



FALLING VEHICLES KILL

The California Fatality Assessment and Control Evaluation (FACE) program has been investigating work-related deaths since 1992. The goal of the FACE program is to prevent these deaths by informing workers and managers of worksite hazards and how to avoid them. The two incidents below involve automobile mechanics who died when jack stands moved, causing the vehicles or machinery to fall and crush them.

A MECHANIC IS KILLED BY A FALLING FORKLIFT

A 52-year-old mechanic, Pedro G.*, died when a forklift slipped off a jack and the forklift hit him in the head. Pedro jacked up the forklift using a hydraulic jack. He did not use jack stands, wood blocks, or any other rigid, stable support to hold the forklift after it had been jacked up. The area of the shop yard under the forklift had a slight incline. Pedro chocked only one wheel of the forklift with a wooden block. The forklift slipped while he was lying on a creeper underneath the forklift.

- Some workers may assume they can safely work underneath vehicles that are only supported by a jack. Jacks should never be the only support of a vehicle when someone is underneath that vehicle. They should be used to lift the vehicle enough so that additional support can be positioned.

A MECHANIC IS CRUSHED UNDER A FALLING BUS

A 48-year-old mechanic, Jeremy L.*, died when a bus that fell off jack stands crushed him. Jeremy had jacked the bus up with lifts that cradle each rear tire. He then placed jack stands underneath the rear suspension. They were not of a standard design. The front tires had not been chocked. The bus

slipped off the jack stands as he was performing a brake job. The bus crushed Jeremy between the rear axle and the concrete floor.

- Vehicles may move if the chocking is inadequate. At a minimum, chocks should be placed on both sides of the wheel diagonally opposite of where the jack is placed.

RECOMMENDATIONS

- Support vehicles adequately. Use ASME-approved jack stands, wood (not concrete) blocks, or other rigid, stable supports.
- Prevent vehicle movement. Work on level surfaces and adequately chock the vehicle's wheels.

For complete fatality reports of these (01CA001 & 99CA006), or other cases, and additional information on the California FACE program, please contact:

California Department of Public Health
Occupational Health Branch (OHB), FACE Program
850 Marina Bay Parkway, Building P, 3rd Floor, Richmond, CA 94804
(510) 620-5757

[California FACE Program's website](http://cdph.ca.gov/face) (<http://cdph.ca.gov/face>)

CA Relay Service: 711 or (800) 735-2929 (hearing/speech impaired)

To obtain a copy of this document in an alternate format, please contact OHB at (510) 620-5757. Allow at least 10 days to coordinate alternate format services.

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FACE stands for "Fatality Assessment and Control Evaluation." The purpose of the **FACE** program is to identify hazards that may cause work-related deaths so that employers and employees can help prevent them. **FACE** is a program run by the Occupational Health Branch within the California Department of Public Health, and funded by the National Institute for Occupational Safety and Health.