

Belt Loader Fact Sheet **Preventing Pinch Point, Amputations and Caught In-Between Injuries**

Purpose: To avoid pinch point, amputation, and caught in-between injuries to employees, the following information has been developed to provide guidance for a safe operation.

Belt Loader Pinch Points, Amputations and Caught In-between

Potential Hazards:

- Employee body parts caught between the belt loader frame and conveyor while being lowered. (Figures 1 and 2)
- Employee body parts/clothing being caught between the roller and conveyor belt. (Figures 1 and 2)



Figure 1 - Topside of belt loader roller



Figure 2 - Roller located under the conveyor belt

- Employee body parts caught between the conveyor belt and spacer. (Figures 3 and 4)



Figure 3 - Space between belt and spacer

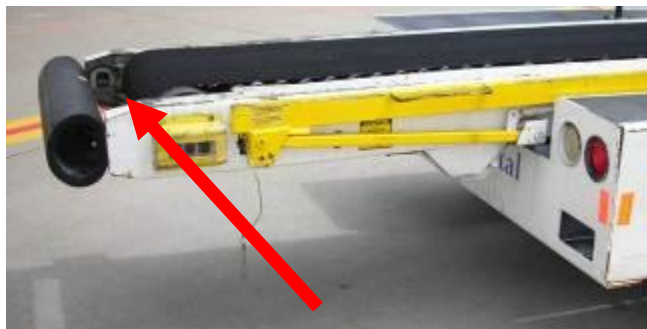


Figure 4 - Space between belt and spacer

- Employee body parts being caught between the end of the conveyor and the aircraft cargo bin sill plate while raising or lowering the conveyor belt or the raising or settling of the aircraft fuselage during loading and unloading.

Possible Solutions:

- Where possible the employer should install appropriate guarding which can prevent potential injuries from the roller located under the conveyor belt.
- Where possible the employer should affix placards to either side of the belt loader to make employees aware of the potential pinch point. (Figure 5)

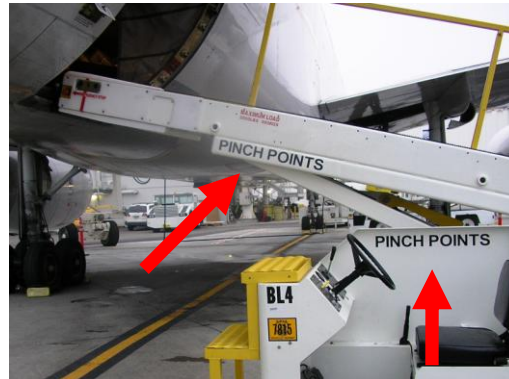


Figure 5 - Pinch point hazard labeling

- Ensure the belt loader conveyor emergency stop buttons are operational.(Figure 7)



Figure 7 – Belt loader emergency stop button

- The belt loader operator must perform a 360° check to ensure no persons or property is under the conveyor belt before lowering it.
- Keep all body parts clear of the conveyor belt while raising up to or lowering away from the aircraft.
- Keep all body parts and loose clothing clear of the conveyor belt while it's moving.
- Only break away lanyards must be worn.
- Do not walk or ride on a moving conveyor belt.
- To prevent body parts from being caught between the conveyor and the aircraft fuselage, keep all body parts inside the aircraft cargo bin. (Figure 8)



Figure 8 - Individuals should not sit on the cargo bin floor with their legs dangling out of the aircraft.

Additional Resources

Federal Aviation Administration (FAA)

- [14 CFR 139](#), Certification and Operations: Land Airports Servicing Certain Air Carriers. This is part of the electronic code of federal regulations. Specific areas of interest for the airline industry may include:
 - 139.101, Certification requirements: General
 - 139.203, Contents of airport certification manual
 - 139.205, Amendment of contents of airport certification manual
 - 139.329, Ground vehicles

[Part 139 Certification](#). Requires the FAA to issue airport operating certificates to airports that serve scheduled and unscheduled air carrier aircraft with more than 30 seats or that the FAA Administrator requires to have a certificate.

Through the OSHA and Airline Group Safety Panel Alliance, the Airline Ground Safety Panel developed this Fact Sheet for informational purposes only. It does not necessarily reflect the official views of OSHA or the U.S. Department of Labor. 01/2013