

STOP AND THINK TALK

A briefing tool for managers

Safe Tipping – For Drivers and Site Staff

Over the last five years in the UK there have been, according to HSE statistics, on average, nearly 50 deaths and 6,000 serious injuries each year caused by vehicles in the workplace across all industries

Over the last 12 months there have been a number of tipping vehicles which have overturned during delivery. A number of factors have contributed to this – mechanical failure, product loaded to one side, but mainly driver error by tipping on uneven ground

DRIVER TIPPED ON UNEVEN GROUND



An agency driver delivering scalplings to a site in an 8 wheeled rigid tipper. On route to the delivery, the driver had been stopped by the Vehicle & Operator Services Agency (VOSA), who carried out a full vehicle inspection. No defects or faults were found on the inspection. Due to the delay, the customer could not take the load and therefore the driver had to return the load to the loading point. On instruction from the site staff, he attempted to tip on the stock pile. The vehicle was parked on uneven ground, causing the vehicle to roll over at the first stage of tipping. The driver was not injured, but shaken.

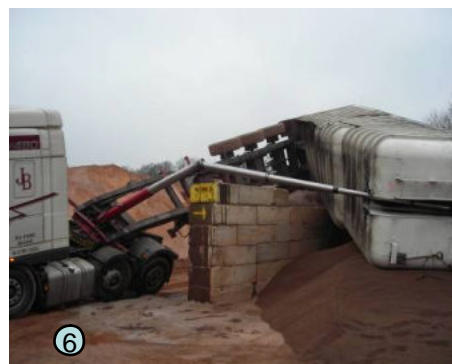
INEXPERIENCED DRIVER ROLLOVER



A sub-contractor haulier's articulated vehicle was delivering sand between two sites. The driver was directed to the stock pile where he proceeded to tip. The sand was dry and evenly loaded in the vehicle body. As the vehicle body reached the fully elevated position, the body tipped over to the nearside, leaving the cab upright. No injuries were sustained by any parties. The driver only had 4 months experience on articulated vehicles and had tipped on uneven ground



A sub-contract haulier's articulated bulk tipper loaded with dust delivering to a plant. The vehicle had been loaded by loading shovel. The driver positioned the vehicle on level ground with the unit and trailer aligned correctly. Picture 1 shows the vehicle starting the tip. 50 seconds later in picture 2 the vehicle is clearing listing to the nearside. Within a minute the vehicle has rolled over, narrowly missing the loading shovel. Picture 6 shows the vehicle's final resting place – the wall/stock probably stopped the unit going over too



STOP AND THINK TALK

Safe Tipping – For Drivers and Site Staff

Preparation

This stop and think talk can be used individually or with a group. It could be delivered in the vicinity of a vehicle to enable wider discussion of other issues, taking care that the area is isolated from traffic and people can hear what you are saying. Participants should receive a copy of the talk for their CPD files as well as signing the training declaration.

Introduction (After reading out the case studies)

In 2008 there were several incidents resulting in serious vehicle damage and potentially serious injuries. Whilst each of these incidents had different factors involved they all had a common theme – a vehicle rolling over with the potential to injure the driver and those working in the vicinity. These events highlight the need for drivers to ensure they are fully aware of the safe tipping procedure and that site staff ensure that a safe tipping area is maintained with an exclusion zone during tipping.

THE TALK

Use the questions below to open the discussion under each heading and then go through the lists explaining in detail each hazard / control and what is expected

Hazards

Question 1 – What are the hazards associated with tipping vehicles on site?

- Being struck by moving vehicle
- Being struck by falling vehicle
- Falling from vehicle
- Raised tipper body – cable/property damage
- Uneven or soft ground
- Multiple deliveries at one time
- Sticking loads – wet / frozen
- Inadequate clear space around tipping area

Controls

Question 2 – What are the controls of these hazards

Driver competency

- Does the driver hold an MPQC/EPIC driver skills card?
- Are all drivers formally inducted in the site rules
- Does the driver know to tip on firm, level ground?
- Is the driver wearing the correct PPE?
- Does the driver know that he should never try to jump out of a lorry which is in danger of overturning?

Suitable area to tip

- Are specific risk assessments & tipping rules in place.
- Are site tipping areas clearly demarcated with appropriate notices / warning signage and located on suitable level ground?
- Are regular checks made of tipping areas / operations?
- Is the tipping area away from overhead obstructions?
- Are overhead cables clearly marked?

Safety zone around tipping operations

- Are arrangements in place to exclude people and other vehicles from the immediate area during tipping?
- Are these rules in place and have they been clearly communicated?
- Do drivers know not to tip unless the area is clear?
- Are pedestrian exclusion zones sufficient?

Correct loading of tippers – Are loaders and drivers aware of the potential consequences of uneven loading?

Loaders/Drivers

- Ensure that loads are loaded evenly across the full length of the vehicle and not loaded to one side
- Is the load damp and prone to sticking in the body?

Drivers

- Is load evenly loaded within legal axle weights?
- Are loads sheeted with ground operated sheeting systems?
- When loading from overhead hopper, is the vehicle moved to ensure loading is distributed evenly

Site Rules

- Are site tipping areas clearly demarcated?
- Do rules include a prohibition on vehicle maintenance in non designated areas within operating units?

Safe Tipping Guide

- Always tip on firm, level ground. Never tip on a slope
- Be alert to the hazard of loads sticking – wet / frozen
- Ensure the tailgate is open before tipping
- Drivers must stay in the cab whilst tipping
- Keep people and other plant away during tipping. As a guide, the exclusion zone should be one and a half times the maximum height of the tipper
- Never tip during high winds
- Be aware of overhead obstructions; i.e. power cables
- If the vehicle begins to overturn, brace yourself against the back of the driver's seat and hold firmly to the steering wheel. Never attempt to jump clear

AND FINALLY.....

1. Clarify any points as required
2. Ask if there are any other safety related issues that should be discussed
3. Thank everyone for their participation

