

Case 374. 48-year-old truck driver died when he was run over by a 2006 Mack dump truck while tapping the brake drum to free the passenger-side rear brake.

A 48-year-old truck driver died when he was run over by a 2006 Mack dump truck while tapping the brake drum to free the passenger-side rear brake for another truck driver. The 2006 Mack dump truck had five total axles (1 at the front and 4 at the rear). The front two axles on the rear dump part of the truck were recessed not touching the ground. The dump truck was empty and weighed approximately 16,470 pounds. The truck's driver indicated that he noticed that the brake on the driver's side was frozen so the driver rocked the truck back and forth in an attempt to release the brake. The brake released and the driver began to drive out of the yard and into the employee parking lot when it was apparent to him that the right passenger side rear quad tire brake was sticking. The driver attempted to rock the vehicle a couple of times to release the brake, but it did not release. He stopped the truck to obtain some help unlocking the brake. Prior to dismounting from the cab, he applied the air brake. He left the truck running and in gear. The truck did not have a park setting. The driver retrieved a small sledge hammer and then went into the nearby office and asked the decedent, who was just coming off his shift, to help free the brake. The decedent instructed the driver to chock the tire and take off the air brake. The truck was positioned on a slight incline. The driver chocked the back of the front passenger side tire, expecting the truck to roll back against the chock when the brake was freed. The decedent was on his back in front of the back tires while tapping on the brake drum with the hammer, waiting for it to "pop". The truck driver, who was not sure of the procedure for "freeing" a brake using this method, stood between the rear quad tires to watch the decedent. After tapping the brake, the decedent asked the driver if there was a "pop". Not hearing a "pop", the decedent tapped on the brake drum a few more times. The brake freed, but because the truck was in gear, it rolled forward. The rear tires ran over the decedent and truck driver's leg as he attempted to stop the truck's forward movement. The truck came to rest across the street against a concrete block wall. The truck driver summoned help, and while waiting for emergency response to arrive, the decedent's coworkers provided CPR. Emergency response transported him to a local hospital where he was declared dead. The Michigan State Police's post-crash inspection did not identify any violations for the Mack truck involved in the incident.

MIOSHA General Industry Safety and Health Division issued the following Serious citations at the conclusion of its investigation.

SERIOUS: AUTOMOTIVE SERVICE OPERATIONS, GI PART 72

- RULE 408.17211(a):

An employer shall provide training to an employee as to the hazards, safe operations of the assigned job, and applicable rules of this part.

Employees were not provided training on the hazards of automotive servicing and available safeguards when performing servicing operations. An employee crawled

underneath a running truck while in gear to perform maintenance on stuck brakes on the 2006 Mack dump truck in the Department of Public Works Yard.

- RULE 408.17234(1):

A vehicle being serviced, adjusted or repaired while the motor is running shall have 2 wheels chocked from front and rear or parking brake set or other vehicle restraint controls provided.

There was only one (1) wheel chocked while employees were performing maintenance on the braking system on the 2006 Mack dump truck in the Department of Public Works Yard. The truck was running at the time without the parking brake set or other vehicle restraint device utilized.

SERIOUS: THE CONTROL OF HAZARDOUS ENERGY SOURCES (LOCKOUT/TAGOUT), [REF 408.18502], GI PART 85

- RULE 1910.147(c)(4)(i):

Procedures shall be developed, documented and utilized for the control of potentially hazardous energy when employees are engaged in the activities covered by this section.

Energy isolation procedures were not developed, documented, or utilized for employees that performed maintenance to the braking system on the 2006 Mack dump truck while the engine was running and in gear at the (*Specific location removed*) Department of Public Works Yard. (*MIFACE removed the identifying location from this citation*).

- RULE 1910.147(c)(7)(i)(A):

Each authorized employee shall receive training in the recognition of applicable hazardous energy sources, the type and magnitude of the energy available in the workplace, and the methods and means necessary for energy isolation and control.

There was inadequate energy isolation training for the recognition and isolation of hazardous energy on motor vehicles. Employees did not recognize energy to the drive train was not isolated while they performed maintenance on the braking system on a 2006 Mack dump truck in the Department of Public Works Yard.