

Case 13. 54 year-old truck driver was killed when a pre-cast sewer-manhole cone and its base tipped off the forks of a front-end loader pinning him between the bed of his flat bed semi truck and the 2,500 lb cone.

On November 19, 2002, a 54 year-old truck driver was killed when a pre-cast sewer-manhole cone and its base tipped off the forks of a front-end loader pinning him between the bed of his flat bed semi truck and the 2,500 lb cone. His chest was crushed. He had delivered a load of pre-cast concrete manholes to the construction site and was last seen by the front-end loader operator removing safety chains from the parts. The front-end loader operator slipped the forks of the fork lift between the truck bed and the manhole, backed up to lower the parts close to the ground, then adjusted the forks so the load would be tilted slightly toward the front-end loader. He did this to compensate for a slight incline he was going to have to back over as he backed further away from the truck. As he was looking backward to back up, he heard a thud. When he looked forward, he saw that the tapered cone and its base had fallen off the forks of the front-end loader. As he moved forward, he saw that the truck driver was pinned between the manhole cone and his flat bed truck. The victim was pronounced dead at the construction site by the medical examiner.

MIOSHA issued the following Serious violation to the employer:

Serious:

1. ACT 154 PUBLIC ACT OF 1974, 4080.1011(a)
The employer did not furnish to each employee, employment and a place of employment which is free from recognized hazards that are causing, or are likely to cause, death or serious physical harm to the employee.

No training available for employees regarding the Recognition & Avoidance of the hazards associated with the safe unloading of material from transport trailer.

Employee released the chain binders from the 7 concrete manhole sections and remained in the area between the moving loaded fork truck / loader and the side railing of the trailer.

Employee crushed against the side railing when the concrete section fell from the forks of the loader while backing away from the trailer located midway from the main road way on the temporary roadway.

One feasible means of correcting this would be to have drivers return to the cabs to wait after releasing the chains.

MIOSHA issued the following Serious violations to another employer on the jobsite:

Serious:

1. HANDLING AND STORAGE OF MATERIALS, PART 8, RULE R408.40818(1)
Material shall be stacked, racked, blocked, interlocked, or otherwise secured to prevent sliding, falling, or collapse during storage of transit.

The concrete manhole sections were not secured to prevent them from falling while in transit. Forks attached to the John Deere 744-H Loader were used to remove the manhole sections from the rear of the trailer approximately 5 feet above the lower ground level

The unsecured load created a severe hazard for the operator/driver of the delivery truck who remained in the off-loading area. This was the 2nd day the trailers were unloaded in the middle of the project on the temporary roadway.

2. HANDLING AND STORAGE OF MATERIALS, PART 8, RULE R408.40818(7)
If a difference in road or work levels exists, ramps, grading, or blocking shall be provided to insure safe movement of material-handling equipment.

The area along side the temporary roadway was not maintained in a level manner to allow safe movement of the material handling equipment. The John Deere 744-H Loader was used to remove the manhole sections from the rear of the trailer approx. 5 feet above the lower ground level as the loader passed over the uneven rutted surface. This was the 2nd day the trailers were unloaded in the middle of the project on the temporary roadway.