

14. Crushed Between Semi-Truck and Trailer

A **42-year-old** truck driver was killed when he became pinned between a semi-truck and a flatbed trailer. The victim arrived at the location where he was to pick up the trailer late in the afternoon, checked in, and was not seen again until the next morning. Second and third-shift security guards at the location came to the trailer lot several times during the night, but could not find the victim. They assumed he was sleeping in his truck. The truck was running and was backed up to the trailer the victim was to pick up, but they did not locate the victim. Finally, early in the morning on the next day, the first-shift security guard, being informed of the situation, called the victim's employer who sent a representative to the site. He climbed in the driver's side of the truck and turned the engine off, but he could not find the victim inside the truck. He climbed out of the truck and saw that the landing gear (the handle used to raise and lower the trailer) was in the out position so he began looking around the truck for the victim. He bent down and peered under the trailer and saw a portion of the victim's head. The victim still had a wrench in his left hand and his upper body was pinned between the trailer and the truck. The truck's parking brake was not set and the adjustment rod for the truck air suspension was on the ground. The assumption is that the victim was trying to manually adjust the air suspension for the truck in order to hook up the trailer. However, the landing gear was extended out underneath the adjacent trailer and could not be moved, rendering it inoperable. Emergency services were called to the victim's aid but he did not survive.

Citation(s) as Originally Issued

Additional citations were issued not related to the fatality.

Citation 1

Item 1 1910.23(a)(8)	Floor holes, into which persons could accidentally walk, were not guarded by standard railings with standard toeboards on all exposed or by floor hole covers of standard strength and construction.
Item 2 1910.147(c)(4)(ii)	The energy control procedures did not clearly and specifically outline the scope, purpose, authorization, rules and techniques to be utilized for the control of hazardous energy.
Item 3 1910.147(c)(7)(i)	The employer did not provide training to ensure that the purpose and function of the energy control program was understood by employees.
Item 4a 1910.177(d)(5)	Current charts (rim manuals) containing instructions for the type of wheels being serviced were not available in the service area.
Item 4b 1910.177(g)	The employer did not establish a safe operating procedure for servicing single piece rim wheel.
Item 5a 1910.215(a)(2)	Abrasive wheels used on grinding machinery were not provided with a guard over the spindle end, nut and flange projection on the left and right sides of the grinder.
Item 5b 1910.214(a)(4)	Grinding machinery was not used with a work rest to support offhand grinding work.
Item 5c 1910.215(b)(9)	The guard for abrasive wheel machinery where the operator stands in front of the machine was not constructed so that the peripheral protecting member could be adjusted to the constantly decreasing

diameter of the wheel.

