

July 19, 2010

CPMA Press Release

The Concrete Pump Manufacturers Association (CPMA) has standardized two warning labels dealing with the hazard to the placing crew of the release of trapped air from the concrete hose during pumping (commonly referred to as 'hose whipping').

The labels are intended to educate the drivers of ready-mixed concrete trucks about the severity of the hazard of air in the concrete system, how to avoid the hazard, and how to minimize the hazard to the placing crew if air is accidentally taken into the concrete pump. The labels will appear near the hopper on concrete pumps manufactured by CPMA members.

In addition, the artwork for the labels, shown below, is available on the CPMA website ([www.cpmass.org](http://www.cpmass.org)) for interested parties to download and use at safety meetings, to make their own labels, or for any other safety-related reason. The artwork is available as English/French, and as English/Spanish. The CPMA reserves the copyright for the artwork and text; if you plan on using it for non-safety related uses, please contact the CPMA for specific permission.

We encourage you to disseminate this information to ready-mixed concrete truck drivers, placing crew personnel, and any contractor using pumps to place concrete. It is the intention of the CPMA to reduce the number of incidences of placing crew personnel becoming injured by hose whippings; please contact us if you have any other suggestions for disseminating this information. Further information regarding hose whipping is available from the American Concrete Pumping Association (ACPA) at their website ([www.concretepumpers.com](http://www.concretepumpers.com)).

For the CPMA,

A handwritten signature in black ink that reads "Robert J. Edwards". The signature is written in a cursive style with a horizontal line at the end.

Robert Edwards

SAFETY INSTRUCTIONS	CONSIGNES DE SÉCURITÉ
<p><b>Ready-Mix Truck Drivers:</b></p> <p><b>Discharge of air through the end of the hose could cause serious injury or death to the hose person!</b>  <b>If the pump sucks air, it will be pumped through the machine to the end hose!</b></p> <p>1) If your truck is empty or you must stop discharging concrete for any other reason:</p> <ol style="list-style-type: none"> <li>a. If no concrete is going into the hopper, alert the operator;</li> <li>b. Activate the pump's emergency stop if you can't get the operator's attention.</li> </ol> <p>2) If the level of the concrete in the hopper gets so low that the pump sucks air:</p> <ol style="list-style-type: none"> <li>a. Alert the pump operator to stop the pump;</li> <li>b. Activate the pump's emergency stop if you cannot get the operator's attention;</li> <li>c. Fill the hopper with concrete before pumping starts again;</li> <li>d. Do not look into the hopper when the pump starts again;</li> <li>e. No one is allowed at the end hose when the trapped air is pumped out. If you can see the point of discharge, alert the operator if anyone approaches the end hose before the air has been purged.</li> </ol>	<p><b>Conducteurs des camions-malaxeurs :</b></p> <p><b>La sortie de l'air par l'extrémité du tuyau en caoutchouc peut blesser gravement, voire mortellement, la personne tenant le tuyau!</b>  <b>Tout l'air aspiré par la pompe est pompé dans la machine jusqu'au tuyau d'extrémité!</b></p> <p>1) Si votre camion est vide ou si vous devez arrêter la sortie du béton pour une raison quelconque :</p> <ol style="list-style-type: none"> <li>a. Si le béton ne s'écoule pas dans la trémie, avertissez l'opérateur;</li> <li>b. Activez le bouton d'arrêt d'urgence de la pompe si vous êtes dans l'impossibilité de signaler le problème à l'opérateur.</li> </ol> <p>2) Si le niveau de béton dans la trémie est si bas que la pompe aspire de l'air :</p> <ol style="list-style-type: none"> <li>a. Avertissez l'opérateur de la pompe pour qu'il arrête la pompe;</li> <li>b. Activez le bouton d'arrêt d'urgence de la pompe si vous êtes dans l'impossibilité de signaler le problème à l'opérateur;</li> <li>c. Remplissez la trémie de béton avant de redémarrer le pompage;</li> <li>d. Ne regardez pas dans la trémie quand la pompe redémarre;</li> <li>e. Personne ne doit se trouver à l'extrémité du tuyau quand le pompage expulse l'air piégé. Si vous pouvez voir le point de sortie, avertissez l'opérateur lorsque vous voyez quelqu'un s'approcher du tuyau d'extrémité avant l'expulsion de l'air.</li> </ol>

Do not paint over this label/Ne pas peindre sur cette étiquette de signalisation

0079 A

SAFETY INSTRUCTIONS	INSTRUCCIONES DE SEGURIDAD
<p><b>Ready-Mix Truck Drivers:</b></p> <p><b>Discharge of air through the end of the hose could cause serious injury or death to the hose person!</b>  <b>If the pump sucks air, it will be pumped through the machine to the end hose!</b></p> <p>1) If your truck is empty or you must stop discharging concrete for any other reason:</p> <ol style="list-style-type: none"> <li>a. If no concrete is going into the hopper, alert the operator;</li> <li>b. Activate the pump's emergency stop if you can't get the operator's attention.</li> </ol> <p>2) If the level of the concrete in the hopper gets so low that the pump sucks air:</p> <ol style="list-style-type: none"> <li>a. Alert the pump operator to stop the pump;</li> <li>b. Activate the pump's emergency stop if you cannot get the operator's attention;</li> <li>c. Fill the hopper with concrete before pumping starts again;</li> <li>d. Do not look into the hopper when the pump starts again;</li> <li>e. No one is allowed at the end hose when the trapped air is pumped out. If you can see the point of discharge, alert the operator if anyone approaches the end hose before the air has been purged.</li> </ol>	<p><b>Conductores de camiones con hormigón premezclado:</b></p> <p><b>¡La descarga de aire por el extremo de la manguera podría causar serias lesiones o incluso la muerte a la persona que sujeta la manguera!</b>  <b>¡Si la manguera succiona aire, éste será bombeado a través de la máquina al extremo de la manguera!</b></p> <p>1) Si su camión está vacío o tiene que dejar de descargar hormigón por cualquier otra razón:</p> <ol style="list-style-type: none"> <li>a. Si no hay hormigón entrando en la tolva, alerte al operador;</li> <li>b. Accione la parada de emergencia de la bomba si no se puede comunicar con el operador.</li> </ol> <p>2) Si el nivel del hormigón en la tolva está muy bajo y empieza a succionar aire:</p> <ol style="list-style-type: none"> <li>a. Alerte al operador de la bomba para que deje de bombear;</li> <li>b. Si no se puede comunicar con el operador, accione la parada de emergencia de la bomba;</li> <li>c. Llene la tolva con hormigón antes de que se inicie de nuevo el bombeo;</li> <li>d. No se asome a la tolva cuando la bomba arranca nuevamente;</li> <li>e. No se permite que haya nadie en el extremo de la manguera cuando se esté bombeando el aire atrapado. Si puede ver el punto de descarga, alerte al operador si alguien se acerca al extremo de la manguera antes de que se haya purgado el aire.</li> </ol>

Do not paint over this label/No pintar encima de ésta etiqueta

0078 A

Do not paint over this label/Ne pas peindre sur cette étiquette de signalisation



**⚠ WARNING**

Air pumped through the machine can injure the hose person. If air is sucked into the pump, signal operator to stop. If that fails, activate E-stop.

**⚠ AVERTISSEMENT**

L'air aspiré par la pompe peut blesser la personne avec le tuyau. Si l'air est aspiré, signaler à l'opérateur d'arrêter. Sinon, presser le bouton d'arrêt d'urgence.

0077 A

Do not paint over this label/No pintar encima de ésta etiqueta



**⚠ WARNING**

Air pumped through the machine could injure the hose person. If air is sucked into the pump, signal operator to stop. If that fails, activate E-stop.

**⚠ ADVERTENCIA**

Aire bombeado en la máquina puede lastimar al operador de manguera. Si entra aire a la bomba, indique al operador que pare. Si no lo hace, active parada E-stop.

0076 A