

Selected Fatalities from Region VII

(From 2012-2015)

A warehouse employee was operating forklift where empty pallets were stored in the aisle restricting space to 7' 5" wide. The operator leaned out from the rollover cage while leaving the aisle, striking the support beam of the rack causing blunt force trauma to the head and fatal injuries.

A worker pushing a magnet walked into the loader operator's blind spot and was fatally struck.

While removing the starter on a automobile, an employee was crushed under the vehicle, when the screw/scissor jack used to lift one side slipped out from under the vehicle.

An employee was posted as flagger during a resurfacing project. A pickup truck traveling south toward the flagging zone failed to slow down, veered off the road and struck the flagger who landed 141 feet from point of impact.

An unbelted employee operating a excavator was ejected when the excavator tipped. The employee received fatal crushing injuries.

A loader operator traveling westbound hauling two hay bales that measured 8' by 8', which restricted the operator's vision when another employee walking from a barn was fatally struck.

.Additional Information:

<http://www.osha.gov>

[Rights of Trucking Employees](#)

[Construction eTool](#)

Safety Tips

"Don't become so focused that you lose awareness of your surroundings!"

Be Familiar with your Vehicle

Check and read Operators' Manual
Know vehicle's Limitations

Ensure proper operation

Perform preoperational inspection

Check it before you Move it

Identify and Check blind spots
Ensure your vehicle is clear of ground personnel
Use Horn signals
Use a radio, if needed
Use spotter, with hi-vis clothing if needed
Ensure operator's view is not obstructed
Use convex mirrors to enlarge the viewing area

Be aware of road conditions

Traffic patterns and changes
Poorly drained areas
Soft shoulders
Washed out areas
Ice and snow drifts
Cracks or unstable conditions

Reduce your speed where conditions warrant

Be familiar with company safety procedures in case of:

Mishaps Runaway/Rollover
Engine failure Steering problem
Brake failure Tire failure
Fire

OSHA Area Offices

Des Moines, Iowa	(515) 284-4794
Kansas City, Missouri	(816) 483-9531
Omaha, Nebraska	(402) 553-0171
St Louis, Missouri	(314) 425-4249
Wichita, Kansas	(316) 269-6644

OSHA REGION 7
INFORMATIONAL GUIDE FOR

PREVENTING STRUCK BY INCIDENTS*

Evaluate Your Entire Surroundings



Prevent Struck-by Incidents!



*Struck-by injuries and fatalities are caused by forklifts, vehicles and other powered industrial equipment.

Message from the Regional Administrator

In the past four years in Region 7 there have been 35 employees who have died as a result of "Struck by" vehicle incidents. Nationally, "Struck-by" injury rates have been on the increase, as well. For this reason, a strategic work group was assembled to look at different ways to help employers minimize these injury and fatality rates. However, reporting numbers alone will not make a difference, we need your help.



Marcia Drumm

Employers, you are the one single group that makes a significant difference when it comes to injury prevention. I challenge each one of you to examine your business and evaluate whether your employees are at risk from being struck by vehicles or other mobile equipment. Once you identify your hazards, consider the following:

- Have you trained your employees on these hazards?
- Are your employees prepared with strategies to eliminate the potential for a "struck by" incident?

Have you considered the following preventative strategies?

- Conducting a Job Safety Analysis
- Requiring pre-use inspections
- Raising injury awareness by sharing "near-miss" information openly with one another
- Evaluate your operating environment
- Limiting vehicle/equipment operating speed



Five steps to risk assessment

Introduction

Employers must identify and control "Struck-by" hazards in the workplace.



Vehicle and mobile equipment operators should conduct a 'risk assessment' to identify hazards and prevent struck by incidents. Carrying out a risk assessment can be simple. Most employers carry out small risk assessments anyway, for example in checking up on the skills and experience of a new driver (i.e. assessing any risks involved in having them drive).



A systematic risk assessment could save time, save money, and save lives.

Guidance

Here are 5 steps in performing a risk assessment:

1. **Recognize the hazards - Where might an incident happen?** (Example: Moving a load with a forklift or moving a vehicle in a lumberyard)
2. **Identify who is at risk - and how might they be harmed?** (Example: Do you know where everyone is? Is your vision obstructed? Are all safety features of your vehicle/ equipment functioning? Are you fully prepared to operate the vehicle/equipment?)
3. **Assess risk - Assess whether existing precautions are adequate or whether more are needed.**
4. **Control hazard.** (This might be the decision to not operate the vehicle/forklift)
5. **Review the risk assessment - both periodically and if circumstances change.**

Recognize, Identify, Share, Know Safety

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Common Program Deficiencies

Preventable incidents occur when:

- an operator is not familiar with the capabilities and limitations of the vehicle/truck/forklift,
- an operator does not perform a proper preoperational examination or
- another person moves into the vehicle's path and is struck or pinned.

Here are some deficiencies from incidents in Region 7:

- Not checking prior to backing to ensure way is clear or ensure vision is not obstructed
- Not using a spotter wearing hi-vis clothing to ensure way is clear
- Operating with defective equipment, such as faulty brakes, low tire or oil pressure causing loss of control of the vehicle
- Driving too fast for conditions
- Overloading the vehicle/truck/forklift
- Using unsafe dumping practices
- Using unsafe parking procedures, including not using parking brake
- Attempting to jump from a vehicle/truck/forklift that is out of control
- Using improper towing procedures

