NOVA TECHNOLOGY

DON'T LET THIS HAPPEN TO YOUR CUSTOMERS!

ARE THE DOCKS YOU'RE SERVICING OSHA COMPLIANT?

OSHA requires safety barrier systems at loading docks, indoor docks and any other interior areas that have unprotected sides or edges that are 4 feet or higher.

OSHA SAFETY BARRIER REQUIREMENT

1910.28(b)(1)
Unprotected sides and edges.

1910.28(b)(1)(i)
Except as provided elsewhere in this section, the employer must ensure that each employee on a walking-working surface with an unprotected side or edge that is 4 feet (1.2 m) or more above a lower level is protected from falling by one or more of the following:

1910.28(b)(1)(i)(A)
Guardrail systems;

1910.28(b)(1)(i)(B)
Safety net systems; or

1910.28(b)(1)(i)(C)
Personal fall protection systems, such as personal fall arrest, travel restraint, or positioning systems.

Walking-Working Surfaces - Fall protection systems and falling object protection-criteria and practices.

1910.29(b)(1)
The top edge height of top rails, or equivalent guardrail system members, are 42 inches (107 cm), plus or minus 3 inches (8 cm), above the walking-working surface. The top edge height may exceed 45 inches (114 cm), provided the guardrail system meets all other criteria of paragraph (b) of this section (see Figure D-11 of this section).

1910.29(b)(2)
Midrails, screens, mesh, intermediate vertical members, solid panels, or equivalent intermediate members are installed between the walking-working surface and the top edge of the guardrail system as follows when there is not a wall or parapet that is at least 21 inches (53 cm) high.

1910.29(b)(4)
When the 200-pound (890-N) test load is applied in a downward direction, the top rail of the guardrail system must not deflect to a height of less than 39 inches (99 cm) above the walking-working surface.

WE HAVE THE SOLUTION




Defender Gate™ Series

DO YOUR CUSTOMER'S LOADING DOCKS MEET OSHA SAFETY REQUIREMENTS?

NOT OSHA COMPLIANT
RESTING POSITION IS BELOW 39"

GENERAL MOTORS
Case Study

TESTIMONIAL

"General Motors was looking for an alternative to the existing safety barrier solution at our facility in Lockport, NY. The goal was to make our loading docks safer and more secure.

We decided to install Defender Gate™ Safety Barrier Systems because they are tough, simple and reliable. Other dock safety barriers that we looked at did not match the longevity, ease of use and safety features of the Defender Gate™. Throughout the entire process, we were kept well informed and our contacts were very responsive.

Thanks."

Dan Fitch
Facility Engineer
General Motors

PROJECT OVERVIEW

END USER: General Motors

LOCATION: Lockport, NY

NEEDS ANALYSIS: GM was looking to secure their dock positions with tough, easy-to-use safety gates that would require little to no maintenance. Their existing safety barrier systems were hazardous to workers and GM did not want barriers that would flex when pressure was applied. They were concerned about gates that could slip out of a worker's hands during operation and wanted a design that was easy to handle with minimal effort. GM also wanted a barrier that could interlock to their sequence of operations to improve overall safety.

PROJECT SCOPE: Tear out 34 existing barrier systems and install Defender Gates™ as replacements. Provide an electronic switch option to interlock the gates and truck restraints, which would establish a safe order of operation and prevent the truck restraints from disengaging until the barriers are closed.

SOLUTION PROVIDED: Defender Gate™ 20 Series with electronic switch option.