

STOP AND THINK TALK

A briefing tool for managers

Isolation and Lock off - Vehicles/Mobile Plant

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

Most of these accidents are caused by people being struck by a moving vehicle or falling from a vehicle. Over 100 serious accidents are caused by vehicles running away after being parked or left unattended. Below are some incidents that occurred recently that highlight the need to work safely with and around vehicles.

Operator dismissed

Whilst loading material into an aggregate receiving hopper the driver of a loading shovel left his vehicle unattended at the top of a steep access ramp. He left the keys in the ignition switch with the engine still running and a fully loaded bucket in an elevated position.

After the driver had been away from his machine for a few minutes it started to roll backwards



down the ramp, travelling approximately 35 metres before it collided with a bank and rolled over onto its side.

After the vehicle was righted the handbrake was tested and found to be in full working order.

DRIVER FELL FROM HEIGHT

A mixer truck driver was climbing the access ladder on the rear of his vehicle to check for build up. Whilst climbing the ladder the truck unexpectedly pulled forward and the driver was thrown from the access ladder of the truck, landing on his side in the yard.

Due to a breakdown of the wharf crane at the concrete plant materials were being brought in by road, resulting in the yard becoming congested with vehicles.

In order to allow a tipper lorry to leave the site another person had gone to move the truckmixer.

The keys had been left in the ignition and the person moving the truck was unaware that the driver was on the rear of the vehicle. After moving the vehicle the truckmixer driver was found lying on the ground where he had fallen, an ambulance was called and the injured person was taken to hospital.

DRIVER SUSTAINED LIFE THREATENING INJURIES



Whilst he was attempting to clean the drum discharge area of his truck, the driver of a hired in truck mixer appears to have leant into the revolving drum of his vehicle. It is unclear whether he had dropped the tool he was using or had leant into the drum for another reason.

It would appear that the driver may also have been standing on the discharge chute rather than the platform at the rear of the vehicle. On leaning into the revolving drum the driver's head became caught between the drum feed chute and the drum blade.

The driver sustained major injuries to his neck and head and was also thrown from the vehicle sustaining further severe injuries in his fall. He was subsequently off work for several months and had to survive on liquids for some time.

STOP & THINK

STOP AND THINK TALK

Isolation and Lock off -Vehicles/Mobile Plant

Preparation

This stop and think talk can be used individually or with a group of drivers. It could be delivered in the vicinity of a vehicle or mobile plant 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 2007 there were several incidents resulting in serious or potentially serious injuries as a result of a failure to isolate and lock off vehicles/mobile plant. Whilst each of these incidents had different factors involved they all had a common theme whereby individuals or groups of people did not follow safe working practices designed to protect them and others. Several years ago a mixer driver lost his life on a company site whilst carrying out a routine task, he failed to ensure his vehicle was secure and it rolled on top of him whilst he worked beneath it. These events highlight the need for drivers to ensure their vehicle/mobile plant is secured and switched off when leaving the cab and before commencing any maintenance activity around the vehicle.

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 in working on or around vehicles?

Being struck by vehicle
Falling from vehicle
Confined space (mixer drums) / restricted access (raised tipper bodies)
Entrapment in moving mechanical parts
Electrical shock

Controls - Training and competence

Question 2 – How do we assess competence in drivers?

Driving Licence
Induction & refresher training
Certification (NVQ etc)
Driver Skills Cards / Safety Passports
Approved drivers

Isolation of vehicles

Question 3 – How do we isolate a vehicle?

Never leave keys in ignition whilst unattended
Driver to keep keys at all times
Always apply parking brakes
Never leaving motors running unnecessarily

Maintenance activities on site

Question 4 – What maintenance do you undertake? What SSOW apply?

Work on vehicles whilst on company premises is normally restricted to:
Cleaning and greasing

Bulb changing

Daily checks

Authorisation is required from the local Manager before service staff attend any emergency or maintenance repair

Routine maintenance of road vehicles should be done at workshops and not on company sites.

Providing safe means of access

Question 5 – Where and why would you need a safe means of access?

Use suitable platforms where provided
Where necessary and having received the correct training wear a harness

Protective Equipment

Question 6 – What protective equipment would you need?

Helmet (Bump cap may be used in restricted areas where there is no risk of falling objects)

Laced up ankle boots

Hi visibility clothing

Safety glasses

Gloves for manual work

Hearing protection for work in noisy environments

AND FINALLY . . .

1. Clarify any points as required.
2. Ask if there are any other safety related issues that should be discussed.
3. Get everyone to sign the training declaration.
4. Thank everyone for their participation.

