

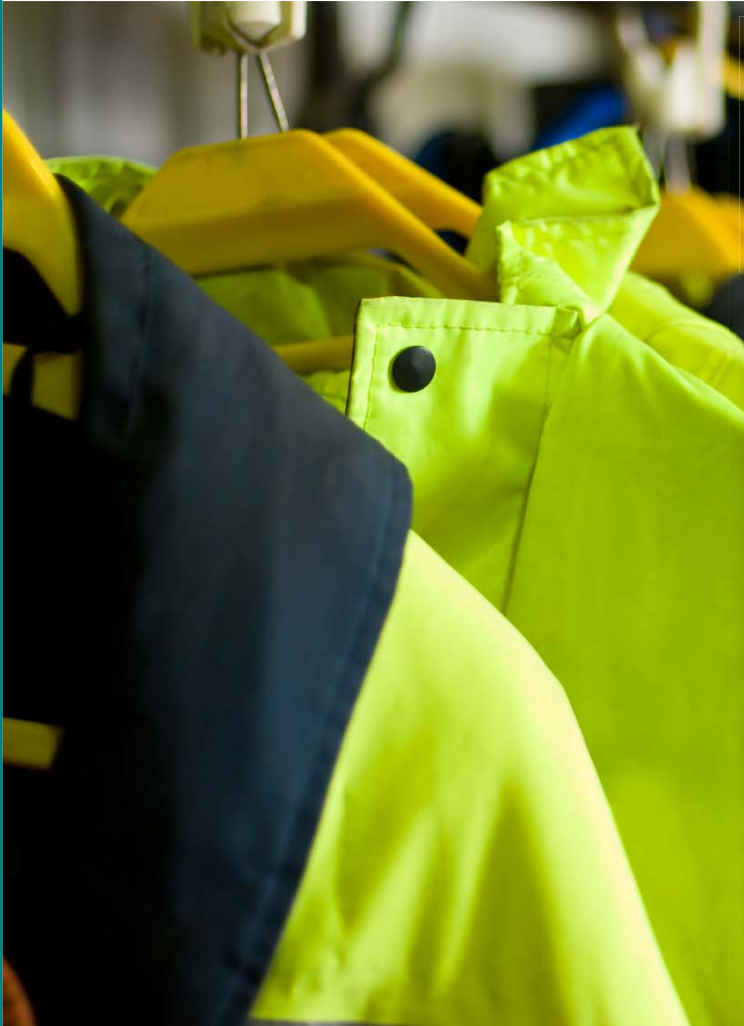


VITALS

A Weekly Safety Newsletter For Medical Transport Professionals

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Reflective Garment Compliance: Counterfeiters & Incompetents



Apparently, there are some reflective garments on the market with tags improperly indicating that they are in compliance with the ANSI/ISEA 107 standard. Some are blatantly counterfeit while others are the result of the efforts of manufacturers who are oblivious to what the standard really means.

For example, a Class 2 compliant vest must have 775 square inches of visible background material and 201 square inches of reflective material. Add an extra stripe of the wrong kind of material, and you can kick the vest out of compliance because it's below the 775 square inch minimum. That's why you can't buy some vests in a small: not enough fabric. Compliant vests have 360 degrees of horizontal reflective tape with no more than a 2-inch gap at the front or side closures. The reflective materials must also be bright. Level 2 must have a minimum of 330 candlepower at specific angles.

Although third party testing is not required for a completed garment, some clients ask for evidence that the manufacturer obtained appropriate testing of a vest's components. Manufacturers must supply an ANSI/ISEA 107-2004 Apparel Compliance Certificate, signed by a company official. Manufacturers can self-certify compliance and label their product accordingly. The label should state the name of the standard, the class of the garment, and the level of the reflective material.

This is really a case of "Buyer Beware".

Poster Pointers

Does Your Partner Back You? !

All backing accidents are preventable. When they occur, everyone in the vehicle is at fault. Remember it's not just the back of the vehicle that can be damaged. The sides, top, bottom, and even the front of the vehicle can be impacted as the result of improper backing techniques. You must have an acute awareness of all aspects of the relationship of your vehicle with the surroundings in which you will be moving. Backing should be avoided whenever possible. If you must back the vehicle, you must make an assessment of the environment and have a plan. Refer to "Backing Safety" in "Arrive Alive Do No Harm."

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