



# Elevating Work Platform Transporting Incidents

This document is a 'must read' for everyone involved in the EWP industry from operators to managers, truck drivers to service technicians, office team to owners. It is a visual reminder to us all of the dangers of transporting elevating work platforms if not done correctly.

This document contains examples of incidents from the USA, Australia, the UK and more. There are real lessons to be learned from these incidents.

The information included in this document is available on the Internet. It was researched and put together by a global team of concerned EWP 'tragics' lead by David Single who is a life member of the EWPA and has been involved in this industry for over 30 years.

We thank David and all participants for making this a truly global document that really brings home the need to do it right first time, every time. Special thanks to Verktal.net for their ongoing commitment to this industry.

EWPA Inc.



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# PART I

## Elevating Work Platform Transport Incidents

This document clearly shows the “Consequences of Fail” when an AWP / EWP / MEWP is involved in a Transport Incident. It is a Global document and the last page identifies the Country, the Load Restraint Guide, Regulations, Code of Practice etc reference to gain more material.

Please look at the statement from Brad Shields, an innocent car driver that just didn't have a near miss, but is lucky to be alive. (Courtesy of Australian NTC Load Restraint Guide). Download this NTC document. The photos of transport fail really do make it clear for new and experienced drivers, loading team members and despatchers.

In Australia, the “Chain of Responsibility” Laws will capture everyone in the transport chain. In the other Countries, the laws may be different.

The Photos and Stories are a collection of [Vertikal.net](http://Vertikal.net) articles over several years. It is concerning when you see the amount of similar incidents that are visible in the public domain.

### **Important Information:**

- a) Follow Manufacturers Transport and Tie-Down Instructions. Stow the boom(s) and remove any debris from the platform. Ensure that Tower booms are fully stowed. Use the transport layout decal as shown on the machine. Ensure that the Jib is stowed correctly.**
- b) Ensure that transport despatchers have the original weight details or Weighbridge Ticket for the machine and that it corresponds to the Manufacturers Compliance Plate.**
- c) Measure the height of the stowed boom on the delivery vehicle. Ensure that the height does not exceed the travel route height restrictions for bridges and overpasses and construction site entry.**
- d) Secure Transport Loading and Unloading information and Training for AWP's /EWP's. IPAF and the EWPA have this training available.**



Below are a few figures for contemplation and to put the whole subject in perspective:

There are approximately 56,000 MEWPs in UK rental fleets. The Average annual rental utilisation in the UK is 60%. This means an estimated 33,600 MEWPs are on hire at any time in the UK. An average hire duration of 1.5 weeks equates to the average MEWP having 34.6 hires in 52 weeks.

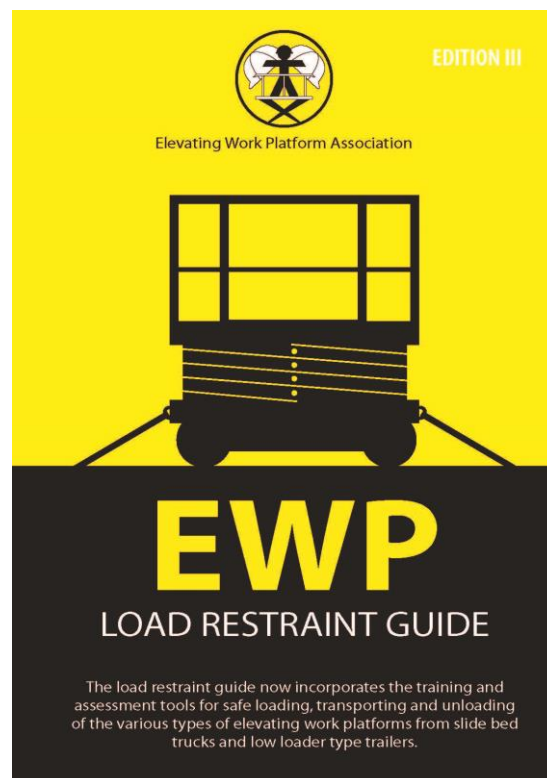
Each MEWP needs delivering and collecting from each hire - 33,600 MEWPs delivered 34.6 times equals 1,162,562 deliveries per year so there will also be **1,162,562 collections** per year.

Thus in the UK alone there are estimated to be over two and a quarter million load or unload activities every year. If you then take a conservative figure of 1,000,000 rental units worldwide and apply the same logic it means there could possibly be over 40 Million load or unload activities taking place annually.

(Courtesy Mr Chris Wraith . IPAF UK)

# PART II

## Useful Links and Resources



## DELIVERY PROCESS

TIME ↓	CONTRACTOR	Identifies need for a MEWP							
	CONTRACTOR	Discusses requirement with rental company	RENTAL COMPANY	Discusses requirement with contractor					
	CONTRACTOR	Places order and agrees delivery detail	RENTAL COMPANY	Accepts order and agrees delivery detail					
			RENTAL COMPANY	Identifies MEWP and prepares for hire					
			RENTAL COMPANY	Contacts transporter (may be internal)	TRANSPORTER	Accepts order to deliver			
					TRANSPORTER	Identifies vehicle and driver			
					TRANSPORTER	Vehicle sent to load MEWP	DRIVER	Drives to rental Co	
			RENTAL COMPANY	Identifies safe loading area			DRIVER	Loads and secures load	
			RENTAL COMPANY	Prepares paperwork/documentation			DRIVER	Collects delivery documentation	
	CONTRACTOR	Prepares delivery area					DRIVER	Delivers machine to site	
TIME ↓	CONTRACTOR	Supervise off-loading					DRIVER	Off load MEWP	
	CONTRACTOR	Take delivery of MEWP - familiarisation and documentation	RENTAL COMPANY	Determine need for and procedure for familiarisation			DRIVER	Hand over MEWP familiarisation and documentation	
			RENTAL COMPANY	Checks delivery documentation			DRIVER	Returns documentation to Rental company	
	CONTRACTOR	Manages MEWP use	RENTAL COMPANY	Manages Hire - breakdowns, service					

## COLLECTION PROCESS

TIME ↓	CONTRACTOR	Identifies end of hire of MEWP							
	CONTRACTOR	Notifies Rental company of off hire	RENTAL COMPANY	Discusses requirement with contractor					
	CONTRACTOR	Receives off-hire ref and agrees collection detail	RENTAL COMPANY	Accepts off-hire and agrees collection detail					
			RENTAL COMPANY	Contacts transporter (may be internal) and provides collection documentation	TRANSPORTER	Accepts order for collection			
					TRANSPORTER	Identifies vehicle and driver			
	CONTRACTOR	Prepares machine for collection			TRANSPORTER	Vehicle sent to site with collection documentation	DRIVER	Drives sent to site	
	CONTRACTOR	Identifies safe loading area and supervises loading					DRIVER	Checks MEWP for defects	
	CONTRACTOR	Agrees collection documentation					DRIVER	Loads and secures load	
			RENTAL COMPANY	Identifies safe unloading area			DRIVER	Completes collection documentation	
			RENTAL COMPANY	Checks documentation and MEWP			DRIVER	Leaves site and returns to Rental Company	



The world authority  
in powered access

**HAVE YOU PLANNED  
FOR THE SAFE DELIVERY  
OF YOUR MEWPS?**



[www.ipaf.org](http://www.ipaf.org)





Thanks and appreciation to Vertikal.net. Their photos and stories are available in the public domain.

The references to Transports Guidelines, Codes of Practice, Load Restraint Guides etc. relate to the country of operation of the work platform.

Seek additional guidance. Read and understand the manufacturer's model specific load restraint information.

Country	Document and Entity	Reference
Australia	LOADING & UNLOADING MOBILE PLANT. Coates Hire Pocket Guide.	<a href="http://www.google.com.au/url?sa=t&amp;rct=j&amp;q=&amp;esrc=s&amp;source=web&amp;cd=1&amp;cad=rja&amp;uact=8&amp;ved=0CCgQFjAA&amp;url=http%3A%2F%2Fwww.coateshire.com.au%2Fgetattachment%2F5ddddd388-7ead-40cb-867c-55a6eae40d8f%2F8-pocket-guides-2013-03-18%2F&amp;ei=J09bVdfWfIXt8gWoz4OoAw&amp;usg=AFQjCNFgwCOfvzPbVbHRR_A3tg1I4lai2Q&amp;sig2=XCi-YS5rsc6cNusgLATwzQ&amp;bvm=bv.93564037,d.dGc">http://www.google.com.au/url?sa=t&amp;rct=j&amp;q=&amp;esrc=s&amp;source=web&amp;cd=1&amp;cad=rja&amp;uact=8&amp;ved=0CCgQFjAA&amp;url=http%3A%2F%2Fwww.coateshire.com.au%2Fgetattachment%2F5ddddd388-7ead-40cb-867c-55a6eae40d8f%2F8-pocket-guides-2013-03-18%2F&amp;ei=J09bVdfWfIXt8gWoz4OoAw&amp;usg=AFQjCNFgwCOfvzPbVbHRR_A3tg1I4lai2Q&amp;sig2=XCi-YS5rsc6cNusgLATwzQ&amp;bvm=bv.93564037,d.dGc</a>
Australia	Load Restraint Guide. Comlaw.	<a href="http://www.comlaw.gov.au/Details/C2014G00185/Download">http://www.comlaw.gov.au/Details/C2014G00185/Download</a>
Australia	Load Restraint Guide. NTC Australia	<a href="http://www.ntc.gov.au/heavy-vehicles/safety/load-restraint-guide/">http://www.ntc.gov.au/heavy-vehicles/safety/load-restraint-guide/</a>
Australia	Load Restraint Guide. EWPA	<a href="http://www.ewpavideo.com.au/interactive/loadrestraint/videokit.html">http://www.ewpavideo.com.au/interactive/loadrestraint/videokit.html</a>
	QLD WH & S - Key amendment section 82 - Load and unload plant PDF (66.0KB)	<a href="http://www.ewpa.com.au/uploads/Safety%20Guidance%20Notes/WHs%20Regulations%202011QLD%20High%20Risk%20Work%20Exceptions%20(%2001%2001%2014)%20(3).pdf">http://www.ewpa.com.au/uploads/Safety%20Guidance%20Notes/WHs%20Regulations%202011QLD%20High%20Risk%20Work%20Exceptions%20(%2001%2001%2014)%20(3).pdf</a>
New Zealand	The official New Zealand truck loading code.	<a href="http://www.nzta.govt.nz/resources/roadcode/truck-loading-code/docs/tlc.pdf">www.nzta.govt.nz/resources/roadcode/truck-loading-code/docs/tlc.pdf</a>
UK	Code of Practice: Safety of Loads on Vehicles - Freight ...	<a href="http://www.google.com.au/url?sa=t&amp;rct=j&amp;q=&amp;esrc=s&amp;source=web&amp;cd=11&amp;ved=0CBwQFjAAOAO&amp;url=http%3A%2F%2Fwww.fta.co.uk%2F_galleries%2Fdownloads%2Floading_of_vehicles%2Fsafetyloadsonvehicles-1.pdf&amp;ei=x1lbVZVuy-zwBcGrg5gH&amp;usg=AFQjCNF4LkNTIyoDad-jfEZ-n5XmeKsAyg&amp;sig2=DgaHsPQFJ78-DTmfOIN-mQ">http://www.google.com.au/url?sa=t&amp;rct=j&amp;q=&amp;esrc=s&amp;source=web&amp;cd=11&amp;ved=0CBwQFjAAOAO&amp;url=http%3A%2F%2Fwww.fta.co.uk%2F_galleries%2Fdownloads%2Floading_of_vehicles%2Fsafetyloadsonvehicles-1.pdf&amp;ei=x1lbVZVuy-zwBcGrg5gH&amp;usg=AFQjCNF4LkNTIyoDad-jfEZ-n5XmeKsAyg&amp;sig2=DgaHsPQFJ78-DTmfOIN-mQ</a>
UK	IPAF Safe Loading Unloading	<a href="http://www.ipaf.org/fileadmin/user_upload/documents/en/SafeLoadingUnloading.pdf">http://www.ipaf.org/fileadmin/user_upload/documents/en/SafeLoadingUnloading.pdf</a>
UK	IPAF Training Courses,	<a href="http://www.ipaf.org/en/training/courses/#c3297">http://www.ipaf.org/en/training/courses/#c3297</a> <a href="http://www.ipaf.org/en/training/courses/">http://www.ipaf.org/en/training/courses/</a>
USA		

# PART III

## Case Studies



### **“Imagine being in my driver’s seat”**

That’s me in the driver’s seat. My mother and father were in the back seats. The steel beam slid off the truck and went through the rear window and windscreen of my car.

I didn’t leave home expecting to have an accident. I doubt that the driver of the truck had planned to have an accident that day.

My experience shows that without warning, an accident can happen at a time when you least expect it. My parents and I are lucky to be alive.

I commend this guide to everyone as it explains why loads move and gives advice on how to restrain loads properly. It provides some technical information and explains items that make good sense. It’s not smart to drive with an unsecured load.

The security of your load, your life and the life of others relies on proper load restraint practices.

If you have any doubts about spending the time to read this guide and to restrain loads properly, imagine being in my driver’s seat.

**Brad Shields**

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Load Restraint Guide

[Load Restraint Guide 2004 Introduction \(118 KB\)](#)



## **Moving a bridge**

January 20, 2014

A truck transporting a large boom lift struck a bridge over the 1-585 Interstate in South Carolina last week moving one of the bridge decks over a metre and a half.



*The damage on the boom lift is surprising light given the impact*



*The bridge deck was moved over 1.5 metres*

The incident occurred last Monday near Spartanburg when a JLG Ultra Boom, owned by Ahern Rentals and transported by a private contractor, passed underneath the bridge at speed, ripping the lift off the trailer and moving the deck.

The bridge was built in 1957 and had a clearance of 13ft 10" or 4.2 metres. Thankfully no one was injured in the incident.



*The bridge was damaged beyond repair*

The bridge section has now been removed and the Interstate reopened. Police said that the driver of the tractor-trailer has been charged with discharging his load on the highway.



*The truck looks as though it was from a third party hauler*

<http://www.vertikal.net/en/news/story/19237/>

## **Bridge bashed**

February 15, 2011

A truck carrying a boom lift clipped the Fenny Compton railway bridge this morning near Banbury, Oxfordshire, in the UK, pulling part of it down.

The boom lift, a Genie S-65 owned by local rental company Easi-Uplifts was on the back of a low-loader and stowed correctly. It apparently went under the first bridge which has a 13ft 3inch clearance-height with no problem, but caught the second bridge, which has the same clearance height as it came out from under it.



*The truck caught part of the bridge as it came out*

No one was injured in the incident and the damage was limited to the machine and the bridge which carries a disused railway line. The active railway line running on the first bridge was undamaged and trains have apparently continued to run.



*The boom appears to have been stowed correctly*



Easi-Uplifts says that it is unable to comment apart from confirming that the accident occurred, that the machine was correctly stowed on the trailer and that the driver had passed underneath the bridge, which is close by the company's midlands depot, on many occasions before with no problem.

Locally there were suggestions that the bridge which came down had been subjected to earlier damage that might have reduced the clearance height.



*The Fenny Compton rail bridges prior to the accident*

### **Vertikal Comment**

This looks like a case of a hanging obstacle that the driver missed, the Genie boom has an 9ft overall height, so in order to catch a 13.3ft (4.0m) bridge the trailer bed had to be 4ft 3 inches high (1.3 metres), which it clearly is not. The fact that it passed beneath the first bridge and then the first half of the second bridge would also seem to confirm this.

However this incident does raise the importance of knowing the overall height of the load and comparing it with the bridge height before passing underneath.

In this case familiarity with the bridge may naturally have caught the driver off guard to some extent – it does look as though there was another unknown factor at play here which a less familiar driver might just have spotted.

Hopefully this is not a case where an earlier driver of a high load has caught the bridge, caused damage and then not reported it.

<http://www.vertikal.net/en/news/story/11763/>

## **Boom too High**

September 16, 2010

A truck transporting a boom lift earlier today caused a major traffic snarl after the boom struck an overpass and came off of the truck's trailer.

The incident happened in Brisbane, Australia at Kangaroo Point. The overpass was damaged but there were no injuries and no damage to any other vehicles.



*The boom lift was just high enough to catch the bridge*

The lift, a JLG Ultra boom, was being transported with the boom slightly elevated in the jib tuck-under position which reduces the overall length of the machine but can increase the overall height just enough to catch the overpass.

### **Note:**

Unlike many smaller boom lifts where the jib tuck-under position causes an increase in overall height, the JLG ultra booms will stow in this position without increasing their 3.05 metre overall height.

<http://www.vertikal.net/en/news/story/10790/>

## **Fatal bridge basher**

March 27, 2015

A truck transporting a telescopic boom lift in Texas struck a bridge yesterday setting off a chain reaction which brought a beam down onto a pick-up truck and killing the driver, Clark Davis 32.

According to police the truck, carrying a Genie boom owned by United Rentals on a flatbed trailer, struck the beam of the bridge, which is currently under construction on Interstate 35 in Salado, Texas to the north of Austin.



*The boom lift was only lightly damaged but the incident it caused was major*

Debris and rebar from the beam was brought down, causing the beam to be hung up on a larger high sided truck which pulled the beam – down onto the front end of its cab and the pick-up truck.

The investigation continues.



*The next truck caught up in the damaged beam and pulled it down*

<http://www.vertikal.net/en/news/story/22461/>



## **Boom bridge bash**

February 16, 2015

A large boom lift came off the back of a truck in Brisbane, Australia this morning after it struck a bridge in Kangaroo Point.



*The boom struck the overpass as it went under*

Photos indicate that the riser on the JLG – possibly an 800 series articulating boom – was not full stowed, raising its height by a critical 200 to 300mm or so. The incident occurred as rush hour traffic was getting underway, causing considerable delays.



*It looks as though the riser was not fully lowered*

<http://www.vertikal.net/en/news/story/22112/>

## **Another bridge bashing**

August 8, 2014

A truck carrying a boom lift struck a pedestrian bridge in the UK yesterday ripping the platform and telescopic section out of the machine.

The incident happened on the dual lane Dorset Way near Poole in southern England, and involved a Haulotte HA16PX articulated boom on a three axle flatbed owned by High Level Platforms. The platform struck a pedestrian bridge over the highway.

Photos we have been sent seem to show that the boom, jib and platform were properly stowed which would mean that the jib knuckle which protrudes slightly caught on the underside of the bridge and jammed sufficiently to pull the fly section out.



*The machine remained firmly on board*

We understand that the boom section, jib and basket after striking the road remained attached to the machine via its hydraulic hoses and cables. The truck pulled up and help was called to load the section back onto the truck. Meanwhile the road was closed while the bridge was checked and the road surface patched. Thankfully no one was injured.



*The boom section, jib and platform are recovered under the eye of a police car*

<http://www.vertikal.net/en/news/story/20759/>

## **Truly bashed**

August 7, 2014

A delivery truck carrying an articulated boom lift smashed into a bridge yesterday in Chesapeake, Virginia wrecking the truck bed and ripping the top off of the lift.

The unit, a relatively new JLG, is owned by Sunbelt Rentals and is the delivery rig. The driver suffered from minor injuries in the incident. The bridge was damaged and the road was closed for some time while a large oil spill was cleaned up and the truck removed.



*The superstructure is ripped off*

The bridge is supposedly over four metres high (13'8"), which should have provided sufficient headroom as the stowed height of the machine is around three metres.



*The lower bridge is supposed to have a clearance of almost 4.2 metres*

<http://www.vertikal.net/en/news/story/20747/>



## **Bridge bashing**

July 11, 2014

An 80ft articulated boom lift was badly damaged on Wednesday near Norfolk, Virginia when a truck carrying it smashed into a bridge on Interstate 64.



*The scene after the incident as emergency services look to recover/remove the truck*

The bridge/overpass sustained some damage to the large I-beam it smashed into but the roads were reopened later in the day. No one was hurt in the incident. The riser knuckle on the boom lift, a JLG 800AJ, was simply too high to pass under the bridge, possibly due to not being fully stowed? The impact appears to have broken at least one of the wheel axles.



*At least one of the wheels broke off*

<http://www.vertikal.net/en/news/story/20536/>

## **Bridge bashing closes highway**

February 25, 2013

A delivery truck with an articulated boom lift on the back, smashed into a bridge on Friday on the south side of Indianapolis closing Interstate 70 and 65 just before the evening rush hour.



*The lift clearly suffered a serious impact*

The impact was such that the roads remained closed well into the evening as engineers inspected the bridge for damage.





*Repairs will be costly*

The lift looks like a JLG 600AJ and is owned by local company Air Worx, how it was high enough to strike the bridge is uncertain.



*The delivery truck*

<http://www.vertikal.net/en/news/story/16908/>

## **Bridge bashing with a lift**

July 10, 2012

A boom lift came off a low loader yesterday in Swindon, UK, after it reportedly struck a railway bridge in the Mannington area of the town.

No one was hurt in the incident and damage appeared to be limited to the boom lift. There was however considerable disruption to traffic while the unit was recovered from the scene.



*The scene yesterday*

No further details are available but we do know that the bridge, which has a history of being bashed, is supposed to be 4.5 metres high.

<http://www.vertical.net/en/news/story/15275/>

## **Too low for lift**

May 30, 2012

A truck mounted utility platform rammed a bridge in Kiama, New South Wales, Australia, earlier this morning ripping it from its chassis.

The driver appears to have stowed the lift correctly but simply under estimated the height of the bridge or was unaware that his platform, a relatively recent Versalift, was four metres high.

No one was hurt in the incident but the lift and the truck will need some work. The rail bridge is not believed to have been badly damaged but RailCorp sent an engineer out to check it.



*The truck mounted platform's boom collided with the bridge in Kiama, New South*

<http://www.vertikal.net/en/news/story/14981/>

## **Bridge bashing with a boom lift**

April 16, 2012

The boom of a self-propelled lift being transported on a flat-bed truck struck a bridge in Lincoln, Rhode Island on Friday causing the superstructure to shear off and fall onto a passing pick-up truck.

The lift was travelling on route 146 and struck the I-295 overpass when the incident occurred. The driver of the pick-up, James Reilly 52, miraculously escaped serious injury although his vehicle was completely crushed. He was taken to hospital but later released.



*The superstructure crushed the vehicle, but the driver escaped uninjured*

Exactly how the incident came to pass is still unclear.

<http://www.vertikal.net/en/news/story/14632/>



## **Boom lift brings bridge down**

March 7, 2009

A self-propelled boom lift travelling on the back of a low loader truck and brought down a footbridge in Maitland, north of Newcastle, Australia earlier this week.



*The footbridge came crashing down onto a car and a truck*

The Devonshire Street pedestrian bridge came crashing down into the street landing on a truck and car and slightly injuring the occupants.

The lowest point of the bridge was reportedly 5.37 metres above the ground.

The investigation into what happened is focusing on why the lift's boom must have been left slightly elevated and whether the bridge was structurally sound before the impact.

The lift is owned by Rapid Access of Newcastle.

<http://www.vertikal.net/en/news/story/7627/>

## **Man dies unloading platform in Australia**

July 16, 2009

An investigation is underway into the death of a 62-year-old man at Karratha in Western Australia's Pilbara region who died whilst unloading a boom lift by transferring it from a high bed trailer to a low-loader.

The accident happened at a transport depot yesterday morning when one of the ramps he was using to transfer the 80ft boom lift gave away. Reports say that he was around a metre from the ground when the boom tipped, throwing him out of the basket. He was taken to Nichol Bay Hospital but died as a result of his injuries.



Local police said, "They were fairly high off the ground and the ramp that was used to drive the platform across failed and caused the elevating work platform to tip. The deceased had fallen out as a result and suffered injuries from the fall."

We understand that the man was not wearing a harness.

WorkSafe inspectors are examining the scene today.

### **Vertikal Comment:**

If local reports are accurate, it sounds as though the boom lift, a Genie S80, had been delivered on a typical flatbed truck with no easy way to unload it. As a result a low loader with ramps was reversed up to the flat bed and the ramps used as a bridge to transfer the lift.



It was while doing this that one of the ramps dropped or slipped off of the flat bed causing the boom to tip and fall onto its side.

In this instance it is questionable whether a harness would have helped or not, although if the lanyard was short enough he would have stood a far better chance of survival. Instead he was thrown several metres.

What is clear is that unloading or loading aerial lifts from any kind of truck is far more risky than operating it. This is particularly true of a boom lift where a catapult effect can easily occur, throwing the operator from the platform.

And yet a large number, possibly a majority, of people unloading lifts still refuse to wear a harness which would keep them in the basket and save their life or protect them from injury should it happen.

<http://www.vertikal.net/en/news/story/8375/>

## **Fatal Unloading**

October 3, 2006

A 59 year old man has died after being catapulted from the cage of a boom lift he was helping to unload from a truck. The accident happened in the yard of Michigan Cat tractor in Novi, Michigan.

Ronnie Stockton was thrown straight up in the air landing back on the boom lift suffering serious chest injuries from which he died. Stockton was driving the lift off of the truck onto a loading ramp, which was slightly higher than the truck.

The rear wheels of the lift dropped suddenly into a gap between the truck bed and the ramp, possibly caused by the truck rolling forward a little. The sudden drop turned the boom into a catapult and as Stockton was not wearing a harness with a short lanyard, he was ejected from the cage high enough for the fall back onto the machine to be fatal.

Stockton was employed by Varsity Towing, a transport and recovery contractor, where he had worked for around a month. Michigan Cat has only recently entered the aerial lift rental business which is headquartered at its Novi store and serves the greater Detroit area.

### **Vertikal Comment:**

The importance of wearing a harness in a boom lift has come to the fore in recent months as we have experienced a spate of fatal accidents where operators have been ejected from platforms that have remained upright.

However even those who always use a harness when up in a boom would not always wear one to simply unload a lift. This incident is a little unusual and it could be argued that the risk of slipping off the side of the truck is greater and that in such a case it is better not to be attached to the lift.

While the statistics are not clear one thing is sure, the unloading and loading of lifts, or for that matter construction equipment in general, is one of the top three causes of fatal or serious accidents.

<http://www.vertikal.net/en/news/story/3044/>

## **Fatal boom loading**

November 26, 2014

A man died earlier this month in Natal, Brazil after a boom lift slipped off the side of a trailer while loading it.

Details on the incident are limited; however it appears Joaquim Carneiro Bastos Neto, 48, was loading the JLG boom lift on to a truck at the yard of a rental company when it slipped off the side. It is not known whether Neto was struck by the falling boom lift or whether he was thrown from the basket. He was declared dead at the scene.



*The overturned boom lift*

<http://www.vertikal.net/en/news/story/21533/>

## One we missed

March 13, 2013

A man was injured when a boom lift overturned in Le Creusot, France on November 21<sup>st</sup>. Exactly how we are not completely sure and so far have been unable to confirm any details.



*The overturned lift - note the delivery vehicle in the background*

We believe that the lift, a 60ft JLG M600J owned by Medloc of Montceau Les Mines, was being unloaded from a trailer in the street when it slipped off the side and overturned, injuring the delivery driver/operator.



*Halfway up and blocked for re-rigging*

A three axle All Terrain crane was called in to recover the lift and proceeded to put the lift back on its wheels. The recovery was filmed and the video spotted by one of our readers who sent it in, alerting us to the incident. If anyone has any further details we would be pleased to hear from you. **To watch the video [click here](#).**



*Up she comes*

<http://www.vertikal.net/en/news/story/17042/>



## **Loading fatality**

December 7, 2011

A man died in San Diego, California yesterday after the boom lift he was unloading or loading slipped off the side of the lowboy trailer.

The incident occurred in the Palm City area of the city. The man, who would have been 59 on Saturday, landed on his head when the machine went over. We do not know if he was thrown from the platform or managed to hit his head from within the basket.



*The boom slipped off the side of the low loader*

He died at the scene from his injuries. Cal/OSHA is investigating the incident.





*The trailer was relatively low and was outside the rental yard*

### **Vertikal Comment**

Unloading aerial lifts – and other equipment from delivery trucks can be one of the highest risk manoeuvres if not carried out with due care. Too many drivers still refuse to wear a harness and short lanyard when unloading in spite of the high risk of serious injury or death from being catapulted from the basket.

We do not know in this case if the man was wearing a harness or not. Given the nature of the incident it might not have helped either way. Hopefully the publicising of such occurrences will make others sit up and take notice of how important it is to take the unloading of equipment very seriously.

<http://www.vertikal.net/en/news/story/13747/>

## **Man dies while helping load MEWP**

March 27, 2006

A rail worker was killed last week after being crushed under an aerial work platform that was being loaded onto a trailer. The lift had broken down and was being recovered. Neil Martin, 47, was helping to load the lift when it slipped off the bed or the ramps of the low loader, pinning him underneath it.

The incident occurred at 4:00 in the morning while still dark in Carlton road outside of Waverley Station, Edinburgh. The station is currently undergoing a £150 million redevelopment. Martin was employed by Border Rail, a sub-contractor to AMEC, which is involved in building new platforms at the station.

Martin, from Nazeing in Essex, suffered multiple injuries and was taken to Edinburgh Royal Infirmary where he died shortly afterwards. The Health and Safety Executive is carrying out an investigation.

<http://www.vertikal.net/en/news/story/2412/>

## **Company fined for lack of training**

November 22, 2005

All Canada Aerials Ltd., a crane and access rental company from Mississauga, Ontario, was fined C\$125,000 along with a company supervisor, who was fined C\$10,000 earlier this month.

Each was charged with a single violation of Canada's Occupational Health and Safety Act that resulted in the death of a new employee, according to the Ontario Ministry of Labour.

On February 18, 2004 a new delivery driver whose duties involved collecting and delivering aerial lifts and other equipment, was at a customer's site to pick up a "Genie Boom". He was in the boom's basket attempting to load the machine onto his trailer when it "accelerated backwards off of the trailer". Tilting sideways, it threw the driver out of the cage and into a tanker standing alongside the truck.

The driver was not wearing a harness.

He sustained serious head injuries when he hit the tanker and was taken by ambulance to St. Michael's Hospital in Toronto where he died ten days later. The incident occurred at Castrol North America in Etobicoke, Ontario

It was only the driver's sixth day on the job and a Ministry of Labour investigation determined that he had no training for, or experience in, operating the boom prior to being employed by All Canada Aerials Ltd. on February 12, 2004.

The ministry also found that operation of the boom or other lifts was not covered by the brief training sessions provided to the driver by the company.



All Canada Aerials Ltd. pleaded guilty as an employer to failing to ensure the driver was competent to operate the lift as required by Section 51(2)(a)(i) of the Regulations for Industrial Establishments. This was contrary to Section 25(1)(c) of the act..

In addition, a supervisor pleaded guilty to failing to ensure the driver was competent to operate the boom as required under section 27 of the same act.

The fines were imposed by Justice of the Peace John Farnum of the Ontario Court of Justice in Brampton, Ontario. In addition to the fines, the court imposed a 25 percent victim fine surcharge as required by the Provincial Offences Act. The surcharge is credited to a special provincial government fund to assist victims of crime.

<http://www.vertikal.net/en/news/story/2052/>

## **Why bother unloading?**

June 11, 2013

Spotted by a reader in Poland, this is a lazy man's way to carry out a quick job with a self-propelled lift.

The worst thing about this one is not that it is intrinsically unsafe or that due to the trucks suspension the whole lot could go over and result in a fatality or two, the worst thing about this one is the fact was that this picture was found on the website of a company offering services that involve working at heights.



*Why bother unloading?*

The company obviously feels that this is a perfectly reasonable way to operate.

<http://www.vertikal.net/en/news/story/17657/>



## A trailer lift with a difference

November 23, 2012

Spotted in Switzerland, a company using a trailer mounted aerial lift, but it's not what you expect from that terminology.

The lift, an UpRight or Snorkel Speed Level was rented out in the normal way and taken away from the rental yard on the back of a two axle trailer as is often the case for this size of lift in Switzerland.

However when the user got to the run of trees he needed to work on he simply pulled his four by four and trailer up onto the kerb, started the lift and rather than unload it, proceeded to use it from the back of the trailer.



*The Speed Level trailer lift*

He appears to have taken the machine to its full height so you have to wonder if he needed the extra 500mm of so to the trailer bed for extra reach.

The fact is the trailer has no outriggers and the suspension is not blocked making this a very precarious machine. If it had gone over it could easily have fallen on an innocent passer by or a mini-van full of people. To 'add insult to injury' our man has not even bothered to put up any warning signs or cones, although he does have another vehicle covering his back end.

Hopefully the rental company has explained how dangerous this is.

<http://www.vertikal.net/en/news/story/16261/>

## **Scissor in the truck**

November 1, 2011

Spotted in Concepción, Chile: seven workers, a truck, a scissor lift, a loader backhoe and a death wish.

It seems that the men were working on overhead wires and, in order to reach them, used an old scissor lift on the back of a truck. However the truck is not directly underneath the point of work so for some bizarre reason that we cannot work out, the lift is extended at an angle and the team has brought in a front end loader to stop it falling over.



*We are not sure what is exactly going on here, but it does not look good.*

One amusing fact is that like many an anecdote of public sector workers, most are watching the one man work.

<http://www.vertikal.net/en/news/story/13483/>

## **Transport Risk**

February 21, 2012

Spotted last week travelling south on the road from Aberdeen to Dundee near Forfar, Scotland, a boom lift on the back of a truck.

As our correspondent points out, the basket and articulated jib should have been tucked under and secured to the truck bed, as a) The superstructure is not restrained and b) The basket is the highest point on the vehicle. Possibly worst of all, in light of the above, the slew pin was not installed.



*Higher than truck, nothing to restrain it slewing over the side*

We assume that the machine made it to wherever it was heading. without incident. The boom could have easily swung out and hit another vehicle or it could have bashed a low bridge.

<http://www.vertikal.net/en/news/story/14271/>

## Trailer and boom flip

September 28, 2012

A trailer carrying a self-propelled boom lift overturned yesterday just outside of Gettysburg, Pennsylvania.

The boom, which looks to be a Genie S45 4x4, was certainly well secured and remained firmly tied down in spite of its 5.5 tonnes/12,000lbs overall weight. Fortunately no one was injured in incident although the road had to be closed while the recovery took place.



*The boom, which looks to be a Genie S45 4x4 was certainly well secured*

As to what caused the trailer, which was being towed by a pickup truck belonging to Danner's Bobcat Service, to overturn we cannot say. However a load of this weight seems high for the trailer. If a tyre had blown or the driver had been forced to swerve at high speed, the reaction could have easily built into a sufficient force to flip it.



*The road had to be closed while the recovery took place.*

<http://www.vertikal.net/en/news/story/15854/>



## Trailer overturns

May 3, 2012

A 13 tonne trailer carrying a self-propelled boom lift overturned as the towing vehicle, reportedly a dump truck, took a corner too fast in the town of Plenty, Victoria North East of Melbourne in Australia.



*The overturned trailer and boomlift*

The incident occurred on a Saturday afternoon. Fortunately no one was injured although traffic was stopped for a few hours.

A police investigation is underway with the driver likely to receive a hefty fine for travelling with an unsecured load.

<http://www.vertikal.net/en/news/story/14759/>

## Trailer dumps boom lift

July 9, 2011

A dump truck towing a boom lift on a two axle trailer caused a traffic jam on Thursday between Danbury and Southbury, Connecticut after the trailer flipped onto its side. There were no injuries.

The dump truck, owned by Norbert Mitchell Company and driven by Thomas Cyr, 49, was turning left from the off ramp of Interstate 84 when the incident happened, dumping the JLG boom, owned by United Rentals onto the ground, spilling fuel and oil.



*The accident scene*

The police said that firefighters contained the spill which was then cleaned up by staff working for Mitchell.

<http://www.vertikal.net/en/news/story/12724/>

## **Check your tie down chains**

July 15, 2005

A transport company based in Brisbane Australia has been fined AU\$40,000 for the death of a motorist, killed when a crane fell off the back of one of its trucks.

Truck Gleam pleaded guilty this week at the Brisbane Industrial Magistrates Court of breaching the Workplace Health and Safety Act 1995. The company's director Andrew John Print also pleaded guilty.

The accident occurred on June 6<sup>th</sup>, 2001. A crane with a GVW of 23 tonnes, broke its tie down chains, came off of the low loader and crashed through a concrete barrier smashing into a vehicle on the other side of the highway. The woman driver died five days later from her injuries.

An investigation by Workplace Health and Safety Queensland confirmed that the crane had broken free due to inadequate lashing restraint chains. It calculated that the chains had been overloaded by up to 312%. It also found the 10mm chains used did not comply with recommendations.

The court heard that Print had fully cooperated with the investigation and had expressed deep remorse over the incident. The company has since changed its load restraint system and improved supervision of its drivers while documenting its loading and tie down procedures. No conviction against him was recorded.

<http://www.vertikal.net/en/news/story/1701/>