

NATF Redacted Operating Experience Report

Bucket Truck Movement Incident

About NATF Redacted Operating Experience (OE) Reports

North American Transmission Forum (NATF) operating experience reports highlight positive or negative transmission (reliability or resiliency) experiences worth sharing for learning opportunities or potential trending. The overall goal is to help each other learn without experiencing the same issues first-hand. This sharing originates confidentially within the NATF membership.

Redacted operating experience reports are posted on the NATF public website to allow the NATF and its members to more broadly share information, especially safety-related alerts and learnings, with contractors and other utilities to benefit the industry at large.

The NATF member company that submitted the initial restricted distribution OE report for this topic/event has approved the NATF to issue this redacted OE report.

Open Distribution

Copyright © 2022 North American Transmission Forum. Not for sale or commercial use. All rights reserved.

Disclaimer

This document was created by the North American Transmission Forum (NATF) to facilitate industry work to improve reliability and resiliency. The NATF reserves the right to make changes to the information contained herein without notice. No liability is assumed for any damages arising directly or indirectly by their use or application. The information provided in this document is provided on an "as is" basis. "North American Transmission Forum" and its associated logo are trademarks of NATF. Other product and brand names may be trademarks of their respective owners. This legend should not be removed from the document.



Topic

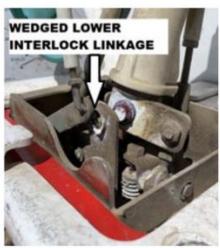
Bucket Truck Movement Incident

Description

A four-man crew was tasked with replacing a conductor span and guy wire. The new conductor was pulled into place using a 5" block on a fiber sling attached to the pole. The tension was pulled from the ground using a pickup and a bull line. After the wire was near sag, the lineman moved into position to begin dead ending at the pole. Once in position, he called to the ground help to slack off on the tension. When the wire began to slack off, the bucket began to swing without the safety rigger being depressed, resulting in the lineman being pinched between the back of the bucket and the secondary conductor. As a precaution, the lineman was transported to urgent care for observation. The lineman was treated and released that afternoon with no significant injuries or work restrictions.







Reference: NATF-OER-672



Lessons Learned

- 1. Unidentified material contacted and damaged the safety mechanism of the iso-grip and caused the unintended movement of the boom.
- 2. The pivot feature of the double bucket truck allowed the iso-grip on the secondary platform to be exposed to the workspace.
- 3. Safety mechanisms built into the equipment should be tested daily, at a minimum.
- 4. Potential hazards must be always be considered when positioning the bucket in the work zone.
- 5. Workers should familiarize themselves with the locations and functionality of the power take-off dump.

Corrective Actions

- 1. Develop and implement a plan that includes exercising the emergency stop buttons daily, verifying that all safety mechanisms are functioning (e.g., interlock trigger), and ensuring bucket controls are outside of the workspace whenever possible.
- 2. Implement a plan to eliminate the pivoting secondary platform with the manufacturer's replacement components.

Extent of Condition

The extent of condition was evaluated, and it was determined that other employees are susceptible to being in the bight hazard area and may sustain an injury while working in a bucket. The team determined that those most susceptible are transmission and distribution personnel who, daily, use bucket trucks to conduct their work.

Reference: NATF-OER-672