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Edited by Bruce Hulberg

## Forklift Safety: Newsletter



**Safety and Rescue Training**

for high-hazard work activities

**Confined Space  
Fall Protection  
Excavation  
Forklift**

### Forklift Train the Trainer Schedule

April 12 - Boardman  
April 19 - Eugene  
May 24 - Medford

Register online at:  
[www.d2000safety.com](http://www.d2000safety.com)

or email:

[bhulberg@d2000safety.com](mailto:bhulberg@d2000safety.com)

**Have a forklift safety story or photo to share?**

Please send it to Bruce at:

[bhulberg@d2000safety.com](mailto:bhulberg@d2000safety.com)

We will not publish company or individual's names. You can also contact Bruce to be added to our newsletter email.

Our programs reflect:

**ANSI/ASSE Z490.1** *Criteria for Accepted Practices in Safety, Health, and Environmental Training*

## Trucks Pulling Away During Loading? Yes.

In safety we understand that if something can be done, it will be done eventually. So if it's possible for a truck to pull away when being loaded by a forklift, it will happen. You can find videos showing these events on YouTube and on regulatory websites there are plenty of case studies.



So, how do you keep a truck driver from driving off during the loading process?

Let's look at some options that don't involve physically restraining the truck driver.

- ◆ **Wheel Chocks:** Chocks are required when loading to prevent the trailer from shifting forward as the forklift drives in and out of the van. The question is who is responsible for placing the chocks at your location? Ultimately it should be the forklift operator since they are the ones running the risk of a drive-off. They can set the chocks when verifying that the floor of the vehicle can support the weight of the forklift and the load.
- ◆ **Dock Locks:** These devices mechanically connect the loading dock to the rear bumper of the trailer. They are activated (and deactivated) by the forklift operator.
- ◆ **Lights:** Red and green lights are often used in association with dock locks to signal the truck driver when loading is completed and the vehicle can be moved.
- ◆ **Quarantine the truck driver:** - Ask the driver to wait in a designated area until loading is complete. Donuts and coffee can keep the drivers from wandering away.
- ◆ **Signage:** Place a stop sign in front of the tractor at a height that is readily seen by the truck driver or place a magnetic sign on the drivers door.
- ◆ **Lockout /tagout:** This could be done by placing a *Do Not Operate* tag on the vehicle's steering wheel. You can also place the vehicle keys in a lock box or disconnect the airline to the trailer's brakes.



Hydraulic Dock Lock

So what's the best way of preventing drive-offs? There isn't one, and many locations use a mix of techniques. If your location hasn't addressed this, we recommend raising the issue with your forklift operators. Find out what methods they prefer. With their buy-in, they are more likely to actually use the systems chosen.

