

## **May 2007 Safety Meeting Placards and Labels on Trucks**

The DOT regulations state in part that bobtails must be labeled and placarded while operating. The markings must identify:

- Shipping name of the product (Propane or Liquefied Petroleum Gas)
- Hazard class of the product (2 or 2.1)
- Identification number of the product (1075)

Trucks transporting cylinders also have to be similarly marked if they are transporting more than 1,000 lbs. of cylinders combined with the weight of propane.

The purpose of this meeting is to discuss this issue as drivers have the most responsibility on a day-to-day basis to ensure their truck is properly placarded and labeled. Many a roadside stop has been initiated by the DOT and other law enforcement officials because of problems in this area.

Here are some general regulatory requirements concerning this subject matter:

- Placards and labels must be mounted on each end and each side of the motor vehicle.
- It is typically recommended by the DOT that both the labels and placards be affixed to the cargo tank, not the cab or chassis. Note: many jurisdictions allow the front placard and label to be placed on the grill or bumper.
- Placards must be 10.8 inches on each side.
- Placards must be mounted on point with the text and numbers on a horizontal plane.
- Red, black and white colors on a placard must not be faded.
- Font size on “PROPANE” or “LIQUEFIED PETROLEUM GAS” labels should be at least 2” in height.
- Font color of labels should contrast with the background of the truck’s paint scheme.
- The font size of the “1075” within the placard must be 3.5” in height.
- The hazard class ID number cannot be more than 18 points high.
- Trucks should have the company name and telephone number on each side.
- Your company’s DOT number should be affixed to both sides of the truck.
- 5 year pressure test and annual visual and leakage test decals should be displayed near the data plate.
- Railroad crossing warning labels affixed to the rear of the truck are required in some jurisdictions.

**Listed below are some check items that you should be performing on a daily basis concerning this topic:**

- Placards and labels must be applied to each side and end of a subject vehicle. It is important to ensure that these decals are easily viewed from each direction. Note: check your front placard, if it is applied to the front head of the tank. It cannot be mounted below the roof line of the cab or you could be cited!
- Make sure your placards and labels are not faded, torn or defaced—“when in doubt change them out.”
- It is generally recommended that the shipping name on the label match with the product name on the Shipping Paper inside the cab. For instance, do not have a

Shipping Paper name with “Propane” as the product name and labels with “Liquefied Petroleum Gas”.

- Check your truck for a current P, K and V decals indicating the cargo tank is compliant with all inspections and tests. Some cargo tanks will also need an “T” inspection decal.
- While you’re at it, look to see that the cargo tank data plate(s) is/are in good condition.
- If you have flip-over placards that are typically installed on a cylinder truck, make sure the placards are in good shape and the flip-over mechanism is working correctly.

**Exercise:**

Take your group of attendees out to the plant yard and carefully inspect each and every truck for compliance with labels and placarding. Note the unit number and deficiencies on each truck and set out to take immediate action to correct those problems. Discuss with each other the problems and reaffirm each one’s commitment to only drive vehicles that are properly placarded and labeled.

**Conclusion**

All of the issues discussed in this meeting are easily recognized and corrected. Drivers are reminded of their responsibility to carefully inspect each truck before they leave the plant location. A quality pre-trip inspection of the vehicle should cover inspecting these items. Plant managers should have replacement labels and placards on hand for quick and easy replacement.

Remember also that poorly placarded and labeled trucks are often the reason why trucks are stopped in the first place. Don’t allow the condition of your placards and labels to degrade to a point that you are pulled over for a roadside inspection!

## May 2007 Test

### Placards and Labels on Trucks

Name: \_\_\_\_\_

Date: \_\_\_\_\_

Instructions: Read and answer each of the following questions. When complete, grade the test and review incorrect answers so each employee is “armed” with the correct answers before they leave the training.

1. The hazard class for propane is 2 or \_\_\_\_\_.
  - a. 3
  - b. 4
  - c. 5
  - d. 2.1
  
2. A cylinder truck that transports more than \_\_\_\_\_ lbs. of propane plus the weight of the cylinders must be placarded.
  - a. 500
  - b. 1,000
  - c. 800
  - d. 100
  
3. Each side of a placard must be 10.8”.
  - a. True
  - b. False
  
4. Cargo tank inspection and test information decals should be mounted on the opposite side of the cargo tank’s data plate.
  - a. True
  - b. False
  
5. A company’s DOT number should be located on each side of the vehicle.
  - a. True
  - b. False
  
6. \_\_\_\_\_, torn or defaced placards should be replaced immediately.
  
7. Many roadside stops are a result of trucks having poor or missing placards or labels.
  - a. True
  - b. False

**May 2007**

**Answer Sheet**

1. d
2. b
3. a
4. b
5. a
6. Faded
7. a