Meant to be specific.. the 3-yr re-training requirement.

The 3-year requirement is to re-evaluate operators and document the employer has done so on the certification.

1910.178(l)(4)(iii)

**An evaluation** of each powered industrial truck operator's performance shall be **conducted at least once every three years.**

1910.178(l)(6)

Certification. The employer shall certify that each operator has been trained **and evaluated as required by this paragraph (l). The certification shall include the name of the operator, the date of the training, the date of the evaluation,** and the identity of the person(s) performing the training or evaluation.

David Sousa 9:42 AM

Pedestrian has the right of way involving motor vehicles, i.e. cars and we just said that PITs are not cars. I always taught that the PIT has the right of way because of the risk of load shifting and the PIT tipping over and still causing risk to the pedestrian.

That is neither wrong or correct, but I also pedestrians should be looking out for PITS. On the other hand, operators are responsible for safe traveling and need to operate at safe speeds in pedestrian areas to be able to stop intime without having a load shift. OSHA does have the standards below that could be cited.

1910.178(n)

Traveling.

1910.178(n)(4)

The driver shall be required to slow down and sound the horn at cross aisles and other locations where vision is obstructed. If the load being carried obstructs forward view, the driver shall be required to travel with the load trailing.

1910.178(n)(6)

The driver shall be required to look in the direction of and keep a clear view of the path of travel.

**1910.178(n)(8)**

**Under all travel conditions the truck shall be operated at a speed that will permit it to be brought to a stop in a safe manner.**

1910.178(n)(10)

The driver shall be required to slow down for wet and slippery floors.

1910.178(o)(1)

Only stable or safely arranged loads shall be handled. Caution shall be exercised when handling off-center loads which cannot be centered. See all subparagraphs under paragraph o.

1910.176(a)

Use of mechanical equipment. Where mechanical handling equipment is used, **sufficient safe clearances shall be allowed for aisles, at loading docks, through doorways and wherever turns or passage must be made. Aisles and passageways shall be kept clear and in good repair, with** no obstruction across or in aisles that could create a hazard. **Permanent aisles and passageways shall be appropriately marked.**

Shawn Smith 9:43 AM

What is preferred/acceptable: placing machine guarding in a PIT mast to prevent operators from amputation hazards based on a conducted task to scan barcodes (keeping in mind ANSI guarding, OEM) or having operators dismount within 25 feet (secure PIT per 176, B56) to conduct same task?

You must not modify the truck with mast/chain guarding unless approved by the manufacturer in writing. But Why Modify? Why is an employee or operator placing his hand anywhere near the mast? If Operator is assigned to scan, he must dismount from the truck safely and not leave the truck unattended. He should hold the scanner at a safe distance from any hazard when placing the scanner tool near a scan code decal. Do both need to be relocated?

**1910.178(q)(6)**

Industrial trucks shall not be altered so that the relative positions of the various parts are different from what they were when originally received from the manufacturer, **nor shall they be altered either by the addition of extra parts not provided by the manufacturer** or by the elimination of any parts, except as provided in paragraph (q)(12) of this section. Additional counterweighting of fork trucks shall not be done unless approved by the truck manufacturer.

1910.178(m)(4)

The employer shall prohibit arms or legs from being placed between the uprights of the mast or outside the running lines of the truck. ***This means hands and fingers* *as well.***

1910.178(m)(5)(ii)

A powered industrial truck is unattended when the operator is 25 ft. or more away from the vehicle which remains in his view, or whenever the operator leaves the vehicle and it is not in his view.

*The above means an operator did not leave the truck unattended if he/she lowers the forks to the ground, puts gearshift in neutral, shut off truck, set the parking brake on level surface, and be within the view of the truck when dismounting and scanning an item decal.*

Ronald Myers 9:44 AM

Are you going to touch on the type O safety vest requirement for forklift drivers?
Type O high visibility vests are for off-road use/site conditions. Are you referring to construction sites where telehandlers (Lulls) are used? Most construction sites require high visibility clothing where vehicle traffic is present and exposing pedestrians. OSHA does not have a requirement for wearing high visibility vests for operators or pedestrians under the PIT standard 1910.178 OSHA requirements are minimum requirements; however, employers have the freedom to adopt more stringent safety measures beyond what OSHA mandates.

linda koenig 9:44 AM

Anything noted for personnel using cell phones or using ear pods and on a call? Any LTRs or situations addressed as of yet?

No. There is a LOI that addresses hearing protection while using earbuds. OSHA does not have any regulations that prohibits the use of cell phones or headphones. It is addressed in an OSHA Letter of Interpretation in the URL below:

<https://www.osha.gov/laws-regs/standardinterpretations/2019-09-06-0>

You may have mistaken the Cranes in Construction standard **but does not apply to PITs**. The Cranes in Construction Standard 1926.1417(d) requires:

The operator must not engage in any practice or activity that diverts his/her attention while actually engaged in operating the equipment, such as the use of cellular phones (other than when used for signal communications).

wade weisman 9:45 AM

How common are the lights, both Blue and Outline lights? Is this expected or just emerging technology? OSHA does not require lights or back up alarms on PITs. It is addressed in an OSHA Letter of Interpretation in the URL below:

<https://www.osha.gov/laws-regs/standardinterpretations/2012-11-26-0>

An OSHA applicable standard that could be cited depending on the hazardous condition:

1910.178(n)(6)

**The driver** **shall be required to look in the direction of and keep a clear view of the path of travel.**

1910.178(n)(4)

The driver shall be required to slow down and sound the horn at cross aisles and other locations where vision is obstructed**. If the load being carried obstructs forward view, the driver shall be required to travel with the load trailing.**

Bylo Farmer 9:49 AM

Is it possible to get a used carriage? We don't have one and new ones are very expensive

Contact the manufacturer or PIT dealer.

Lisa Charland 9:52 AM

What may be causing electrolyte to leak around the top seal, all 4 sides, of the battery (in this case, battery is on a stacker)? Is it cause to fail pre-use inspection?

Contact your PIT Manufacturer or dealer for maintenance issues. The charger may be overcharging the battery. It could be a fire hazard, or burn hazard to the operator or person disconnecting the charger plug. The leak may not be a fire hazard, but if enough leakage could cause vapor accumulation and thus a fire hazard, and potential violation of below: 1910.178(p)(1)

If at any time a powered industrial truck is found to be in need of repair, defective, **or in any way unsafe, the truck shall be taken out of service until it has been restored to safe operating condition.**

Zenaida Camacho 9:52 AM

Are scissor lifts used indoors PIT?

Scissor lifts are not Powered Industrial Trucks whether indoors, used outside, used on construction with all terrain tires. Scissor lifts are a work platform or type of mobile scaffold.

See OSHA eTool guidance and OSHA Letter of Interpretation in the URLs below:

<https://www.osha.gov/etools/scaffolding/scissor-lifts>

<https://www.osha.gov/laws-regs/standardinterpretations/2000-08-01-0>

linda koenig 9:52 AM

With LPG lifts, then industrial hygiene for CO if used inside a warehouse area if they are brining in items from outside?

Are you asking whether your LP Forklifts require CO monitoring indoors?

Yes, 1910.178(i)(1) requires:

Concentration levels of carbon monoxide gas created by powered industrial truck operations shall not exceed the levels specified in § 1910.1000.

OSHA Permissible Exposure Level (PEL) for CO is 50 parts per million(ppm). OSHA standards prohibit worker exposure to more than 50 parts of CO gas per million parts of air averaged during an 8-hour time period. See OSHA factsheet in the URL below:

<https://www.osha.gov/sites/default/files/publications/carbonmonoxide-factsheet.pdf>

Lisa Charland 9:53 AM

Is use of a non-sparking wrench required to attach/disconnect propane?

No, unless you are in an enclosed area where there may be a buildup of LP vapor to the LEL with inadequate ventilation. OSHA does not have a requirement for simply attaching or disconnecting a propane tank, although OSHA requirements are minimum requirements; and employers have the freedom to adopt more stringent safety measures beyond what OSHA mandates.

linda koenig 9:53 AM

With battery charging stations for the lifts, will you need exhaust fans for offgassing?

Yes, 1910.178(g)(2) requires:

**Facilities shall be provided for** flushing and neutralizing spilled electrolyte, for fire protection, for protecting charging apparatus from damage by trucks, **and for adequate ventilation for dispersal of fumes from gassing batteries.**

Jennifer Ohe 9:53 AM

If a truck driver, dropping of a load, wants to use our forklift, can they do so if they proof of certification of either a LPG or Electrical forklift?

OSHA would consider the operator an employee for that time any employee is operating his forklift and performing a task at the employer’s establishment. OSHA would expect that the employer of the forklift had ensured that the operator borrowing the forklift had certification for the type of forklift that they provide the operator (call delivery company employer for proof of certification) and the employer/owner of the forklift must evaluate or observe the operator demonstrates the ability to do so safely so that he does not cause injury to his other employees.

OSHA would also determine if the actual employer of the delivery driver had a PIT certification program. OSHA could issue a citation to both employers under the multi-employer citation policy if not certified and evaluated as per 1910.178. The employer loaning the forklift is the creating and controlling employer and the actual employer of the operator is the exposing and creating employer.

YAISY GONZALEZ 9:53 AM

class VI is not considered earth?

See 1910.178(c) Tables for Authorized uses of trucks by types in groups of classes and divisions.

<https://www.osha.gov/laws-regs/regulations/standardnumber/1910/1910.178>

Scott Alquist 9:54 AM

And the authorithy to immediatley mitigate any hazard associated with the topic, in the case, PIT's

Is the above a comment during the presentation?

David Sousa 9:55 AM

Question, can an employer require PIT operators to ave annual eye exams to ensure that their vision, specifically, depth perception isn't deterirating which could lead to PIT near misses or incidents. I beleive the ASME B56.1 1969 standard talked about this but not sure if updated versions still do.

No, OSHA nor ANSI/ITSDF B56.1 require eye exams. But the OSHA requirement to re-evaluate operator once every three years could determine that the operator is not operating safely. The Americans with Disabilities Act (ADA) addresses the issue of whether employers may impose physical qualifications upon employees or applicants for employment. The ADA permits employers to adopt medical qualification requirements necessary to ensure that an individual does not pose a "direct threat to the health or safety of other individuals in the workplace," provided all reasonable efforts are made to accommodate otherwise qualified individuals. The employer should consult with appropriate medical personnel to assist in determining operator physical qualifications.

Anonymous Attendee 9:56 AM

I want to use a Jib boom attachment for a forklift. How can I determine what weight capacity for the jib boom can be used for a 5,000 forklift

You will need to call the manufacturer of the forklift and ensure that the attachment is approved in writing by the manufacture of the forklift and then the attachment has the load rating stamp/data plate for that attachment in combination with the truck’s forks center of gravity.

1910.178(a)(4)

Modifications and additions which affect capacity and safe operation shall not be performed by the customer or user without manufacturers prior written approval. Capacity, operation, and maintenance instruction plates, tags, or decals shall be changed accordingly.

1910.178(a)(5)

If the truck is equipped with front-end attachments other than factory installed attachments, the user shall request that the truck be marked to identify the attachments and show the approximate weight of the truck and attachment combination at maximum elevation with load laterally centered.

John A Donnarumma Jr 9:56 AM

So what when you have a Mass Hoisting Licence ?

OSHA does not recognize the state license requirements, to meet Federal OSHA requirements. OSHA requires that operators of powered industrial trucks be trained in the operation of such vehicles before they are allowed to operate them independently. The training must consist of instruction (both classroom-type and practical training) in proper vehicle operation, the hazards of operating the vehicle in the workplace, and the requirements of the OSHA standard for powered industrial trucks. Operators who have completed training must then be evaluated while they operate the vehicle in the workplace. Operators must also be periodically evaluated (at least once every three years) to ensure that their skills remain at a high level. So your employer has to comply with 1910.178(l) Certification program to ensure operators have the appropriate and adequate training in the type of forklift they will operate at their establishment, in a classroom training, in accordance to the topics in paragraph 1910.178(l)(3) that are pertinent to the type of trucks that the employee will be allowed to operate, and the work environment in which the vehicle will be operated. Then the employer must perform an evaluation as mentioned above while they operate the truck. Although OSHA does not expect an employer to duplicate training. See the next question below regarding duplicative training under 1910.178(l)(5).

Aaron Leff 9:56 AM

Does a TtT earned with one company carry over with the trainer when changing employer?

1910.178(l)(5)

Avoidance of duplicative training. If an operator has previously received training in a topic specified in paragraph (l)(3) of this section, **and such training is appropriate to the truck and working conditions encountered,** additional training in that topic is not required if the operator has been evaluated and found competent to operate the truck safely.

That means if an employee had been certified in accordance with OSHA 1910.178 by a previous employer, and the current employer can verify that the training program conformed to the standard and includes a list of topics covered by the training. The employer must make the verification available to OSHA upon request.

1910.178(l)(6)

**Certification**. **The employer shall certify that each operator has been trained and evaluated as required by this paragraph (l).** **The certification shall include the name of the operator, the date of the training, the date of the evaluation, and the identity of the person(s) performing the training or evaluation.**

linda koenig 9:58 AM

What would be the correct way to address tire damage as many of the forklift tires are not really addressed and some or many have tires that may need to be replaced?

1910.178(q)(7)

**Industrial trucks shall be examined before being placed in service** and **shall not be placed in service if the examination shows any condition adversely affecting the safety of the vehicle.** Such examination shall be made at least daily.

Where industrial trucks are used on a round-the-clock basis, they shall be examined after each shift. **Defects when found shall be immediately reported and corrected**.

1910.178(p)(1)

**If at any time a powered industrial truck is found to be in need of repair, defective, or in any way unsafe, the truck shall be taken out of service until it has been restored to safe operating condition.**

*Call a PIT dealer and ask for a qualified person to inspect tires for that model to perform an inspection.*

Shannon Earle 9:58 AM

Do the operators that are certified on PIT equipment, required to carry their cert card on their person at all times or stored elsewhere should an OSHA inspector inquire?

No, the employer must keep records. If an employer does not regularly employ the same operators, such as where powered industrial truck operators are assigned by a hiring hall, the employer does not need to maintain the records at its own worksite. The employer must know where the records are located, and they must be accessible to an OSHA compliance officer during an inspection.Failure of an employer to provide the certification records under these conditions would be cited under 1910.178(l)(6).

Darlene Hemstreet 10:02 AM

Would a drum dumper that is moved manually but the controls to operate (lift, tilt, etc) are pneumatic be considered a PIT?

No because it is not power propelled, or not power driven.

Bylo Farmer 10:05 AM

what are some ways to determine the weight of the load?

This is an obscure question. It depends on what the object is…

Good engineering practice tells you to multiply the approximate pounds per cubic foot of the material times the calculated volume of the load to get the weight of the object or load. Only aa qualified person should calculate an unknown weight of a load. OSHA would recommend that an engineer is consulted to determine weight of a load. If the material is not a uniform shape or consistent density, etc. it may be unsafe to hoist with the forklift in question in accordance to the load being laterally center on the forks as per the data plate.

harely young 10:07 AM

Lift capacity rating - what safety buffer would you recommend? Max load plus 20%, 30% or 50%?

Load capacity is on the forklift data plate. You do not have a buffer and do not deviate from it.

1910.178(o)(2)

Only loads within the rated capacity of the truck shall be handled.

harely young 10:09 AM

Blending - any strategies for getting operators to buy in to eliminating blending?

OSHA does not have any specific requirements or guidance on eliminating blended training. OSHA expects an employer to have an in the class training which could be done on computer but OSHA would expect the electronic content to include material in accordance to the topics in paragraph 1910.178(l)(3) that are pertinent to the type of trucks that the employee will be allowed to operate, and the work environment in which the vehicle will be operated. There will also need to be a practical training operating training for the truck the operator is assigned and evaluated by persons who have the knowledge, training, and experience to train powered industrial truck operators and evaluate their competence as per 1910.178(l)(2)(iii) and (l)(4)(ii)(c).

David Sousa 10:10 AM

How do you calculate the weight load that we just learned we need to know how to compute?

Anonymous Attendee 10:13 AM

If we are doing the 3 year evaluation with the employee just operating, do we have to get their signature stating that the recertification was done?

No employee signature, just name.

1910.178(l)(6)

Certification. The employer shall certify that each operator has been trained and evaluated as required by this paragraph (l). **The certification shall include the** **name of the operator, the date of the training, the date of the evaluation, and the identity of the person(s) performing the training or evaluation.**

linda koenig 10:17 AM

Even though personnel who may be trained to become forklift operators, what about ensuring they can be medically qualified, eyesight, medication use or other medical conditions (seizures, etc.)? The Americans with Disabilities Act (ADA) addresses the issue of whether employers may impose physical qualifications upon employees or applicants for employment. The ADA permits employers to adopt medical qualification requirements necessary to ensure that an individual does not pose a "direct threat to the health or safety of other individuals in the workplace," provided all reasonable efforts are made to accommodate otherwise qualified individuals. The employer should consult with appropriate medical personnel to assist in determining operator physical qualifications.

Jason Stokes 10:17 AM

If you have class 1(rider) and class 3(electric hand) PIT's, it is more common to combine both those on 1 training or is it more common to have 2 seperate trainings for each type?

It is common to train for both type PITS in one classroom, the practical training portion has to be two different and separate trainings and evaluations. Both PITs can be listed on one certification, so the 3-year re-evaluation period stays consistent.

Incho Jung 10:17 AM

Text and drie got a tickets, how to prevent the usage of cell on the forklift

The Department of Transportation, Federal Motor Carrier Safety Administration found that there are more distracted driving automobile accident than driving under the influence.

OSHA does not prohibit employers from having more stringent rules or regulations than OSHA to protect workers.

Anonymous Attendee 10:18 AM

Picture of suicide know also had a bike bell on the ROPS, is that bell replacing a HORN?

Not enough information to answer the question appropriately. Below is an URL to an OSHA Letter of Interpretation that has information that may be helpful.

<https://www.osha.gov/laws-regs/standardinterpretations/2004-08-13>

Juan Pablo Gonzalez 10:18 AM

Improvements in the vehicle (PIT) approved by the manufacturer: Is valid a "simple mail" confirmation? Or should be a formal answer from the vehicle manufacturer (letter)?

OSHA would expect to see the name of the employee/engineer at the manufacturer’s company who approved the modification. Written approval from the manufacturer of a powered industrial truck is required for modifications and/or **additions if the modifications and/or additions affect the capacity and safe operation of the truck.** However, please be aware that OSHA would consider the lack of manufacturer's approval to be a de minimis violation if the employer has obtained written approval from a qualified Registered Professional Engineer after receiving no response or a negative response from the powered industrial truck manufacturer. If the manufacturer's response was negative, then the engineer, prior to granting approval for the modification or addition, would need to perform a safety analysis and address all safety and/or structural issues contained in the manufacturer's disapproval.

Ronald Myers 10:20 AM

Can you briefly talk to forklift basket requirments?

See next answer below.

Ronald Myers 10:20 AM

...for lifting employees

1910.178(a)(4) requires an employer to obtain prior written approval from the original equipment manufacturer for the attachment of a work platform. If a work platform is used on trucks designed and intended for handling materials, the requirements of in ANSI/ITSDF B56.1 paras. 4.17.2 and 4.17.3 shall be met for the protection of personnel.

Juan Pablo Gonzalez 10:21 AM

When I'm driving a forklift, without load, where (distance from the floor) should be the forks? really close to the floor? or at 2 / 3 inches from the floor?

OSHA 1910.178(n)(7)(iii) requires:

On all grades the load and **load engaging means shall be tilted back if applicable** **and raised only as far as necessary to clear the road surface.**

Jerry Thomas 10:23 AM

How about touching on the use of an ICE (Internal Combustion Engine) Forklift indoors?

When adhering to 1910.178(b) Designations and 1910.178(c) Designated locations, and complying with:

1910.178(m)(11)

Only approved industrial trucks shall be used in hazardous locations.

1910.178(i)(1) requires:

**Concentration levels of carbon monoxide gas created by powered industrial truck operations shall not exceed the levels specified in § 1910.1000.**

OSHA Permissible Exposure Level (PEL) for CO is 50 parts per million(ppm). OSHA standards prohibit worker exposure to more than 50 parts of CO gas per million parts of air averaged during an 8-hour time period. See OSHA factsheet in the URL below:

<https://www.osha.gov/sites/default/files/publications/carbonmonoxide-factsheet.pdf>

Marco Saldivar 10:24 AM

What are the requirements for built trash boxes in construction?

See your duplicative question two minutes later below.

Peter Noddin 10:25 AM

That was not my question. OSHA fought two Review Commission cases to establish that saetbelts were PPE under 1910.132. John Miles later reversed this by instructing 5(a)(1) citations for this, which I still see clients cited for. I always wondered why this happened.

This is a requirement for all operations and because struck-by and crushed-by incidents and fatalities have occurred when trucks are operating on level surfaces for most of the time and then traveling to an unlevel or sloped surface in some of which cases have caused rollovers or forklifts overturning and the operator being crushed by the overhead protection structure when not wearing a seatbelt. The struck-by or crushed-by occurs as the operator attempts to jump out of the forklift as it is overturning, or in other cases the operator is crushed-by in between the overhead protection structure and the ground when falling out of the seat in the path of the overturning steel overhead structure on its side, as it contacts the ground or surface it was traveling on. Other factors such as an elevated heavy load are also cause of the overturned PIT.

OSHA's enforcement policy relative to the use of seat belts on powered industrial **trucks is that employers are obligated to require operators of powered industrial trucks which are equipped with operator restraint devices or seat belts to use the devices.** OSHA enforces the use of such devices under Section 5(a)(1) of the OSH Act.

After consultation with the Regional Solicitor, OSHA may also cite Section 5(a)(1) of the OSH Act if an employer has not taken advantage of a manufacturer operator restraint system or seat belt retrofit program.

Marco Saldivar 10:26 AM

Marco Saldivar (You): What are the requirements for built trash boxes in construction?

OSHA does not have requirements for job-built trash boxes used with forklifts or telehandlers. OSHA would expect that it is not overloaded to comply with:

1910.178(o)(2)

Only loads within the rated capacity of the truck shall be handled.

OSHA observes hazards with wooden trash boxes elevated at a window opening with no operator, and other employees walking underneath the load elevated. That would be violations of the following requirements:

1910.178(m)(2)

No person shall be allowed to stand or pass under the elevated portion of any truck, whether loaded or empty.

1910.178(m)(5)(i)

When a powered industrial truck is left unattended, load engaging means shall be fully lowered, controls shall be neutralized, power shall be shut off, and brakes set. Wheels shall be blocked if the truck is parked on an incline.

OSHA would expect that the employer ensured that the box is built strong enough and well enough to contain the weight of the materials placed in the box bearing on the floor and walls of the box not to be overloaded its framed strength and break apart while being hoisted which would be a violation of:

1910.178(o)(1)

Only stable or safely arranged loads shall be handled. Caution shall be exercised when handling off-center loads which cannot be centered.

Caroline Widak 10:29 AM

I thought eyewash stations are only required if you need to remove the battery from the forklift?

Whenever an employee is exposed to splashing of a corrosive. Adding water to battery acid is an exposure to the corrosive.

Duncan Cobourne 10:29 AM

Great presentation, thanks!

erica solo 10:30 AM

how long can you retain the dailiy inspection forms?

OSHA does not require documentation of examinations of forklifts. An OSHA compliance officer may interview operators or whoever conducts inspections and ask what things they look for when examining for defects. It is not a bad idea to keep your inspection check lists for at least 6 months for proving you inspect and maintain forklifts in good condition before allowing each to be placed in service.

<https://www.osha.gov/laws-regs/standardinterpretations/2000-02-07-0>

<https://www.osha.gov/laws-regs/standardinterpretations/2000-05-09>

Robin Gibson 10:30 AM

Thank you

Diane Ferrera 10:30 AM

Great presentation!

Jim Fraser 10:30 AM

Can the Q&A and chat be saved with the slide deck?

Steve Hiatt 10:30 AM

Does anyone have training specific to class 3 forklifts?

Contact a safety consultation company or the forklift dealer. Depending on which state your business is located in, an employer may get free assistance from the OSHA Consultation program. See URL below for more information:

<https://www.osha.gov/Consultation>

Montrael Oates 10:30 AM

Montrael Oates

Raleigh NC

Judy Mirro 10:31 AM

Thank YOU ALL !!! Great time spent.

Montrael Oates 10:31 AM

I've been connected via Phone call. I just now was able to log nto zoom

helene prichonnet 10:31 AM

Good morning , I just was told about this Roundtable can I please have a copy of the slides ?

helene prichonnet 10:31 AM

Thank you very much for putting this together

christian happs 10:32 AM

What was the glove reference again for filling gas forklifts?

PVC or Nitrile insulated gloves to protect skin from propane frostbite burns.

You could order online or from a forklift dealer.

David Peters 10:32 AM

How can we get the slide?

Steven Galbo 10:33 AM

Thanks everyone, great presentation!

Julio Solla 10:34 AM

Thank you. Very good. My

Judy Granada 10:34 AM

thank you!

helene prichonnet 10:34 AM

Thank you good by

Michael Colombo 10:34 AM

Road show ? Sounds good.....thanks for all you do !

Jonathan Saunders 10:35 AM

Thank you!

Rochelle Sabatos 10:35 AM

Thank you everyone I recently took the OSHA 510 with Mark it was amazing thanks again

C. Thomas Eisele 10:35 AM

craig.eisele@airbus-oneweb.com, please add me to the weekly please.

Jim Fraser 10:35 AM

Screen shot the Q&A in pieces?

David Bahn 10:35 AM

you just hilite the chat and save it to a word document