

# Mobile Equipment Lockouts



**When repairs or maintenance are required on a piece of mobile equipment, it must be secured by locking and/or tagging it out before the work begins.**

**1** Prior to working on mobile equipment, the parking brake must be on and all accessories must be in a lowered position and blocked, if necessary. On rubber-tired equipment, appropriate wheel chocks must be places in front of and behind at least one wheel.



**2** Place a scissor clamp with a DO NOT OPERATE tag and a personal lock on the Mobile Equipment night switch lockout point



**3** If the Mobile Equipment does not have a night switch lock out point, then remove the key and lock it to the steering wheel with a scissor clamp, personal lock, and information tag.



**4** If the Mobile Equipment does not have a night switch lock out point or keyed ignition, a lock out cable is to be used. The cable goes through the steering wheel and or door handle and is locked with a personal lock and information tag to a suitable location.



**Mobile equipment cannot be in a zero-energy state by simply turning of the night switch or removing the key. Stored energy (air in the brake system, batteries, etc.) can still exist!**



Every time locks are applied, they must be verified by a second mechanic (verifier), supervisor, or equipment operator. The lockout verifier is verifying the energy is isolated and that the lock has been applied.

**All other control measures are the responsibility of the mechanic working on the equipment.**

**“Safety is a core value and business priority”**