

CUSTOMERS EMPLOYEE STRUCK ON HEAD BY TAIL BOARD

WHAT HAPPENED

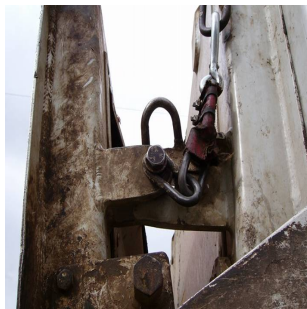
Whilst raking asphalt from the rear of tipper truck, a customer's employee was struck on the head by the tail board section of a Hanson franchised lorry.

At around 15:00 hrs on the 26th September 2005, a franchised lorry driver was undertaking the third patching job of a "hand lay" with customers employees in Cambridgeshire. The customer's employees and the driver had noticed earlier in the day that the retaining hasp of the securing mechanism on the tail board was difficult to engage and the safety chain was not working correctly however, they proceeded to undertake the work. On the third job, as the tipper body was being raised so the customers employee could rake out asphalt, the truck driver heard the tail board hit the truck body and saw one of the customer's employees running from the area towards his own vehicle. The truck driver went over to see the employee where he ascertained that the employee had been struck on the head by the tail board, although, luckily, the employee did not appear to have any cuts or injuries to his head. The employee was clearly shaken by the incident,

but was later able to resume his tasks. He attended hospital later that day and was discharged.

This incident highlights several failings:

- 1.The retaining hasp for the tail board was not fully operational.
- 2.The retaining chain had a faulty carabineer, which was twisted making it difficult to fully secure.
- 3.All those involved in the incident were aware of the hazards from the tail board, yet continued with the job despite concerns over the safety hasp and chain.



Correct operation of safety hasp and securing chain

LEARNING POINTS / ACTIONS TAKEN

Learning Points.

1) The safety devices on tipper lorries must be maintained in a fully working and operational state by the owners.

2) The safety hasp and the safety chain must be properly engaged prior to any work being undertaken.

3) Where there is any concern over the security of the safety devices on any lorry, the job must not continue until the devices can be correctly and fully engaged.

LOCATION: ON-HIGHWAY
ACTIVITY: TRANSPORT & LOGISTICS / DELIVERY
SUB ACTIVITY: ON-HIGHWAY

ALERT STATUS: Normal
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