

**INCIDENT FACTS**

**REPORT #:**

71-182-2019

**REPORT DATE:**

May 14, 2019

**INCIDENT DATE:**

February 21, 2014

**VICTIM:**

51 years old

**INDUSTRY:**

General freight trucking

**OCCUPATION:**

Truck driver

**SCENE:**

Truck yard

**EVENT TYPE:**

Crushed between



Close up of pinch point between the two trailers where the driver was crushed.

[For a slideshow version, click here.](#)



This narrative is an alert about the tragic loss of life of a worker and is based on preliminary data ONLY and does not represent final determinations regarding the nature of the incident or the cause of the fatality. Developed by WA State Fatality Assessment and Control Evaluation (FACE) Program and the Division of Occupational Safety and Health (DOSH), WA State Dept. of Labor & Industries. The FACE Program is supported in part by a grant from the National Institute for Occupational Safety and Health (NIOSH grant# 5U60OH008487). For more information visit [www.lni.wa.gov/Safety/Research/FACE](http://www.lni.wa.gov/Safety/Research/FACE).

## Truck Driver Crushed Between Two Trailers

**SUMMARY**

A 51-year-old truck driver died when his semi-truck and attached trailer rolled backward, crushing him between his trailer and a parked trailer.

The driver had driven semi-trucks for 40 years. He had worked for his employer, a freight trucking company, for 13 years.

On the day of the incident, the driver arrived at a customer truck yard to pick up a flatbed trailer. He backed his truck up to the trailer, alongside another trailer. His truck ended up parked at a slight angle from both trailers. The lot gently sloped downward to the rear of the truck and trailers.

He got out and hooked up the trailer to his truck. He did not set the parking brake. He also did not chock the wheels of his truck or the trailer. Then he walked around to the passenger side where the trailer's landing gear was located. He stood between the two trailers and began cranking up the landing gear. When he raised the landing gear, the truck and trailer rolled backward, crushing him between the two trailers.

State investigators found that the driver was not carrying wheel chocks, as the employer did not require their drivers to carry and use chocks when picking up trailers. The drivers used chocks only when loading and unloading trailers at docks.

**REQUIREMENTS**

- Use wheel chocks when parking a truck on an incline. See [WAC 296-865-30015](#)
- Develop an Accident Prevention Program (APP) that is effective in practice. See [WAC 296-800-140](#)

**RECOMMENDATIONS**

**FACE investigators concluded that, to help prevent similar occurrences:**

- Drivers should always set the truck's parking brake before exiting the cab. Even if there does not appear to be a slope where a vehicle is parked, a small slope can be sufficient to allow a vehicle to roll if no braking systems or wheel chocks are used.
- As part of your Accident Prevention Program (APP), establish and enforce safety policies and train drivers to recognize the hazard of a vehicle rollaway and to use safe work practices to prevent unintended vehicle movement.
- Make sure that the tractor and trailer are lined up before coupling.
- Make sure trailer wheels are chocked or spring brakes are on.
- Consider installing commercially available warning alarms designed to alert drivers that the truck's parking brake has not been set when they leave the driver's seat or open the cab door.

**RESOURCES**

Keep Trucking Safe, SHARP Program, Washington State Department of Labor & Industries. [www.keeptruckingsafe.org](http://www.keeptruckingsafe.org)



Pinch point between the two trailers where the truck driver was crushed when his semi-truck and trailer rolled backward.