

# STANDARD OPERATING PROCEDURE GENERAL HAUL TRUCK

Effective Date: 08/31/2020

Document Number: MNSOP160-0001

Rev: 21



## PURPOSE:

This SOP (Standard Operating Procedure) establishes an operating standard for safely inspecting and operating haul trucks in the mine.

The rules contained herein are held to be of such importance to the safety and well-being of mine employees that it is the common duty of everyone to prevent any violation(s). A willful violation of these rules shall be considered just cause for disciplinary action.

## SCOPE:

This SOP applies to Kennecott Utah Copper – Bingham Canyon Mine employees who have completed haul truck driver training, have demonstrated their competency to safely operate and have obtained the appropriate MSHA 5000-23 certificate for the specific haul truck model.

## RESPONSIBILITY:

It is the operator of the haul truck's responsibility to follow the MSHA requirements related to equipment inspections. CFR 30/Part 56.14100 (a) ***Self-propelled mobile equipment to be used during a shift shall be inspected by the equipment operator before being placed in operation on that shift.*** It is also the operator's responsibility to report any defective or unusable equipment and defects that affect the safe operation of the haul truck to Mine Care and to their immediate supervisor. Each operator is responsible to safely follow all applicable operating procedures, and to drive safely adhering to all established rules and to maintain truck cleanliness.

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Prior to operating the haul truck, ensure that all personnel and equipment are clear from the area. Keep safety first and use TRACK in all tasks. A haul truck driver is responsible for transporting the maximum quantity of material while operating the haul truck safely and without subjecting the equipment to damage. Your supervisor may occasionally require additional safety practices, which may not be specifically mentioned in this SOP.

## HEALTH AND SAFETY:

Hazards may include but are not limited to slips, trips, and falls due to uneven ground around the haul truck and climbing on and off the truck. Three-point contacts are required while climbing. Surfaces may be slippery due to wet conditions or fluid leaks. Injury from falling debris is a potential hazard. Stay focused and use TRACK. Always wear the proper PPE (Personal Protective Equipment) and ensure that you are fit-for-duty.

## ENVIRONMENTAL:

Ensure that waste is properly disposed of in a safe and environmentally sound manner. Report all fuel and/or fluid spills to Mine Care and your supervisor immediately. Follow KUCC Environmental Procedures.

## DEFINITIONS:

PPE – Personal Protective Equipment

SOP – Standard Operating Procedures

Tramp Metal – Worn GET which is not disposed of properly. This also refers to any metal scrap or debris found in the shovel face.

**TRACK** acronym for:

**T**hink through the Task

**R**ecognize the Hazards

**A**ssess the Risk

**C**ontrol the Hazards

**K**eep Safety First in all Tasks

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**REFERENCES:**

Bingham Canyon Mine Positive Voice Radio Communications Training

RA# 8590

R/A 8984 Park Brake Test

MNSOP103-0028 Mine Traffic Management

MNSOP160-0011- Komatsu 930E-3se &amp; -4se

MNSOP160-0031- CAT 794AC HAUL TRUCK

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## 1. GENERAL HAUL TRUCK RULES

**NOTE: Use positive communication; follow all haul truck rules including the Five Cardinal Rules and General Rules for all KUCC Employees and Contractors.**

### a) THE FIVE CARDINAL RULES:

1. Haul trucks always have the right of way.
2. NEVER pass equipment at intersections or while approaching an intersection.
3. NEVER pass a haul truck on the blind side without acknowledging your intention with the driver of the haul truck.
4. Drive according to road conditions.
5. NEVER park behind or immediately in front of a haul truck.

### b) GENERAL HAUL TRUCK OPERATING RULES:

1. Drive defensively and know in advance what your next move will be.
2. Inspect your truck as specified in the haul truck pre-shift inspection SWI (Standard Work Instruction) at the beginning of each shift, prior to operation. If

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the haul truck has mechanical issues that have the possibility to get worse, you will want to inspect the truck more often.

3. During the inspection, if conditions prevent the safe operation of the haul truck, notify the haul truck supervisor and Mine Care immediately.
4. Due to the lack of visibility to the right and rear of haulage trucks, always try to move in a forward direction and avoid making right turns where possible.
5. Due to the size of the truck and blind areas, operators should back up only when necessary; ensure the area is clear before backing and request a spotter if necessary.
6. Before moving your truck after any period of parking, walk around it to ensure other equipment and personnel are in the clear. Sound the proper horn signal and visually ensure the area is clear before releasing braking systems.
  - a. TRUCK HORN SIGNALS
    - 1 Long – Wait 3-5 seconds, start truck.
    - 2 Short – Truck is going to move forward.
    - 3 Short – Truck is going to back up.
    - 4 (or more) Short – Emergency.
7. Know the location and proper use of fire extinguishers on your truck. Report extinguishers that are expended, missing, or have expired tags to your supervisor. Replace any extinguisher found to be defective and extinguishers without current annual inspection tags.
8. Rules for queuing and delays while in line for the production cycle loading or dumping.
  - a. Queuing: waiting in-line for the production cycle whether loaded or unloaded.
    - i. While in-queue, an operator must stay in the cab focused and ready to advance in line.
  - b. Delay: an interruption in the production cycle.
    - i. While on a delay in-line, an operator may only exit the cab after ensuring that the haul truck is fundamentally stable by:
      - Turning the wheels into the bank.

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- Putting the haul truck in neutral, checking for movement.
  - If the Haul Truck moves while in neutral, reposition the truck to a point where when the haul truck is in neutral and no brakes are applied, no movement occurs.
  - If it is not possible to reposition the truck, the operator must remain in the cab of the truck.
  - Place the Haul Truck in park and if in a Komatsu engage Rest Mode.
9. Drive into the clear if it becomes necessary to depart from the normal traffic pattern.
  10. When leaving the truck, park with a v-ditch or use wheel chocks to prevent movement.
  11. Truck headlights are to be on whenever the truck is in operation. It is recommended to operate with only the low beams on as a courtesy to the oncoming traffic.
  12. Dim bright lights when approaching traffic.
  13. When a truck develops trouble on a haul road, turn the taillights and backup lights on, drive to the right side of the road and turn your wheels into the berm. This indicates that the truck is out of service and will not move. If on a grade have material put on the downhill side of the truck to secure the truck. Remain in the cab until it is secured.
  14. Avoid sudden starts and stops.
  15. The interior dome light is to be off while truck is in motion.
  16. Drivers will always drive with both doors closed.
  17. Slow down when other equipment or personnel are working in the area. When passing other equipment working in the area, adhere to a maximum of 13 mph when passing.
  18. Slow down if needed to prevent dust generation on dry roads.
  19. Obey all posted traffic signs.

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20. If you are in doubt as to the movements of another haul truck in a right of way situation, stop and make certain of its movements before proceeding. If needed, communicate with the other driver using the radio.
21. If reassigned and you have already passed the assignment, call production control and ask for a reassignment or go to a safe location that will allow you to turn around.
22. The haul truck operator is responsible for ensuring the area is clear before making a 180/U-turn.
23. A 180/U-turn is permitted at intersections where passing is prohibited (see *Cardinal Rule No. 2*).
24. **NEVER** make a 180/U turn in a loaded haul truck on a grade.
25. **NEVER** travel 3 haul trucks abreast on haulage roads at any time.
26. Maintain a right-hand traffic pattern except at the shovel and dump cross overs or as directed by traffic signs or supervisors.
27. Abide by all General Haul Truck Rules and General Rules and remember that the right of way is something to yield, rather than something to take.
28. Watch for other equipment and vehicles on the road that may not give you the right of way.
29. Slow down before making turns on curves or approaching a decline in grade.
30. Adjust truck speed to conform to operating traffic conditions and maintain control.
31. Pass road maintenance equipment only if it is clear to do so safely, at a maximum speed of 13 mph.
32. **DO NOT** pass other haul trucks that are traveling on the haul road.
33. **DO NOT** pass a haul truck or any equipment at or approaching an intersection unless you are directed to do so using positive communication. This can be communication with anyone who can see that it is safe to continue. Ensure that the communication is verified.
34. **DO NOT** pass another haul truck on the blind side without acknowledging your intention to the first truck in line and receiving positive communication in return.
35. Always be on the lookout for other vehicles that may be having problems.

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36. Reckless driving or horseplay will not be tolerated.
37. Be alert for other equipment (salt and water trucks, dozers, graders, etc.), that may be working around curves and on roadways.
38. In soft road base avoid driving in the same ruts.
39. Avoid driving over shovel spillage, large or sharp rocks, obvious road hazards and windrows.
40. Avoid holes and large puddles or ditches.
41. **DO NOT** drive on or through berms, barricades, or windrows.
42. **NEVER** coast trucks out of gear.
43. When a truck is parked on a grade or roadway, turn the front wheels into the bank and STAY ON the truck until material has been put on the downhill side in front of the tire.
44. Use brakes correctly. Incorrect usage may lead to premature wear out or brake failure.
45. Due to the potential for collision, cab to cab meetings for haulage trucks are prohibited.
46. Ensure the truck bed is down before passing under overhead obstructions.

## 2. HAUL TRUCK OPERATING SPEEDS

- a) Remember to always test the brakes and ensure the dynamic braking system is activated prior to cresting a ramp.
- b) Operating to current road conditions is always required in the mine.
- c) Downhill recommended operating speeds:
  - Loaded – 13 mph maximum
  - Empty – 25 mph maximum
- d) Flats recommended operating speeds:
  - Loaded – 25 mph maximum
  - Empty – 32 mph maximum

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- e) Passing auxiliary equipment working in area or on the haul road:
- Maximum of 13 mph

### 3. HAUL TRUCK RIGHT OF WAYS

- a) The operator with the most hindered view will have the right of way.
- b) Trucks entering a main haul road will yield the right of way to all downhill traffic.
- c) Loaded haul trucks have the right of way over empty haul trucks except when entering an intersection on the blind side of an empty truck.
- d) All road signs take precedence over all other rules.

### 4. PERSONAL PROTECTIVE EQUIPMENT

**NOTE: Areas excluded from these mandatory requirements are offices, lunchrooms, change rooms, traffic control centers, clinic, and fully enclosed and legitimate cabs where protection is provided.**

Hard hat

Safety glasses with side shields

Steel toe boots

Gloves – *Must be worn in all operational areas.*

*Hi-Vis clothing on the outer layer.*

Suitable hearing protection - *Must be worn in designated areas or when exposed to excessive noise.*

### 5. PRE-OPERATION INSPECTION

**NOTE: You must do a pre-operation inspection and document that inspection PRIOR to operation of any equipment at KUCC. Any unsafe conditions must be corrected or immediately reported to your supervisor and mine-care.**

- a) For specifics on the haul truck inspection process see:
1. MNSWI160-0011.1 – Haul Truck Operator Pre-Inspection for Komatsu 930E -3se - 4se
  2. MNSWI160-0031.2 - 794AC CATERPILLAR HAUL TRUCK

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## 6. RADIO CONTROL

- a) Verify that the radio is set to channel 1 – Mine Operations or 3 - Upper Pit Operations depending on your location at the mine. Each driver is responsible for his/her 2-way radio. Check it at the start and end of shift and immediately report any malfunction to Mine Care and your supervisor.
- b) The 2-way radio is to be used for company business only.
- c) No profanity, offensive language, or malicious interference with radio transmission will be tolerated.
- d) Follow the positive communications as taught in the Bingham Canyon Mine Positive Voice Radio Communications Training.

## 7. COMPUTER OPERATIONS

- a) Operators are required to use the full system operations, delays, downs, standbys, shift change, loading, dump, etc. at proper time. If uncertain of the proper entry code, contact Production Control.

## 8. OPERATION

### a) BEGINNING

1. Keep the work area clean and orderly, ensuring all personal belongings, cleaning supplies or other items inside the cab are securely fastened to avoid distractions and/or the hazard of moving objects in the cab during vehicle operation.
2. To move forward sound 2 horn blasts, wait 3 seconds and visually ensure the area is clear before moving the truck.
3. Apply the brake pedal and release the parking brake.
4. Select appropriate gear, depress throttle, and slowly begin operation.
5. DO NOT operate the gear shift lever with the accelerator pedal depressed.

### b) CLOSING ROADS

1. Roads may be closed due to unsafe conditions such as sliding, or vision being impaired by fog.

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2. Use good judgment and close the road only if necessary, by contacting Production Control and announcing over the Mine Operations/Upper Pit Operations Channel that the road is unsafe and what the condition is.
3. The road may be opened again once the unsafe condition has been corrected by a supervisor or the graders working the road not by a haul truck driver.

## c) SLICK ROADS

1. Slow down; use extra caution and drive to the road conditions.
2. If sliding, correct by steering into the slide.
3. Apply retarder or service brakes only enough to get the truck under control  
(*Note: Avoid slamming on the brakes as you will slide more.*)
4. Lightly accelerating can help to gain some control.
5. Alert Production Control and fellow drivers of the road conditions. Alert the Road Supervisor so appropriate action can be taken.
6. Close the road if necessary; see Section 8b on closing roads.
7. If you are unable to get the truck under control and only as a last resort, steer the truck into a solid berm that is NOT on the pit side of the road.

## d) FOG

1. Turn all lights on including back up lights.
2. Slow down; use extra caution and drive to the road conditions.
3. If you can see the width of the road, proceed at a low rate of speed.
4. If the fog becomes too thick to drive safely, pull the truck into the clear (if possible) or stop where you are.
5. Close the road if necessary; see Section 8b closing roads.
6. Notify Production Control and your fellow drivers by announcing over the radio of foggy conditions and the location of your truck.
7. Stay alert for changing conditions and alert Production Control and other personnel when it is safe to continue driving.

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## e) REVERSE

1. Ensure that the area is clear, and it is safe to move the truck in reverse. Get a spotter if necessary.
2. Sound three warning horn blasts, wait 3-5 seconds and ensure the area is clear before moving the truck.
3. Stop the truck completely before moving from FORWARD to REVERSE.
4. Gradually depress the accelerator pedal.

## f) NORMAL STOPPING

1. Release the accelerator.
2. Slow the truck down using the manual retarder/Dynamic.
3. Once the truck has slowed to the appropriate speed, turn the front wheels into the bank and press the service brake pedal to stop the truck.
4. Once you have come to a complete stop set the appropriate brake.

## g) STARTING ON A HILL LOADED

**NOTE: STARTING ON A HILL IS DANGEROUS...USE EXTREME CAUTION WHEN STARTING/STOPPING ON A HILL (SEE TRUCK SPECIFIC SOPs FOR DETAILS)**

1. Put your left foot on the service brake.
2. Apply the accelerator with the right foot, build up the rpm and ease the truck forward cautiously until you are sure of the truck's stability.
3. Slowly take your foot off the service brake. This will prevent the truck from rolling back on the grade.

## h) AT THE SHOVEL

1. Upon approaching the shovel, safely crossover to a left-hand traffic pattern and begin truck line up.
2. Inspect the high wall and ensure you stay a safe distance from it if the line is forming on the high wall side. Report any unravelling or failures to your supervisor immediately.

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3. First truck in line spot on the blind side of the shovel if it is open.
4. Follow designated traffic pattern into the shovel area.
5. **DO NOT** block the exit path of trucks in loading position at the shovels.
6. **DO NOT** pull out of line while waiting at a shovel unless a spotter is present. If you need to get out of line, call the first truck in line, obtain permission, and have the trucks ahead of you circle around (often referred to as circling the wagons).
7. If no trucks are loading, spot on your blind side to allow the next truck to spot on their visible side.
8. When approaching the candlestick side visually inspect the area to ensure that the cable bridge is set high and wide enough for the truck to clear before entering. If uncertain contact the shovel operator to confirm that side is being used for loading and proceed only if you feel confident that the truck and load will clear the cable and sticks.
9. If backing through the candlesticks is required, ensure that you have plenty of clearance on both sides to avoid hitting the candlesticks.
10. **DO NOT** enter the shovel pit if the shovel has the traveling lights (red and/or blue signal lights) flashing.
11. If the dipper is suspended in the loading position and the traveling lights are on, contact the shovel operator by radio to obtain permission to enter the pit.
12. **DO NOT** enter the shovel pit if the dipper is facing forward. Wait for the shovel to turn towards the bank.
13. Select your loading position while driving forward. DO NOT back truck into loading position if personnel or equipment are occupying that position.
14. Contact the shovel rover to request a clean-up if there are rocks in the pit.
15. Ensure that the trail cable is in a safe position before backing the truck into the loading position.
16. Use mirrors and spotting guides to aid in spotting.
17. Wait for the shovel operator to turn the shovel so that you can see the spotting guides or square to the dipper before backing.

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18. Avoid driving over the tail in the shovel pit, spot on other side if necessary.
  19. Call the rover to get spillage removed if it has fallen underneath the tires.
  20. Position your truck to minimize the shovel swing.
  21. Turn down/off distractions and open your window if needed to ensure you can hear the shovel horn.
  22. Listen for the shovel horn to signal you to stop, place the gear selector in neutral then set the appropriate brake and wait to be loaded. (See Truck Specific SOPs)
  23. Always be alert for and report unsafe high wall/bank conditions.
  24. **NEVER** get out of the truck if the shovel dipper is suspended above the truck.
  25. Position your body facing forward while being loaded.
  26. Keep vehicle doors closed while the truck is being loaded.
  27. Keep arms and hands inside of the cab while being loaded.
  28. Leave the shovel area promptly when signaled out with 1 long horn blast by the shovel operator.
  29. Return to a right-hand traffic pattern to proceed to a dump/crusher.
  30. The shovel horn signals are as follows
    - a. 1 Short – Truck stop
    - b. 1 Long – Truck loaded
    - c. 2 Short – Reposition truck
    - d. 4 (or more) Short – Emergency (**LEAVE AREA IMMEDIATELY!**)
- i) OVERLOAD PROCEDURES
1. The target payload weight for all haul trucks is 362 tons, not to exceed 384 tons.
  2. If the payload initially exceeds 384 tons, operators are required to confirm weight before leaving the shovel area.

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3. If weight has exceeded 384 tons, the truck operator will notify the shovel operator of the overload and they will identify a location to dump the load in the shovel face area. Trucks are not permitted to travel down a grade while overloaded.
4. When loading on ramps or poor pit conditions, the PLM scale and Argus system might not be the same. After traveling a few hundred feet, the PLM might adjust to reflect closer to the Argus weight.
5. If a truck is unable to dump their overload, the truck operator is to notify their supervisor and put the proper delay into the computer. Under the direction of the shovel operator, the truck operator is to attempt dumping their load in a negative decline within the shovel pit floor area. "Haircuts" by rope shovels are not permitted unless authorized by the supervisor.
6. Trucks with multiple overloads due to faulty truck scales should be sent to the shop for repair to avoid dumping "suspected overloads" multiple times. The general rule is 2 overloads in a row or 3 in a shift.

## j) SPOTTING AT THE SHOVEL

***NOTE: Staying the correct distance out and keeping parallel to the teeth of the dipper will prevent the dipper door from striking the truck bed.***

### 1. SQUARE TO THE DIPPER VISIBLE SIDE

- a. The shovel operator will signal the driver where to spot by holding the dipper in position.
- b. Line up the left side of bed with the spotting guides just outside of the bed to center the load. (Figure 1)
- c. Keep the spotting guides in your sight (Figure 1).

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(Figure 1)

## 2. SQUARE TO THE DIPPER BLIND SIDE

- a. The shovel operator will signal the driver where to spot by holding the dipper in position.
- b. To square to the dipper, line up the left side of the truck bed with the bottom of the dipper teeth. Keeping sight of the teeth (Figure 2).
- c. Keep the truck parallel to the shovel housing – not the tracks - when teeth are no longer visible in the mirror (Figure 2).



(Figure 2)



(Figure 3)

## k) DOUBLE SIDE PRE-SPOTTING

**Note: When pre-spotting, maintain 1' to 6' from the spotting guides parallel to shovel housing.**

### 1. SPOTTING TO THE GOOD SIDE

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- a. Line up the left side of bed with the shovel spotting guides.
- b. Keep the spotting guides outside of the truck bed. (Figure 4)
- c. Follow the guides back keeping the appropriate spacing.
- d. Ensure the truck is square with the shovel house not the tracks.



(Figure 4)

## 2. SPOTTING TO THE BLIND SIDE

- a. Use extreme caution to ensure that the shovel is not hit.
- b. Use the right-side mirror to assist in backing while keeping the spotting guides lined up with the truck bed in your blind side mirror. (Figure 5)
- c. When the shovel comes around check the spotting guides to ensure that you are a safe distance (1-6 feet) from the shovel for loading. If you are uncertain **DO NOT** proceed, wait for the dipper to swing around and square to the dipper.
- d. Stop or re-position when you hear the horn signal.
- e. The side of the bed should be parallel to the front of the shovel.

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(Figure 5)

## I) SINGLE SIDE AND MODIFIED SPOTTING

1. Single side spot only on the visible side at the hydraulic shovel (Figure 6).
2. Single side spot at the electric shovels if there are no candlesticks in place.
3. There must be enough room to keep your haul truck out of the way of other traffic.
4. Keep the waiting line back far enough to allow the truck that is next to spot the ability to see your truck when spotting.
5. Do not wait on the blind side of trucks\equipment.
6. If there is room for a modified spot, ensure that the truck being loaded will be passing on your visible side when leaving the pit (Figure 7).
7. Make your turn and wait for the loaded truck to leave the shovel pit area before backing up.
8. When staged for a modified spot, ensure the truck that is leaving the shovel pit has gone by you before backing up to get loaded.
9. When not in a modified spot, ensure the truck leaving the pit is in the clear before making your turn to spot at the shovel. Do this by maintaining visual contact of the exiting truck via looking in your blindside mirrors and/or by following the truck out of the loading area until you have enough room to make your turn and spot for the dipper.

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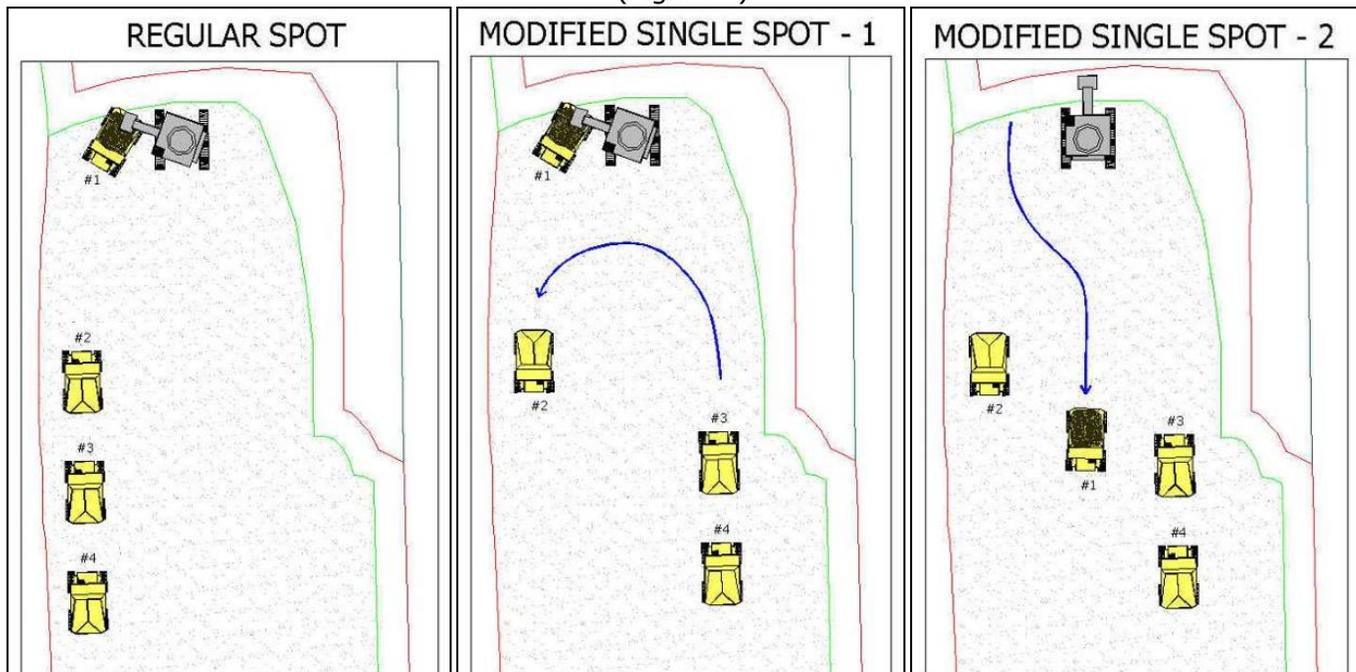
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10. Position your truck so that when the dipper comes around you are ready to back in and square up with the dipper.
11. Listen for the shovel horn to signal you to stop, place the gear selector in neutral then set the appropriate brake and wait to be loaded. (See Truck Specific SOPs)



(Figure 6)



(Figure 7)

m) SPOTTING ON A GRADE

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1. Pull truck into shovel pit keeping truck as level as possible.
2. Slowly back into loading position using service brake.
3. DO NOT spot trucks on a side angle, as the truck may tip when turning to go up grade.
4. When pulling out of the shovel pit follow the steps in Section 8h - Starting on a Hill Loaded.

## n) BACKING TO A LOADER (Rear Loading)

1. Make positive contact and ensure the loader operator is aware of your intentions.
2. Occasionally you will be asked to raise your bed a little when being loaded by a smaller loader. Before accepting the assignment, ensure that your float is working correctly to avoid the bed coming down hard under a load.
  - a. Ensure that the truck is empty before testing the float.
  - b. Ensure that the area is clear of overhead hazards.
3. Circle around until you can see the loader in your left side mirror.
4. Stop the truck completely, select R on the gear selector then depress the accelerator.
5. Slowly move in reverse keeping the loader in your site.
6. The loader operator will sound the horn at the desired stopping position.

**NOTE: Turn down/off distractions and open your window to ensure you will hear the horn blast.**

7. Come to a complete stop and place gear selector to N, set the proper brake and wait to be loaded.
8. Wait for the horn blast informing you that you have been loaded.
9. Visually inspect area and slowly pull away from loader.

## o) LOADING PROCEDURE AT FRONT END LOADER (Side Loading)

1. For side loading, position the top edge of driver's side of bed with lower bucket hinge pin.

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2. Care should be taken to position the truck squarely to the loader tires, parallel to the blade and directly under the lower hinge pin (see Figure 8). This should place you about 2-4 feet in front of the loader.
3. Ideally, haul trucks should be loaded from the left, or visible side. Occasionally, it becomes necessary for the loader operator to load trucks from the blind side.
4. Under blind side conditions, the loader operator will indicate the desired position for haul trucks to be loaded. A berm may be placed on the visible side of the truck to indicate the loader operator's preferred alignment.
5. **NEVER BACK UNDER A LOADER BUCKET ON THE BLIND SIDE!** The loader operator must remain clear of backing trucks while located on the blind side. After signaling by radio or by air horn that the haulage truck is in the desired position, the loader operator may begin loading (Figure 9).



(Figure 8)



(Figure 9)

## p) SPOTTING TO A DOZER

**Note:** *If you feel it is not safe, inform the dozer operator that you are not comfortable with the procedure. You have the right and obligation to further evaluate the area before proceeding with the required task.*

1. Upon approach visually inspect and ensure the area is clear and free from hazards including power lines and poles.

**NOTE:** *You are responsible for where you dump.*

2. Make positive contact and ensure the dozer operator is aware of your intentions.
3. Circle around until you can see the dozer in your left mirror.

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4. Slowly move in reverse keeping the dozer in your site.
5. Back in square with the dozers blade.
6. When spotting a haul truck, it is the responsibility of both the dozer operator and haul truck operator to maintain a minimum distance of at least a dozers blade width. When dumping the haul truck, the dozer operator should primarily back up at least one dozer length from the truck when he is dumping. The dozer should never use the horn or lights to signal the truck to stop. To stop a truck short when backing towards the dump berm, the dozer will simply lift the blade and back up one dozer length to signal the truck to stop reversing. It is the responsibility of the truck operator to not raise the bed until the dozer is a safe distance from truck (approximately 1 dozer length).



7. Come to a complete stop and place gear selector to N, set appropriate brake and raise bed. (See Truck Specific SOP)
8. Safely and slowly pull forward to allow material to completely empty from bed, set brake and lower bed completely.
9. Release brake select gear and slowly move back into traffic when clear to do so.

## q) DUMPING AT THE CRUSHER

1. For dumping at the crusher refer to MNSWI160-0001.1

## r) DUMPING WASTE

1. Always evaluate the RISK before doing any task.

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2. Never turn your lights off on the dump at night.
3. Avoid dumping a haul truck sideways on a grade.
4. Follow a left hand/clockwise traffic pattern beginning at the entrance of the waste dump (Figure 10).
5. When dumping boulders, ask the dozer operator where they would prefer to have the boulders dumped.
6. Dump only in areas on the dump that have adequate lighting. DO NOT dump in the dark.
7. Visually inspect the area as your approach ensuring that where you intend to dump is clear and safe.
8. Upon approaching the area chosen for dumping, keep at least a haul truck width away from the berm.
9. Do not drive along dump crest until you have reached your selected dump point.
10. Inspect the dump for cracks, settling or other hazards as you are near your dumping site. Notify the dozer operator if these conditions exist unless there is no dozer operator, the truck operator has the responsibility to notify production control. (see MNSOP115P-0034)
11. Do not back over cracks to dump over the berm.
12. If signs of settlement are evident, dump on top short of the cracks or settlement. Call Production Control, alert all your fellow drivers of the problem, and tell the dozer operator about the dump hazard.
13. Make your approach to the farthest accessible area on the dump in front of the dozer.
14. Always listen to your 2-way radio and watch for instructions such as flashing lights from the dozer operator as you may be required to dump in a specific area. Ensure that you make positive communication before proceeding.
15. Maintain a minimum distance of fifty feet or 2 truck widths between trucks.
16. Never back down into the berm. Always dump on a slight uphill grade (1-2%).

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17. Back to the edge of a properly maintained dump berm so that the load will be dumped over, rather than on top of the dump. Reset truck if not square to the berm.
  18. Empty the truck bed on top of the dump, short of dump edge when muck is frozen in the bed.
  19. Never back over a windrow to get to the berm.
  20. Never power through soft material to get to the berm.
  21. Block off a hazardous dump area by dumping your load at the approach to the hazard area.
  22. Never dump in an area where a grader is working. Move to another area on the dump that is clear for dumping.
  23. Slowly back towards the berm using your service brakes to stop you. DO NOT use the berm to stop the truck. Use it as a guide, not as a stopping point.
- Note:** Never rock your load off at a dump. Doing so could cause you to hit the berm and go through it. There is also a chance of damaging the truck. Ask the dozer operator on the dump for help or contact Production Control. (MNSOP115-0034.))
24. Place directional selector lever in "neutral" and set the parking brake before moving the hoist lever from the "float" position.
  25. When raising the bed increase the rpms to 1800 before placing the hoist lever in the raise position.
  26. As load shifts reduce rpms but continue to hold the hoist lever until completely raised.
  27. Begin lowering bed, release park brake or wheel lock brake, place the gear selector lever in a forward gear and pull forward off the dump edge about 10 feet to allow the bed to finish lowering. Do not pull the berm forward on the dump surface with the end of the bed.
  28. When passing haul trucks that are dumping, pass only while the bed is rising so long as there is adequate room for them to pull away from the dump berm in the event of an emergency.
  29. Call for blindside clearance before proceeding to pass another haul truck.
  30. Ensure that it is safe to move the truck back into the traffic pattern.

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31. Release brake, select gear and slowly move back into traffic when it is clear to do so.
32. Exit the dump with caution yielding to loaded trucks that are entering the dump.



(Figure 10)

## s) FREE DUMPING

1. Always evaluate the RISK before doing any task.
2. **NEVER** turn your lights off on the dump at night.
3. Avoid dumping a haul truck sideways on a grade.
4. Follow a left hand/clockwise traffic pattern beginning at the entrance of the waste dump.
5. Visually inspect the area as your approach ensuring that where you are intending to dump is clear and safe.
6. If dumping on top rather than over the berm position loads as close as possible.

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7. When starting a new dump or lift, the first rows around the crest will best stitch dumped in with dozer spotting.
8. Begin on the left side and work towards the right/blind side until the row is filled.
9. When free dumping, make sure to stagger the loads.
10. Do not power the bed into an existing pile; this can cause damage to the hollow light weight bed.
11. Do not back over existing piles - tire damage will occur.

## t) SPREADING A LOAD

**NOTE: DO NOT spread a load unless you have a spotter which is usually the person you are spreading the load for.**

1. Ask Production Control for an in-pit dump assignment.
2. Upon reaching the desired area use positive communication with your spotter and visually inspect the area to ensure it is safe for spreading.
3. Look for other equipment in the area.
4. Look for overhead power lines.
5. Come to a complete stop and place the gear selector to N and set the appropriate brake.
6. Raise the bed until the load begins to trickle out.
7. If the bed is up the speed range is automatically set to first gear.
8. Slowly raise the bed and move forward at a continuous speed, feathering the lever to keep the load moving in lesser amounts.
9. When spreading is complete come to a complete stop and place the gear selector to N and set the parking brake.
10. Lower the truck bed, ensure the area is clear and slowly move back into the traffic pattern.

## u) DUMPING AN ORE LOAD CONTAINING TRAMP METAL

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1. Shovel Operator will contact you to let you know there is Tramp Metal in your load.
2. Do not dump this load in the crusher.
3. Request an alternate location for the load to be dumped.
4. Confirm with Production Control that they know the load has tramp metal in it. (Shovel Operator should have told them)
5. Production Control or your Supervisor will advise you were to dump the load.
6. **DO NOT** dump over a waste dump.
7. All loads need to be dumped on top with space in between loads to avoid tire damage and to facilitate sorting of the material.

## v) IN-PIT SCALE PROCEDURES

1. The scales are set up in a counterclockwise traffic pattern.
2. Switch your radio channel to the Projects channel until you exit the scale site.
3. State the following:
  - a. Truck number
  - b. Shovel you loaded from
  - c. Your truck's payload reading (On the dash below the speedometer).
4. Center your truck by lining up your driver's seat with the center of the left scale pad (See Figure 11).
5. Once given clearance, proceed at a consistent and steady 3 MPH (no rocking front to back or side to side).
6. When leaving scale sites stop 10 feet past the scale pads for confirmation the weight was captured.
7. After being given clearance, switch back to the appropriate radio channel.

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(Figure 11)

## w) PROPER FOLLOWING DISTANCE

1. All vehicles must maintain a 200' following distance. That is equal to a spacing of approximately 4 haul trucks.
2. The only exception to the 200' rule is if a truck is on a flat dump or flat shovel pit, in which case 100' is acceptable. That is equal to a spacing of approximately 2 haul trucks.

Haul Truck Driver View  
200 feet



Light Duty View  
200 feet



## 9. FUELING AND ADDING FLUID

For fueling and adding fluid procedures refer to MNSWI160-0012.1

## 10. AT THE COPPERFIELD SHOP AND THE COPPERFIELD WASH BAY

- a) Watch for smaller traffic and personnel walking around the shop area.

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- b) Never drive loaded haul trucks around or into shops for repairs.
- c) Drive in the shop areas at speeds not exceeding 5 mph.
- d) Follow the correct traffic pattern at all shop areas. (Figure 12).
- e) Production Control / Mine Care will assign trucks to truck shop pads and B.O. lines.
- f) When the bay is identified slowly turn towards the door of the truck bay.
- g) Do a service brake check by applying the brake pedal.
- h) Ensure the truck is aligned properly with the truck shop door.
- i) Do not park trucks on the cement slabs outside the truck shop without authorization.
- j) Position the front wheels of the truck over the edge of the concrete pad and stop the truck using the service brake pedal then place it in Park.
- k) On the radio contact the shop supervisor or advanced craftsman asking for ground guidance to the shop door.
- l) Once the spotter arrives follow the spotter's directions positioning the truck no closer than 10 feet from the shop door.
- m) Place the truck in neutral, apply the park brake and ensure the truck is chocked after getting off the truck.
- n) If the operator cannot contact the shop supervisor or craftsman after pulling to the edge of the concrete pad, they must place the truck in park and chock truck and seek the shop supervisor/craftsman for further instructions.
- o) Chock the truck securely on the downhill side of tire.
- p) Do not drive trucks into or out of the shop. This is to be performed by shop personnel ONLY.
- q) Shut down truck unless told to leave it running.
- r) If you are not assigned a pad park in designated B.O. Lines.
- s) Immediately contact your supervisor and notify him/her of your availability when you have brought your truck to the shop.
- t) When picking up a haul truck from a shop the pre-shift inspection must be completed before taking the truck (Sections 3a.-3b).

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(Figure 12 Copperfield Shop and Wash Bay Traffic Pattern)

## 11. PARKING AT END OF SHIFT

- a) Continue operations until the designated tie up time and travel to the assigned tie line at the end of shift.
- b) **DO NOT** tie a haul truck under a highwall/double bench.
- c) Follow a "clockwise" traffic pattern.
- d) Upon approaching the selected tie-up/parking area, visually inspect it to ensure it is clear for safe parking.
- e) After ensuring the area is free from all hazards such as other equipment, rocks or debris make your cross over and begin in the "clockwise" traffic pattern.
- f) Select an appropriate spot for your tie-up, pulling to the end if possible, leaving space for other trucks to tie-up.
- g) Ensure the area behind you is clear before backing.
- h) At a minimum, leave one truck width between trucks.

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- i) Back-up slowly ensuring that area is free of hazards.
- j) Check mirrors and ensure that you DO NOT back over any cables keep at least 15 feet from cables.
- k) Park just in front of the berm, trying to ensure there is space for the next driver on shift to do a walk-around inspection.
- l) Stop the truck and secure according to haul truck model specifications.
- m) Wear all the required PPE. Dismount the truck safely using three points of contact. Always face the ladder when mounting/dismounting.
- n) Place wheel chock in front of the tire if there is no V-ditch on the tie line.

## 12. PERSONAL AND MEAL BREAKS

- a) Take breaks in designated tie line areas.
- b) Enter meal break on your computer.
- c) Ensure that you have done your second or mid shift inspection.
- d) Upon returning to work, ensure the area is clear, sound 2 horn blasts and slowly proceed back into the traffic pattern.

## 13. MECHANICS AND LOCK- OUT/TAG-OUT PROCEDURES

- a) Refer to MSWI160-0036.1 Komatsu 930 LOTO SWI.

## 14. EMERGENCY PROCEDURES GENERAL

**NOTE: These emergency procedures are to be used as guides in case of an emergency as described below.**

- Stay Calm.
- Press the MAYDAY button on your computer and/or call MAYDAY on the Alert Channel on your radio stating **"Mayday, Mayday, Mayday, this is an emergency,"** over

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the radio. Give location and situation information. **DO NOT** give names over the radio if calling for other personnel or equipment.

- Sound the horn four or more rapid blasts for an emergency.

## a) EMERGENCY FIRE:

**NOTE: You are not a fire fighter, secure the truck and get into the clear safely.**

1. Stay Calm call "**Mayday, Mayday, Mayday this is an emergency,**" over the radio or push Mayday on the computer.
2. Give location and situation information. DO NOT give names over the radio if calling for other personnel.
3. Sound the horn 4 or more blasts.
4. Keep the doors closed and windows rolled up until the truck is completely stopped.
5. Immediately stop the truck, turning the wheels into berm if operable to prevent unintended movement.
6. Set Park brake.
7. Shut down the truck.
8. Activate the fire suppression unit.
9. If no smoke or fire is present in the cab allow the fire retardant to settle before exiting the cab.
10. Take the fire extinguisher with you as you exit.
11. Get off the truck and into the clear in as safe a manner as possible. Only fight the fire if necessary to safely exit the truck.
12. Use the steps or climb down the ladder. *(Note: Serious injuries can result from jumping from the deck of a haulage truck).*
13. Keep the area secure until the Emergency Response Team has arrived.

## b) EMERGENCY STEERING

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1. If emergency steering is actuated the secondary emergency steering system has steering for a limited time only before the steering locks.
2. If you exceed the emergency steering capacity, you will have No Steering! The steering wheel will lock in the position it is in.
3. Stop the truck safely as soon as possible.
4. Use the retarder and/or brake to reduce speed and steer truck to the side of the road safely.
5. Turn Wheels towards the berm.
6. Apply the park brakes.
7. Contact Mine Care and immediate supervisor.
8. Apply the proper delay or down code.
9. If loaded on a grade, ensure that a load of material is in place on the downhill side of truck.

**NOTE: DO NOT exit the truck on a grade until material is in place.**

## c) TRUCK BREAKDOWN

1. In the event of any truck breakdown, pull into the clear if possible.
2. Apply brakes and stop the truck as soon as possible.
3. If loaded on a grade, ensure that a material is in place on the downhill side of truck.

**NOTE: DO NOT exit truck on a grade until a material is in place.**

4. Immediately contact Mine Care and your truck supervisor. Apply the proper delay or down code.
5. If the engine dies, do not try to start it without the supervisor's permission.
6. Do not turn off any master key switches.

## d) THROTTLE STICKING

1. If the throttle sticks, bring the truck to a stop in a safe location and turn the key to the OFF position.

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2. Contact Mine Care and your supervisor.
3. Apply the proper delay or down code.
4. Secure and chock.

## e) TRUCK ACCIDENT

1. In the event of any truck accident, apply the service brakes and emergency brakes as needed to stop the truck as soon as possible.
2. Do not get out of truck cab on a grade unless in immediate danger.
3. Set Park brakes.
4. Immediately contact your truck supervisor.
5. Apply the proper delay or down code.
6. Secure and chock.

## f) POWER LOSS

1. Bring the truck to a stop and apply brakes.
2. Notify Mine Care and supervisor on 2-way radio of problem truck.
3. Notify Production Control and fellow drivers if truck is in the traffic pattern.
4. Apply the proper delay or down code.
5. Set wheel chock if dismounting.
6. On a grade back into solid berm or stay in the truck until a berm is placed behind your truck.

## g) RUN AWAY TRUCK

1. In an emergency scenario, the wheel lock brake can be applied while the haul truck is in motion. (Equipment damage may result from the sudden application of brake force.)
2. In advance-before the problem exists, look for potential places to turn out or a berm that would be a good place to bank your vehicle if you lost your brakes.

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3. The berm to use should not be on the pit side of the road. If you penetrated the berm, you could fall over the pit wall.
4. The berm on the wall side of the road should be chosen where there is some room for the impact to penetrate.
5. Driving directly into the bank would result in a sudden stop and would have potential for significant injury and substantial equipment damage.
6. Bank the truck only after trying all your brakes including the manual retarder, the service brakes, and your emergency brakes.
7. If the truck cannot be stopped and is in a runaway situation, call on the radio **"Mayday, Mayday, Mayday, this is an emergency,"** over the 2-way radio. Give location and situation information. **DO NOT** give names or equipment numbers over the radio.
8. Alert others in the areas to clear the path.
9. After getting the truck under control contact Mine Care and your supervisor.
10. Apply the proper delay or down code.
11. Remain in the truck until the truck is secured unless in immediate danger.

## REVISION/REVIEW HISTORY:

MOC#	Description of Change	Prepared By	Date
	Published		07/28/65
	Revision 1		07/01/98
	Revision 2		08/03/01
	Revision 3		09/22/02
	Revision 4		09/05
	Included Shop Traffic Patterns	Dustin Stauffer	09/11/08
	Included Start Stop Procedures	Leo Coombs	09/25/08

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9130	Rev: 5 Updated and put in order of operations. Separated other equipment to individual SOPs.	Crystal Darger	11/07/08
10997	Rev: 6 Grammatical errors and minor contradictory statements.	Mike Washburn	12/07/09
17555	Rev: 7 Revised rule concerning queuing and delays.	Anthony Hoffman Crystal Darger	10/17/11
NO MOC	Adding review schedule, no MOC (Management of Change) needed. "P" taken out of SOP#	Shawn Bateman & Lisa Jansson	2/4/2014
26030	Rev: 8 Revised Pg 41-43 to change traffic pattern at crusher and add alignment tools	Jason Hill	4/29/2014
26547	Addition of the required field Park Brake Test. Reformat upon review.	Mel Ingersoll	7/24/2014
26783	Tramp Metal Information	Tonia Pfeifer/Jason McNeill	8/2014
27371	Adding Modified Swing Load information.	Phillip Clark	10-2014
28281	Removed Cat 793 C&D to make this a general form. 793 C&D is now SOP160-0041.	Eric Wilde	2-2015
30536	Free Dump change. Added #7 on page 30.	Eric Wilde	9-20-15
44246	Reviewed & Revised. Added fundamentally stable info. Next review by 8-2022.	Eric Wilde	8-1-2017
46228	Updated pictures and verbiage	Allen Linder	12/01/2017
55176	Updated pictures and verbiage	Chuck Norton	4/16/2019
61908	Added In-Pit scales and Surge Loader	Chuck Norton	6/18/2020
68085	Added min & max speed for haulage units	Chuck Norton	8/31/2020
95688	Removed fueling and LOTO procedures. Updated following distance rules and added overload procedures.	Chuck Norton	1/19/2023
103031	Removed minimum speeds, adding max speed for passing aux equip, changed verbiage.	Chuck Norton	10/30/2023
111629	Changed procedure for spotting at a dozer on a dump.	Fred Hazlewood	7/1/24