

TOOLBOX TALK

BRIEFKIT

Forward-Tipping Dumpers

A ready-to-deliver toolbox talk for foremen and supervisors. 8-10 minute spoken script plus briefing register for operative sign-in.

REFERENCE	TBT-DUMPER-SAFETY-001	DURATION	8-10 minutes
DATE		SITE	
TRAINER (PRINT)		SIGNATURE	

1 Why it matters

Dumpers look routine, and that's exactly why they're so dangerous, people get casual around them. Year after year they overturn and crush the operator, or run over someone on foot, and these are almost always avoidable. The single biggest lifesaver is the seatbelt, because in an overturn the roll-over frame protects you only if you stay in the seat. Get the basics right and a dumper is a workhorse, get them wrong and it's a fatality waiting to happen.

2 PPE required for this task

Hard hat

Safety boots

Hi-vis, so plant operators can see you on foot

3 What to say

Spoken script for the supervisor. Read or paraphrase, in order.

1 **Wear the seatbelt, every time, no exceptions**

This is the one that saves your life, so I'll say it first. If a dumper overturns, the roll-over frame only protects you if you're held in the seat by the belt. Most people killed in dumper overturns were thrown out and crushed by their own machine. The belt feels pointless right up until the second it isn't. On this site it's simple, no seatbelt, no driving, and I'll pull anyone off a machine I see without one.

2 **Trained and authorised operators only**

Only trained, competent and site-authorised people drive the dumper, and there's no exception for 'just moving it across the compound'. It's not something you have a go on because the regular driver's on a break. If you haven't been trained and authorised on it, you don't get in the seat, and if you're not sure whether you're authorised, you're not.

3 **Slopes: straight up and down, never across**

Drive straight up and straight down a slope, never across the face of it, because driving across is exactly how they tip over sideways. Take it steady, especially with a load on, and don't tip on a slope at all. If a slope looks too steep or the ground's too soft, that's a stop-and-come-and-find-me, not a have-a-go-and-see. A dumper on its side happens in a heartbeat.

4 **Keep well back from edges and excavations**

The ground at the edge of a trench or excavation can collapse under the weight of a loaded dumper, and take the machine and you straight into the dig. Stay well back, use stop blocks or edge protection, and never reverse up to tip into an excavation without proper stop blocks and someone directing you in. The edge that looks solid is often the one that goes, so don't trust it.

5 **Don't overload, and watch your visibility**

Overloading wrecks your braking, steering and stability, and a full skip blocks your view forward so you can't see someone stood right in front of you. Load it evenly and within its capacity, keep your view by looking around the skip and using your mirrors, and slow right down wherever you can't see clearly. If you can't see where you're going, you stop.

6 **Only tip on firm, level ground, skip down to travel**

Tipping raises the centre of gravity, so only tip on firm, level ground, never on a slope or a soft spot. Lower the skip fully before you move off, because travelling with the skip up makes it unstable and can catch overhead lines. And any time that skip's in the air, have a look up for cables first, hitting an overhead line with a raised skip is as bad as it gets.

7 Dumpers and people don't mix

Keep people away from working dumpers, segregate where you can and use a banksman where you can't. As the operator, make eye contact and sound the horn before you move, especially reversing. On foot, wear your hi-vis and never assume the driver has seen you, the blind spots on these are big. Most run-overs are simply someone the driver couldn't see, so don't be that someone.

8 Check it before you use it, park it safe

Daily checks before you start, brakes, steering, tyres, horn, mirrors, lights, the seatbelt and the roll-over frame, and look underneath for leaks. When you park up, skip down, handbrake on, keys out, and chock it if it's on any slope. Never leave it running unattended, and never carry a passenger, there's one seat and one belt for a reason.

4 Common mistakes to call out

- Driving without the seatbelt on (the single biggest cause of dumper deaths)
- Untrained or unauthorised people driving it 'just to move it'
- Driving across the face of a slope instead of straight up and down
- Getting too close to trench or excavation edges that can collapse
- Tipping into a dig with no stop blocks and nobody directing
- Overloading or loading unevenly, hurting braking and stability
- Travelling with the skip raised instead of lowered
- Tipping on a slope or soft ground rather than firm level ground
- Driving with a full skip blocking the view and not slowing down
- Leaving it running unattended, or carrying a passenger

5 Watch on site this week

What the supervisor should be actively spotting on walk-arounds.

- Operators driving with no seatbelt on
- People driving the dumper who aren't trained and authorised
- Dumpers driven across slopes rather than straight up and down
- Machines working close to unprotected excavation edges
- Tipping into digs with no stop blocks or banksman
- Overloaded or unevenly loaded skips
- Dumpers travelling with the skip raised
- Pedestrians walking through the dumper's working area
- Reversing with no banksman where visibility is poor
- Dumpers left running unattended or carrying passengers

6 Confirm the team understood

Ask one or two of these at the end of the talk.

1. What's the single most important thing that saves an operator in a dumper overturn? (Wearing the seatbelt, so the roll-over frame can protect you. Most deaths are operators thrown out.)
2. How should you drive a dumper on a slope? (Straight up and down, never across the face, and don't tip on it.)
3. Why keep well back from an excavation edge? (The ground can collapse under the weight of the loaded machine and take it, and you, into the dig.)
4. Before you move off after loading, what must you do with the skip? (Lower it fully. Travelling with it raised makes the dumper unstable and risks overhead lines.)

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Briefing register: Forward-Tipping Dumpers

All operatives who attend this toolbox talk must sign below. Their signature confirms they have heard and understood the briefing.

Briefing delivered by:

Name (print):		Date:	
Signature:		Time:	
Site:			

Attendees. I confirm I have heard and understood the briefing detailed above:

#	Name (print)	Company / Role	Signature	Date	CSCS / Ticket No.
1					
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Keep this register in the site Safety File. Additional sheets may be appended if more than 12 operatives are briefed.

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This is a generic toolbox talk for industry use. It is not site-specific. Site-specific risk assessments and method statements are a separate document.