

Alert No 05/2015

This safety alert has been prepared by the RSTA. Completed forms for adding to the RSTA website should be submitted to Clive Mitchell clive@rsta-uk.org For further information regarding this safety alert please email Clive or phone 07557529410

**Safety Alert**

**Articulated Lorry Overturn Whilst Delivering Sand**

**Detail**

* Having been shown the correct position to tip, the driver proceeded to discharge his load.
* During the tipping operation, the rams had extended 3.5 out of the full 5, but the main body of sand in the trailer had still not started to move.
* The driver then noticed that the trailer wheels had started to lift off the floor on the driver’s side and, at this point, the trailer and cab of the vehicle overturned on to the passenger side.

 **Findings**

* Where the driver had positioned the vehicle to tip, he was parked on a cross slope of 3-5 degrees.



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* As the trailer started to overturn, it is estimated that the trailers’ passenger side wheels slid down into a hidden, steep, sand covered ledge, increasing the degree of slope and the momentum.
* It is estimated that the tipping lever had been ‘locked’ into the ‘tip’ position.
* Although articulated vehicles had been tipping in this area for at least 5 years without incident, the site was not aware of the level of slope close to the bays or of the ledge.
* The ‘safe’ or exact tipping location was not demarcated on the site.

**Actions and Learning Points**

All sites receiving tipper deliveries are to establish tipping areas that comply with a maximum of 4 degrees of crossfall, and MPA minimum standards (found in the ‘Artic Tipper Guidance – Preventing Overturns’ booklet: https://intranet.lafargetarmac.com/toolkit/records/artic-tipper-guidance/).



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* All sites to record their tipping area crossfall measurement within their site VMP. The calculation for doing this was referenced in the recent BU specific toolbox talks. If you are unsure, speak to your S&H representative.
* All sites with ‘mobile’ stockpiles (where the tipping location moves) are to use ‘marker posts’ to show the safe, measured areas where the crossfall has been assessed. The process for doing this and the defined responsibilities for this on site should be noted within the site VMP.
* The recent ‘Artic Tipper Guidance – Preventing Overturns’ booklet is to be circulated to all tipper hauliers by end of Q4.
* All sites are to ensure that all inbound delivery drivers are briefed on site, prior to tipping, of the site rules – and shown exactly where it is safe to tip the vehicle
* Work is underway to produce a ‘tipping standard ‘which will cover all of the above points and will be rolled out to support this Briefing Note.