="text"/>
Owner Name*	<input type="text"/>	<input type="text"/>	<input type="text"/>
Address 1*	<input type="text"/>	<input type="text"/>	<input type="text"/>
Address 2	<input type="text"/>	<input type="text"/>	<input type="text"/>
City/State/Zip*	<input type="text"/>	<input type="text"/>	<input type="text"/>
Phone Number*	<input type="text"/>	<input type="text"/>	<input type="text"/>
Contact Person	<input type="text"/>	<input type="text"/>	<input type="text"/>

\* Required fields

**Seller Information:**

Date:

Company Name:

Account #:

Address:

(street):

(city):

(state, zip code) :

Phone #:

- List any machines that could not be inspected or repaired because of the following:

Model & Serial Number	Scrapped	Exported	Stolen	Other (explain)
<input style="width: 95%;" type="text"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input style="width: 95%;" type="text"/>
<input style="width: 95%;" type="text"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input style="width: 95%;" type="text"/>
<input style="width: 95%;" type="text"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input style="width: 95%;" type="text"/>

**Return completed form to:**

United States:    [awp.warranty@terex.com](mailto:awp.warranty@terex.com)  
 Canada:            [awp.warranty@terex.com](mailto:awp.warranty@terex.com)  
 Mexico:            [awp.warranty@terex.com](mailto:awp.warranty@terex.com)  
 Caribbean:        [awp.warranty@terex.com](mailto:awp.warranty@terex.com)

South America:    [awp.warrantybrazil@terex.com](mailto:awp.warrantybrazil@terex.com)  
 Central America: [awp.warrantybrazil@terex.com](mailto:awp.warrantybrazil@terex.com)  
 Asia-Pacific:      [awp.warranty@terex.com](mailto:awp.warranty@terex.com)  
 All other locations: [awp.warranty@terex.com](mailto:awp.warranty@terex.com)



Safety Notice 200004

Completion Form

Your signature on this form will verify that you have completed Safety Notice on the machines listed below.

Please note that this is not a Warranty Claim Form. A Warranty Claim Form must be submitted to the Terex AWP Warranty Department for reimbursement under the provisions of our standard warranty terms and conditions.

Customer information:

Date:
Company Name:
Account # (if applicable):
Address:
(street):
(city):
(state, zip code):
Phone:

- Please list the complete machine serial number (ex. S6015H-35019, S60H-36481, S60TX16H-35633, S60TXH-37603, S60X16H-35719, S60XC16H-35141, S65XCH-4564 ).

Table with 4 columns: Model, Serial Number, Model, Serial Number. Multiple rows for data entry.

Return completed form to:

- United States: AWP.Warranty@terex.com
Canada: AWP.Warranty@terex.com
Australia: Fax: + 61 733751002
Latin America: awp.warrantybrazil@terex.com
Central America: AWP.Warranty@terex.com
Caribbean: AWP.Warranty@terex.com
Mexico: AWP.Warranty@terex.com
Asia-Pacific: AWP.Warranty@terex.com
Middle East: +97 143 990 382
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France: Julie.Lesbats@terex.com
Germany: Claudia.Nobel@terex.com
Italy: awp.emeartechnicalsupport@terex.com
Netherlands: awp.emeartechnicalsupport@terex.com
Iberica: Jordi.Andreu@terex.com
Northern Europe: Goran.Eriksson@terex.com
Central and Eastern Europe: Jordi.Vila@Terex.com
All other locations in EMEAR: awp.emeartechnicalsupport@terex.com

Print (service manager) Signature Date