



FACE IT: Report Visual Extension



Oil and Gas Delivery Driver Crushed Between a Dozer and a Semi-truck While Connecting Towline—West Virginia (FACE 2015-01)



Incident scene, showing terrain and hill accessing the well site.
(Photo courtesy of WV OSHA.)



SUMMARY

- A 24-year-old oil and gas delivery truck driver was crushed between a dozer and the front of his semi-truck.
- The driver was delivering concrete to the job site and, due to the hilly terrain, needed a tow to the well site.



Dozer involved in the incident. Note: The tow hook and tail chain have been removed.



SUMMARY

- The towing dozer operator backed to the front of the driver's semi-truck and exited his cab to connect to the dozer's towline.
- When the dozer operator was exiting the cab of the dozer, it is believed his foot hit the parking brake lever and the dozer rolled backward, crushing the driver between the two vehicles.



Tow hook and tail chain, showing length of towline at time of incident.
(Photo courtesy of WV OSHA.)



Parking lever (2).
(Photo courtesy of WV OSHA)



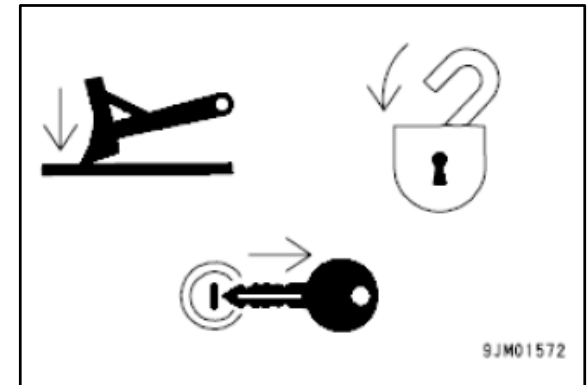
CONTRIBUTING FACTORS

- Lack of safety training or standard operating procedure for towing vehicles
- Lack of appropriate safeguards for equipment
- Lack of spotter or designated hookup personnel
- Steep terrain
- Short length of chain being used; winch cable and chain not spooled out
- Truck not properly equipped ahead of time for towing (i.e., no D-ring pre-mounted on hitch pin)



RECOMMENDATIONS

- **Employers should:**
 - Ensure employees follow safe operating procedures as written in the equipment's operations manual.
 - Implement standard operating procedures for equipment operations such as parking and towing.
 - Use a job hazard analysis (JHA) to identify and eliminate towing hazards.



Warning label from the Komatsu operations manual.

(Adapted from Komatsu [2004].)



RECOMMENDATIONS (Continued)

- **Employees should:**
 - Ensure vehicles are properly equipped for towing prior to initiating the towing connection procedures (either have a D-ring pre-mounted on the truck's hitch pin or have a D-ring in the truck).
 - When possible, ensure a designated area is flat prior to making towing connections.

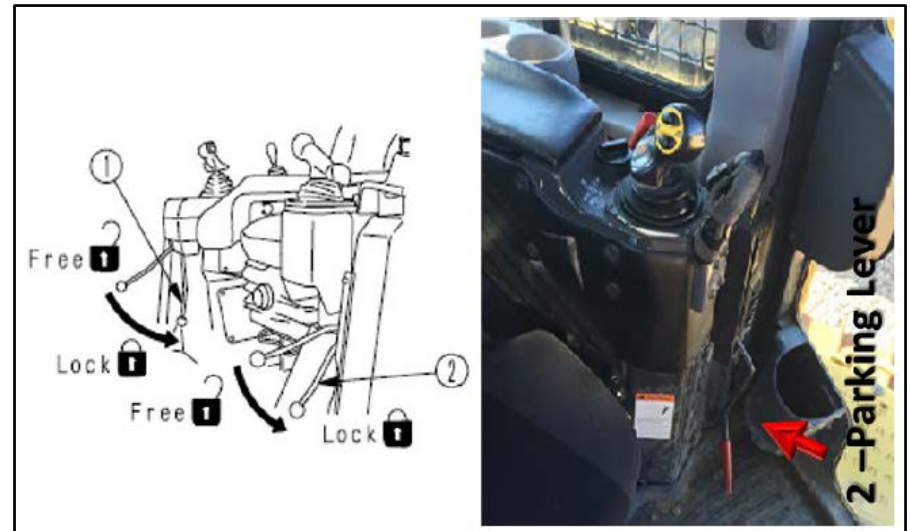


D-ring needed for connection between hook and hitch pin.
(Photo courtesy of WV OSHA.)



RECOMMENDATIONS (Continued)


- Dozer equipment manufacturers should:
 - Consider providing an engineering control, such as an interlock or other safeguards, to prevent parking brake levers from disengaging.



Safety lock lever (1) and parking lever (2).
(Illustration adapted from Komatsu [2004].)



Oil and Gas Delivery Driver Crushed Between a Dozer and a Semi-truck While Connecting Towline—West Virginia (FACE 2015-01)



Fatality Assessment and Control Evaluation Program

NIOSH • 1095 Willowdale Road, Morgantown, West Virginia 26505 • 304-285-5916

REPORT#: 2015-01 REPORT DATE: April 18, 2018

Oil and Gas Delivery Driver Crushed Between a Dozer and a Semi-truck While Connecting Towline—West Virginia

INCIDENT HIGHLIGHTS

DATE: July 3, 2013

TIME: 9:52 a.m.

VICTIM: 24-year old oil and gas delivery truck driver

INDUSTRY/NAICS CODE: Oil and Gas/21


EMPLOYER: Well servicing company; 70,000 employees in the U.S.

SAFETY & TRAINING: Training on caught-between, not specific to dozer or other large equipment

SCENE: Access road to a well site

LOCATION: West Virginia

EVENT TYPE: Struck by



SUMMARY

On July 3, 2013, a 24-year-old oil and gas delivery truck driver was fatally injured when he was crushed between a dozer and the front of his semi-truck. The driver was delivering concrete to the job site and, due to the hilly terrain, needed a tow to the well site. The towing dozer operator backed to the front of the driver's semi-truck. The driver exited his cab to connect to the dozer's towline... [READ THE FULL REPORT> \(p.3\)](#)

CONTRIBUTING FACTORS

Key contributing factors identified in this investigation include:


- Lack of safety training or standard operating procedure for towing vehicles
- Lack of appropriate safeguards for equipment
- Lack of spotter or designated hookup personnel
- Steep terrain [LEARN MORE> \(p.9\)](#)

RECOMMENDATIONS

NIOSH investigators concluded that, to help prevent similar occurrences, employers should:

- Ensure employees follow safe operating procedures as written in the equipment's operations manual.
- Implement standard operating procedures for equipment operations such as parking and towing.
- Use a job hazard analysis (JHA) to identify and eliminate towing hazards. [LEARN MORE> \(p.9\)](#)

www.cdc.gov/niosh/face



Download the full report: <https://www.cdc.gov/niosh/face/pdfs/full201501.pdf>



CONTACT US

Fatality Assessment and Control Evaluation
Surveillance and Field Investigations Branch
Division of Safety Research, NIOSH
1000 Frederick Lane, M/S 1808
Morgantown, West Virginia 26505-2888
[FACE Web Site: https://www.cdc.gov/niosh/face/](https://www.cdc.gov/niosh/face/)

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