

SAFETY ALERT

The below information has been issued on behalf of the EFFC to make others aware of the potential risks and possible precautions to take in order to avoid these.



Date/Time of Incident:

17/09/2021
Click here to enter text.

Type of Incident:

Crushing

Nature of Incident/Injury:

The delivery driver trapped himself between the stabiliser leg and the controls which are mounted on the lorry by the crane.

Details of Incident:

On the 17th September, there was a delivery of a storage unit to the project site. After setting up, which included deploying the stabiliser legs, the delivery driver used the lorry mounted crane to lift and position the storage unit. The storage unit had been placed in its final position and the lorry mounted crane had been stored away ready for traveling from site. The delivery driver was in the process of retracting the stabiliser legs on the front right side of the vehicle. The controls for the stabiliser leg are positioned next to the stabiliser and are fixed to the crane on the side of the lorry. The process to retract the stabilizer leg involves tuning the leg through 180 degrees to the vertical position, before retracting the leg. During the operation to retract the stabiliser leg, the leg was only turned circa 90 degrees and then drawn in towards the lorry. It struck the delivery driver, resulting in him being pinned between the controls and the stabiliser leg. First aid was provided until the emergency service arrived

Root cause (if known):

The design of the stabiliser leg controls, allows the stabiliser leg to be drawn in towards the operator of the controls at any height and position. This includes being able to be drawn into the space occupied by the operator using the controls. • Instruction in the operator's manual for the stabiliser, states that the leg of the outrigger should be locked in the vertical position, either straight up or down before the leg is drawn back in close to the vehicle bed. Due to the design of the equipment, the leg can be drawn in without locking the leg in the vertical position or while rotating the leg.

Action Taken:

Evaluate the safety of the correct and incorrect range of operation of stabiliser legs. In a controlled setting with industry experts.2. Work with industry and Manufacturers to evaluate if the correct and incorrect range of operation of this equipment is fully understood and included in training.3. Issue industry wide communication on the risk of operating stabiliser legs. Highlighting the risk of crushing during rotation of the stabiliser leg and during retraction of the leg. Deliver briefing across Skanska UK and supply chain on the risk of crushing from stabiliser legs.4. Review with manufacturers and industry training organisations possible changes to; Content of manuals, Training in the safe retraction of stabilisers, Modification to new crane controls and systems and Modification to existing crane controls and systems.

Lessons Learnt:

Operation of equipment should be evaluated to understand the full range of designed operating modes and potential risks in both correct and incorrect operation. • Training in the use of equipment needs to provide sufficient information on the risks when setting up and dismantling equipment. Specifically, in the deployment and retraction of stabilisers. • The need to encourage workers to consider and discuss if any plant or equipment could cause injury in either it's correct or incorrect operation. • On this model of crane, the stabiliser legs rotate in different directions on either side of the lorry. This may cause operators to make an error of judgment when retracting the stabiliser in different positions on the lorry.