

**Case 121. 59-year-old truck driver was killed when he was pinned and crushed against a receiving dock wall by a truck backing up in the dock well.**

A 59-year-old male truck driver was killed when he was pinned and crushed against a receiving dock wall by a truck backing up in the dock well. Three companies had personnel involved in the incident. Company A was the incident location. Company B employed the decedent who was a truck driver. Company C employed the driver of the truck that crushed the decedent. The incident occurred at Company A's receiving docks. In the receiving dock location was a sign between the east and west docks stating that truck drivers must wait in this area. There was only one exterior light for the receiving dock area. The decedent had positioned his truck into the east receiving dock and was waiting for Company A employees to unload the trailer. Company C truck driver arrived and backed his truck into the west dock. He exited the tractor and went inside the building to deliver his paperwork. The west loading dock bumper block was unattached to the building and was lying on the floor (right side) and the other bumper block was hanging down, supported by only one bolt. Concrete was broken from the west dock exterior on both sides. The decedent told Company C driver that he was too close to the dock and to move his truck forward so the dock plate could be raised and positioned. Company C driver did as suggested; he pulled his truck forward about six inches, waited about 20-30 seconds then backed up about six inches and set his brakes.

Company C driver did not hear the dock plate being set and indicated he could not see the decedent in his rear view mirror due to it being dark. During the process of backing in, the decedent's head was struck by the rear of the 53-foot straight box trailer. At some point an employee of Company A saw the decedent lying on the ground. This employee called 911 and CPR was initiated by Company A employees but could not be performed due to the injuries sustained. Emergency response arrived and the decedent was transported to a local hospital where he was declared dead.

MIOSHA General Industry Safety and Health Division did not issue citations.

The following Safety and Health Recommendations were made to Company B:

1. Develop, implement, train and enforce a written dock safety program for all affected truck drivers, which includes but is not limited to the following provisions:
  - a. Prohibit Company B truck drivers from operating another employer's dock equipment.
  - b. Insure Company B employees remain in designated areas while trucks are unloaded/loaded.
  - c. Establish procedures for employees to observe, report, and communicate unsafe conditions in the dock area.

The following Safety and Health Recommendations were made to Company A:

1. Install and maintain bumper blocks in the receiving docks.

2. Develop, implement, train and enforce a written dock safety program for all affected Company A employees, which includes but is not limited to the following provisions:
  - a. Establish procedures for employees to observe, report and to communicate unsafe conditions in the receiving dock area.
  - b. Prohibit outside employers from operating Company A dock equipment.
  - c. Develop a designated area for contracted drivers while trucks are being unloaded/loaded.
  - d. Develop procedures for receiving dock employees serving as spotters for truck drivers; including how they will communicate with truck drivers and dock personnel (e.g. verbal, hand signals, radios, etc)
3. Relocate dock plate activation controls at least 6 feet away from the receiving dock wall openings.
4. Provide additional exterior lighting in the receiving dock area.