### Incident Type

<table>
<thead>
<tr>
<th>Incident Type</th>
<th>LTI</th>
<th>MTI</th>
<th>Vehicle Damage</th>
<th>Environmental</th>
<th>Near Miss</th>
</tr>
</thead>
<tbody>
<tr>
<td>What Happened</td>
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A mixer rolled over after it pulled along side a 5’ excavation. The ground shifted under the mixer, which caused one tire to leave the ground. The driver got out to discuss what to do with the finisher, and they concluded that they would attempt to unload the truck where it stood. As soon as the drum was turned into discharge, the mixer rolled over.

### When & Where

XXXXX – Commercial jobsite

### Who Was Affected

Mixer driver

### Root Causes

- The jobsite traffic plan was inadequate. Mixers had to drive too close to the edge of an excavation to get in position to pour.
- The mixer was 3’ from the edge of a 5’ excavation. Due to fencing and other construction materials on the ground, this was as far as he could get from the edge.
- Even though the truck was leaning, the finisher and driver still chose to try and unload it.

### Corrective Actions

- Drivers should report jobsites that have difficult or limited access to dispatch so that this information may be shared with other drivers.
- Drivers were reminded of the dangers of driving too close to excavations.

### Lessons Learned

- **ALWAYS** maintain a distance from the edge of an excavation that is equal to its depth.
- Example: If the excavation is 5’ deep, the nearest tire needs to be at least 5’ from the edge.
- When backing up to an excavation, try to approach the edge at an angle to disperse the truck’s weight.

### Site Consultation and Sign-Off

(to be completed by receiving sites – all Safety Alerts to be filed on-site)

<table>
<thead>
<tr>
<th>Date of Toolbox Talk To Communicate This Hazard:</th>
<th>This Hazard Impacts this Site:</th>
<th>This Hazard Does Not Impact this Site:</th>
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<tbody>
<tr>
<td>Site Mgr / HSE Rep:</td>
<td>Signed:*</td>
<td>Date:</td>
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</tbody>
</table>

For further information please contact:

REMOVE FROM NOTICEBOARDS 4 WEEKS AFTER SAFETY ALERT DATE