

# Safety Alert Tipping Vehicles

## WHAT HAPPENED

A recent sector survey identified that there had been a significant number of incidents resulting in 'Tipper Vehicles' overturning during the last 3 years, the outcome of these overturns can often result in fatal or serious injury.

A brief summary of the results are as follows;

- 50 tippers overturned in last 3 years
- 74% were artics
- 76% were Hired (non-franchisees)
- 48% at Company owned fixed locations
- 36% due to crossfall (single reason)
- 52% due to multiple reasons citing one or more of the following:-
  - o Soft ground
  - o High winds
  - o Uneven loading
  - o Mechanical failure; poor maintenance
  - o Driver error

## LEARNING POINTS / ACTIONS TAKEN

It is a legal requirement and good industry practice for all companies to ensure that a suitable and sufficient risk assessment is carried out, which then should be subject to regular review.

Now is a good time to carry out or review your risk assessment for 'Tipping Vehicles'

Below are three key areas (but not exhaustive) that should be considered during the risk assessment process.

## Safe Site

- Are tipping areas level, firm and stable (the whole site must be able to hold the vehicle and load during tipping)?
- Clear of overhead obstructions (there must be no power cables or pipe work)
- Are tipping areas adequately signed and restricted to authorised persons only?
- When tipping more than one vehicle at a time are there other methods used to prevent overturning?
- Where sites allow more than one vehicle at a time to tip are there adequate exclusion zones of more than the maximum tipping height of vehicles (around both vehicles and clearly demarcated)?
- The vehicle should remain level at all times, even if it is driven forward during tipping?
- When tipping into a hopper pit or trench is there

When tipping into a hopper, pit or trench, is there enough strength/space to prevent the vehicle overloading the edge?

- Wheel-stops must be used when possible to help position vehicles they must be large enough to let the driver know when to stop?
- Are regular checks made and overspill cleared from surfaces to keep tipping areas level?
- Are regular checks made of tipping areas/operations to ensure that rules are obeyed and safe practices are being followed?
- Where loads are tipped on third party sites are requests made for a copy of the risk assessment and site rules as part of the contract process?

## Safe Driver

- Are drivers trained and competent to a recognised industry standard/Driver Skills Card?
- Have drivers received copies of safe loading and tipping procedures?
- Do visiting drivers report to the site manager for any relevant instructions before tipping?
- Do drivers check that their loads are evenly distributed across the vehicle before tipping?
- Are tailgates secured open before tipping, and removed completely when necessary?
- Are the drivers experienced enough to anticipate loads sticking?

- Are drivers aware what to do when a load freezes/sticks? (If at any time there are signs of possible sideways toppling, the process should be stopped immediately and the body lowered)
- Are drivers aware articulated vehicles must be tipped with the cab and trailer in line?
- Do drivers always make sure that the body is completely empty, and drive no more than a few metres forward to make sure the load is clear?
- Are drivers under time pressure to tip loads?
- Can drivers identify and understand when there is a need to refuse to tip loads where there is an unacceptable risk? (are there procedures in place)

## Safe Equipment

- Are you using the right vehicle for the product being transported and tipped?
- Are vehicles and trailers regularly maintained and inspected?
- Are checks carried out to ensure that the load is evenly distributed across the vehicle trailer?
- Identify what the maximum wind speeds vehicles can be tipped?
- Do drivers check rear trailer axle tyres for punctures prior to tipping?
- Are all trailer wheels deployed before tipping?
- Can tailgates be opened and secured safely?

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LOCATION:	CONSTRUCTION/DELIVERY SITE	ALERT STATUS:	Normal
ACTIVITY:	TRANSPORT & LOGISTICS / DELIVERY	DATE ISSUED:	25/02/2014 18:01:36
SUB ACTIVITY:	TIPPER	INCIDENT No:	00378