1 Struck by Truck Cab – Inspection #1288009

A **27 year old male** employee was fatally injured when he was struck by the cab of a Mack front end loader truck. The victim was in process of doing maintenance work on the truck when the incident occurred. The work order completed by the driver of the truck stated that the starter was a concern and the truck had been left running all day until retuned to the facility at the end of the work day. The truck being repaired by the victim was a Mack front end loader truck used to haul waste. In order to complete the maintenance task the victim had to raise the truck's cab and work underneath. The cab can be lifted partially or fully. The cab is lifted by the use of a hydraulic jack mounted on the passenger side just behind the cab area. When partially lifting the cab a safety prop, prop stud, and thumb screw are utilized to hold the cab in a lifted position. On this truck, the thumb screw used to hold the safety prop in place was missing and the prop was held in place with a nylon wire tie. Also, this truck was missing the safety stud for the safety prop to attach.

The investigation concluded that the employee was working under the cab of truck 902 with the cab partially lifted to the servicing position. The truck was not equipped with the proper prop stud and therefore the prop could not be engaged on the stud to prevent the cab from closing on the employee. The employee appeared to have been working in the area of the starter on the driver's side of the truck. An employee came outside of the shop and found the cab of the truck on top of the employee who was in the standing positon between the inside of the wheel and the engine. The victim had been caught between the engine and the descending cab which resulted in the fatal injuries sustained by the employee.

The company had developed a LOTO procedure for the Front Load Truck and the procedure stated to position body supports or stands and gently lower body onto the supports or stands. The safety prop on the truck was not used to isolate the unexpected release of gravity while an employee worked under the raised cab; therefore, all energy sources of the truck were not isolated and locked prior the truck being serviced.

Citation(s) as Originally Issued

A complete inspection was conducted at the accident scene. Some of the items cited may not directly relate to the fatality.

Citation 1 Item 1

1910.147(c)(6)(i)	**The employer did not conduct a periodic inspection of the energy control procedure at least annually to ensure that the procedure and the requirement of this standard were being followed.** In that no periodic inspection of the authorized employees and the procedures of the lockout / tag-out program were conducted.

Citation 1 Item 2a

1910.147(d)(3)	**All energy isolating devices that were needed to control the**

	energy to the machine or equipment were not physically located and operated in such a manner as to isolate the machine or equipment from the energy source(s). In that the safety prop on the 902 truck was not used to isolate the unexpected release of gravity while an employee worked under the raised cab.

Citation 1 Item 2b

1910.147(d)(4)(i)	**Lockout or tag-out devices were not affixed to each energy isolating device by authorized employees.** In that Mack Truck 902 was being serviced with the cab partially lifted and the energy sources of the truck were not isolated and locked to prevent the unexpected start up or release of stored energy.

Citation 1 Item 3

1910.147(f)(3)(i)	**A procedure was not utilized to afford the employees a level of protection equivalent to that provided by the implementation of a personal lockout or tag-out device when servicing and/or maintenance was performed by a crew, craft, department or other group.** In that the mechanics are not conducting group lockout when more than one employee helps another perform servicing or maintenance on a vehicle.

Citation 2 Item 1

TDLWD Rule 0800-01-03-.04(3)(b)2	**The Summary of Work-Related Injuries and Illnesses (OSHA Form 300A or equivalent) was incomplete** In that the OSHA 300A summary for the years 2015 and 2016 were not completed in the detailed required to ensure an understanding of the injuries impact.

Citation 2 Item 2

1910.178(n)(4)	**Industrial truck driver(s) were not required to slow down and**

	sound the horn at cross aisles and wherever vision was obstructed. In that the employees were not required to slow down and sound there horn while operating the Toyota forklift as was evident by the horn on the lift was not functional.

Citation 2 Item 3

1910.178(q)(7)	**Industrial trucks were not examined before being placed in service at least daily.** In that the Toyota propane powered forklift that was used throughout the facility was not being inspected on a daily or pre-shift routine to determine if it was in safe operating mode.

Photo 1 of 2 – Shows truck 902 with the cab in the fully tilted up position

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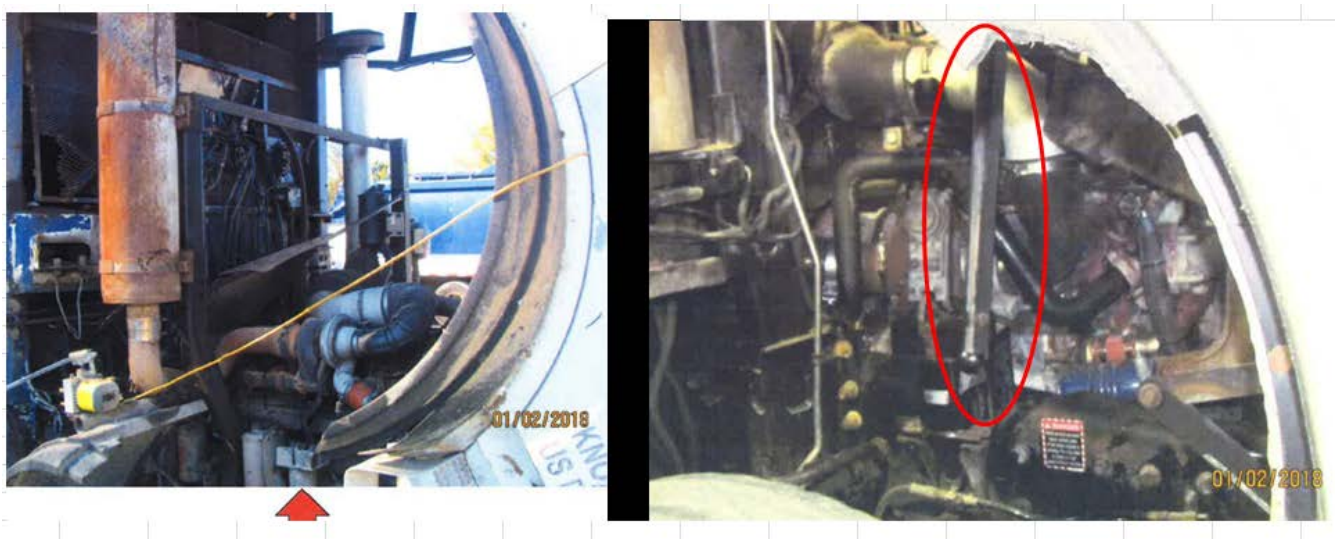

Photo 2 of 2 – The left photo shows truck 902 with cab in the fully lifted up position. The cab latch with no safety prop stud attached is indicated by the red arrow.
The right side photo shows the normal position of the safety prop indicated by the red circle. This photo is of another truck (903) that was located in the shop.