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<b>Morenci Safe Production Standard</b>	<b>Standard # 3.3.1</b> <i>Supersedes FMMOP - 0008</i>	
	OHSAS 18001:2007	4.4.6
	Revision #	06
	Revision Date	11/06/2015
	Effective Date	1/01/2016
	Document Owner	Health & Safety
<b>Approvals:</b>		
Senior VP Morenci Operations:	Date:	

## 1.0 PURPOSE:

The purpose of this policy is to provide guidance regarding the minimum requirements when parking self-propelled mobile equipment within Freeport-McMoRan Morenci Operations property.

## 2.0 SCOPE:

This policy applies to all employees, contractors, vendors and visitors entering and/or performing work on Freeport-McMoRan Morenci Operations (FMMO) property, with the exception mining shovels and locations that are designed and designated for the purpose of parking personal employee vehicles and those areas separated from the extraction, production and maintenance processes.

## 3.0 TERMS, DEFINITIONS AND ABBREVIATIONS

### 3.1 Parking large equipment in the field.

Locations that are used to park self-propelled mobile equipment near secondary operational areas, in the field work locations or other remote sites that support the extraction and production process. Turning into or building a berm or utilizing parking ditches are the preferred methods.

### 3.2 Grade:

A degree of inclination of a slope, road, or other surface beyond a level plane, which if left unabated, would result in movement of self-propelled mobile equipment. This can be tested by placing the vehicle in neutral and removing the foot from the brake. If the equipment rolls, the vehicle or equipment must be chocked or otherwise blocked from movement.

### 3.3 Wheel Chocks

Wheel chocks (or chocks) are wedges of sturdy material placed behind a vehicle's wheels to prevent accidental movement. Chocks are placed for safety in addition to setting the brakes. Chocks are engineered safety devices, which if used correctly, can prevent movement of an unattended vehicle. **Chocks are specifically designed for vehicles based on their tire size and weight (see chart).** Non-engineered chocks such as rocks or pieces of wood will not properly hold equipment on grades and shall not be used. Damaged wheel chocks are a safety defect and require replacement.

**Wheel chocks are not required in areas where wheel ditches, berms, or parking blocks are used to prevent accidental movement.**

## 4.0 RESPONSIBILITIES:

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It is the responsibility of every person entering mine property to understand and comply with the requirements set forth within this policy.

## 5.0 STANDARDS OF PERFORMANCE

Any individual requiring entry into FMMO property for the purpose of work or work related activities must meet the following requirements for parking vehicles within each designated area:

- Vehicles entering FMMO property gates shall be backed into designated parking areas (rear facing) and wheel chocks used, except areas with specific signage or design.
- All unattended vehicles and or equipment on FMMO property shall not be left running unless required by work activities. Controls must be placed in the park position, the parking brake set and the **wheels chocked**.
- Wheel chocks must be positioned firmly and squarely against the center of the tire tread. Wheel chocks require regular visual inspection for cracking, chipping or other deterioration signaling the need for replacement. Improper positioning and using a defective chock decreases the tool's effectiveness and ability to hold a vehicle on a grade.
- Light vehicle parking should be limited on grades in excess of 10% whenever possible due to the increased strain on equipment and chocking components. If parking must be done on grades above 10% then additional controls should be considered such as use of a berm or substantial ditch and or turning the wheels into an existing berm. Roadways above 10%, in which parking is likely, should be provided with cutouts or flat sections (where feasible) to park on.
- Vehicles shall not be parked or left unattended within blind areas of other pieces of mobile equipment or where it may encounter hazards originating from work processes.
- Doors, hatches or compartments shall not be left open when the vehicle or equipment is left unattended unless protection against impact is provided through the use of delineation controls or barricading.
- The parking brake must be tested on a grade to ensure it will effectively hold the equipment. This test should be performed in a safe location at the vehicle operator's earliest opportunity. When used, a vehicle's parking brake should be fully depressed towards the floor to ensure it properly engages.
- Vehicle PM's are important inspections that help to maintain components and identify abnormal defects. Every effort should be made to meet the schedule. Vehicles that have missed a scheduled PM should be rescheduled through the RW garage as soon as possible.
- Self-propelled mobile equipment shall not be parked in blasting areas where there is a potential for the ground to cave in or shift.
- Self-propelled mobile equipment shall not be parked in areas where rain or snow has created an unknown depth or where there is a potential for unknown hazards to exist.
- Mobile equipment within operational areas must be parked within designated parking zones or within those areas authorized by the supervisor responsible for the area.
- Mobile equipment or vehicles shall not be parked between a piece of equipment and the high wall.
- Mobile equipment and vehicles shall not be parked less than 50 feet from a high wall or 10 feet from a railroad track.
- Wheel chocks or ditches will be utilized for all wheeled and track mounted equipment parked on a grade, regardless of size or turned into the bank. If chocking is not feasible, they shall be turned into the berm or placed in a parking ditch. All ground engagement devices (buckets, blades, ripper shanks, etc. shall be placed firmly on the ground.

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- The undercarriage of vehicles should be cleaned to remove mud and debris that has built up. (Frequency shall be based on weather conditions) This condition can affect the operation of the critical components. If not cleaned mud can prevent the transmission from fully engaging in the park position. The function of shifting into different gears should be tested during Pre-Use inspections.
- Personally owned vehicles parked in Operation Areas shall have controls placed in the park position, the parking brake set, and the wheels chocked when on a grade.
- Parking of mobile equipment within maintenance areas shall be coordinated by the supervisor(s) responsible for the work. Parking procedures shall be clearly defined taking into account the different types of equipment and work activities that will occur within the area.
- Self-propelled mobile equipment parked in maintenance areas shall be backed into parking spaces (rear facing) to promote increased visibility. If conditions exist that may increase the risk of backing mobile equipment into parking spaces, alternative methods may be used if approved and documented by the supervisor responsible for the work. When parking, care shall be taken to maintain clear pedestrian, heavy equipment, and vehicle travel zones.

**6.0 REFERENCE DOCUMENTS**

- 6.1 MSHA 30 CFR 56.14207 – Parking procedures for unattended equipment
- 6.2 Freeport-McMoRan General Code of Safe Practices
- 6.3 Freeport-McMoRan Property Entry Guideline

**7.0 RECORDS**

Name of the Record	Controlled By	Minimum Conservation Time
Approved copy of this Standard	Health and Safety	Permanent

**8.0 APPENDICES**

- 8.1 Wheel Chock Reference Guide (Checker)

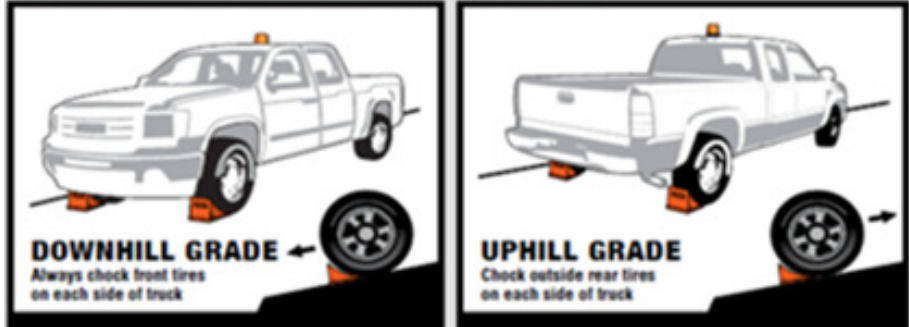
**9.0 REVIEW AND CHANGE**

***All changes, modifications and/or revisions must be documented on the table below:***

<b>Description of Changes to this Document</b>
<i>From Transversal to Safe Production Standard – Content of policy not changed S.A. 01/10/2012</i>
<i>Added records table – S.Elias 06/24/2012 Rev. 01</i>
<i>Noted that the requirement to chock on the passenger side does not apply to Semi-Truck Tractor/Trailers. This change completes an action item from a recent RCA. – S. Elias 01/03/2014</i>
Removed the requirement to chock on the passenger side though out the document and added wheel chock chart. Added the requirement to rinse undercarriage and do not skip PM schedules.
Add the manufacturer photos of recommended chocking procedures.
Removed the different areas of parking and made it all one. Changed to 5 chocks, black chocks are not rated and tested. Added charts

Always refer to manufacturer recommendations for size of chock based off of the size off of the wheel diameter and GVW to determine correct size. Chocks that have not been tested or rated, as per the chart, shall not be utilized (RC models, black in color).

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Ensure your safety while placing chocks by setting them from the uphill side. Never cross in front of the vehicle on the downhill side. Equipment over 240 tons must use a chock on all 4 tires. (Loaded haul truck)

FreePort McMoRan Equipment Summary and Wheel Chock Evaluation				
Equipment	Max Wheel Diameter	Max Gross Vehicle Weight Rating (GVWR)	Suggested Chock Type/Model	Picture
All Pickup trucks up to F350	35"	30,000lbs	UC1700	
All Trucks above 350. Class 5 and class 7 forklift and F750 Service truck, Lube truck	46"	60,000lbs	UC1500-6	
Boom Truck, backhoe, 769 Fuel Truck, Large forklift, Vac truck, Rubbertire, Motor grader	95"	366,000lbs	MC1210	
777 haul truck/Water truck and 994 loader	105"	460,000lbs	MC 3010	
793D Haul Truck	142"	846,000lbs	MC 3012	