

SITE DUMPER OPERATIONS

ACTIVITY RAMS — ADAPT TO SITE BEFORE USE

Forward-tipping dumpers · edges and slopes · ROPS and seat belts · loading · routes and pedestrians

KD-RAMS-PL-008 Rev A0

Statutory basis: CDM 2015 reg 27 — a site organised so that, so far as is reasonably practicable, pedestrians and vehicles can move without risk, with separation or other protection for pedestrians; reg 28 — unintended movement prevented (28(1)), vehicles driven and loaded safely (28(3)), nobody riding except in a safe place provided for that purpose (28(4)), nobody remaining on a vehicle during loading of loose material unless a safe place is provided (28(5)), and measures to prevent a vehicle falling into an excavation, pit or water or overrunning an edge (28(6)). PUWER 1998 reg 25 — nobody carried on mobile work equipment unless it is suitable for carrying persons — and reg 26 — the risk from rolling over minimised by a protective structure, with a restraining system where anyone carried could be crushed. HSE HSG144 (2009) is the guidance on vehicles on construction sites. This document is the recorded safe system of work required by HSWA 1974 s.2(2)(a) and MHSWR 1999 regs 3 and 5. Written for Great Britain; in Northern Ireland the equivalent Northern Ireland regulations apply.

1 DOCUMENT AND PROJECT IDENTIFICATION

RAMS REFERENCE	PROJECT / SITE REF	SITE NAME AND ADDRESS	DATE PREPARED	NEXT REVIEW DATE
CLIENT / PRINCIPAL CONTRACTOR	PLANNED START	DURATION	OPERATIVES	SUPERVISING THE WORK

2 SCOPE OF WORKS

Operation of wheeled and tracked forward-tipping site dumpers carrying spoil, aggregates, concrete and materials around the site: choosing the machine for the gradients on the route, route planning and pedestrian segregation, loading by excavator or loader, travelling, tipping at excavations, trenches, stockpiles and tipping points behind stop blocks, parking, and the operator's checks.

This document does not cover: driving on the public highway (road traffic law and the driver's own licence), the weekly operator check sheet (KD-PLT-DU-003), site-wide traffic marshalling and vehicle movements (KD-RAMS-SL-004), and the excavator doing the loading (KD-RAMS-PL-009).

SITE-SPECIFIC SCOPE, LOCATIONS AND LIMITATIONS

3 RISK ASSESSMENT — SCORE EACH RISK FOR THIS SITE, THEN ADD WHAT IS MISSING

The hazards and controls below are the starting point for this activity, written by a working main contractor. They are not complete for your site until a competent person has scored each risk, added the site-specific hazards, and struck out anything that does not apply. Rate risks High / Medium / Low before and after controls.

1. Overturning at the edge of an excavation, pit, embankment or tipping point — the driver crushed

At risk: Driver

Controls: Overturning is the main cause of dumper deaths on HSE's account, and edges are where it happens. Stop blocks fixed at every excavation, trench, pit and tipping point, set back far enough that the dumper cannot reach the edge or load the ground that would give way (CDM 2015 reg 28(6)); tipping only at prepared, marked points; the edge ground checked before use and after rain; a banksman where the driver cannot see the stop block. Tipping only on firm, level ground against the stop block, never across a slope; the skip lowered before moving off and never raised while travelling; before tipping, the driver checks overhead — a high-tip or swivel skip can reach an overhead line (KD-RAMS-PL-006).

INITIAL (H/M/L)	RESIDUAL (H/M/L)	SITE-SPECIFIC ADDITIONAL CONTROLS, OR N/A	ACTION OWNER	BY WHEN

2. Overturning on slopes, stockpiles, soft or uneven ground

At risk: Driver

Controls: The dumper chosen for the steepest gradient on the route, as the manufacturer states; loaded travel on slopes only in the direction and within the limits the manufacturer's instructions give; no turning across a slope; driving on stockpiles avoided wherever there is another way; speed kept down on rough ground and near edges; routes maintained and potholes filled.

INITIAL (H/M/L)	RESIDUAL (H/M/L)	SITE-SPECIFIC ADDITIONAL CONTROLS, OR N/A	ACTION OWNER	BY WHEN

3. Driver thrown out or crushed when the dumper rolls

At risk: Driver

Controls: Roll-over protection (ROPS) and a restraining system fitted where there is a risk of rolling over (PUWER 1998 reg 26); the ROPS raised and locked, and the seat belt worn whenever the dumper moves, as HSE's dumper guidance advises; a ROPS folded down only where the manufacturer allows it for a low-clearance task, with the task assessed and the ROPS raised again straight after.

INITIAL (H/M/L)	RESIDUAL (H/M/L)	SITE-SPECIFIC ADDITIONAL CONTROLS, OR N/A	ACTION OWNER	BY WHEN

4. Pedestrians struck by a moving dumper

At risk: Everyone on site

Controls: Separate routes for dumpers and pedestrians wherever reasonably practicable, with barriers and controlled crossing points (CDM 2015 reg 27); reversing kept to a minimum with turning areas; a banksman where reversing cannot be avoided or visibility is restricted; mirrors, cameras and beacons working; nobody walks beside or in front of a moving dumper; pedestrians briefed on the routes and how to make the driver see them before approaching.

INITIAL (H/M/L)	RESIDUAL (H/M/L)	SITE-SPECIFIC ADDITIONAL CONTROLS, OR N/A	ACTION OWNER	BY WHEN

5. Load blocking the driver's view, or spilling

At risk: Driver, pedestrians

Controls: Load spread evenly and never above the top edge of the skip; nothing loaded that blocks the driver's forward view; concrete and wet spoil carried below the level at which it spills over; the rated payload on the plate observed.

INITIAL (H/M/L)	RESIDUAL (H/M/L)	SITE-SPECIFIC ADDITIONAL CONTROLS, OR N/A	ACTION OWNER	BY WHEN

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6. Struck by the loading bucket or falling material while being loaded

At risk: Driver

Controls: For each dumper on site this RAMS records one rule, and the loading operator is told it: either the driver leaves the seat and stands in a safe place in view of the excavator operator and outside its slew, or the driver stays seated only where the dumper has a protective cab or canopy that makes the seat a safe place (CDM 2015 reg 28(5)). The bucket is never swung over a driver who is outside a protective cab.

INITIAL (H/M/L)	RESIDUAL (H/M/L)	SITE-SPECIFIC ADDITIONAL CONTROLS, OR N/A	ACTION OWNER	BY WHEN

7. Passengers riding on the dumper

At risk: Passengers

Controls: Nobody rides on a dumper except in a seat provided for the purpose (CDM 2015 reg 28(4); PUWER 1998 reg 25) — no riding in the skip, on the mudguards or the frame.

INITIAL (H/M/L)	RESIDUAL (H/M/L)	SITE-SPECIFIC ADDITIONAL CONTROLS, OR N/A	ACTION OWNER	BY WHEN

8. Runaway, or movement when parked or unattended

At risk: Everyone on site

Controls: Parked on level ground away from edges and routes, skip lowered, parking brake on, engine off and key removed (CDM 2015 reg 28(1)); never left running unattended; chocked where the ground is not level.

INITIAL (H/M/L)	RESIDUAL (H/M/L)	SITE-SPECIFIC ADDITIONAL CONTROLS, OR N/A	ACTION OWNER	BY WHEN

9. Defects in brakes, steering or the skip release

At risk: Driver, everyone nearby

Controls: Operator's check before each shift, and the weekly check sheet KD-PLT-DU-003; defects reported the same day; a machine with a defect in the brakes, steering, ROPS, seat belt or skip release is taken out of use and tagged until repaired.

INITIAL (H/M/L)	RESIDUAL (H/M/L)	SITE-SPECIFIC ADDITIONAL CONTROLS, OR N/A	ACTION OWNER	BY WHEN

10. Untrained or unfamiliar operators

At risk: Operators, everyone nearby

Controls: CPCS/NPORS (or IPAF for MEWPs) verified before the seat; familiarisation on the specific model recorded; no keys left in machines; authorised-operator list held at the control point.

INITIAL (H/M/L)	RESIDUAL (H/M/L)	SITE-SPECIFIC ADDITIONAL CONTROLS, OR N/A	ACTION OWNER	BY WHEN

Site-specific hazards not listed above — every site has at least one:

HAZARD	WHO IS AT RISK	CONTROLS	INITIAL H/...	RESIDUAL...	ACTION OWNER	BY WHEN

4 METHOD — SEQUENCE OF WORK

- Plan the routes: separate dumper and pedestrian routes, crossings, turning areas, tipping points and parking; mark them on the site traffic plan.
- Check the gradients against the manufacturer's limits for each machine; choose a machine that suits the steepest slope.
- Fix stop blocks at every tipping point, excavation and trench edge the dumpers will serve before they are used.
- Confirm each driver's training and authorisation for the model (KD-PLT-OA-011) and brief the routes, the loading rule and the no-passengers rule.
- Before each shift the driver checks the machine — brakes, steering, lights, beacon, horn, ROPS, seat belt, skip release — and records it; defects stop the machine.
- ROPS up and locked, seat belt on, before moving.
- Load evenly, below the skip top and clear of the view; follow the loading rule recorded for that dumper.
- Travel on the planned routes at a speed that suits the ground; slopes within the manufacturer's limits; banksman where visibility is restricted.
- Tip only at a prepared point, on firm level ground, against the stop block, with nothing overhead; lower the skip before moving away and never travel with it raised.
- STOP work on a missing or displaced stop block, a soft or collapsing edge, a defect, or pedestrians on the dumper route.
- Park on level ground, skip down, brake on, engine off, key removed.

SITE-SPECIFIC AMENDMENTS TO THE SEQUENCE

5 PLANT, EQUIPMENT AND MATERIALS

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- Forward-tipping dumpers with ROPS and seat belts
- Stop blocks for tipping points and edges
- Route barriers and crossing signs

- Banksman kit and radios
- Wheel chocks

INSPECTION / THOROUGH EXAMINATION REFS

COSHH ASSESSMENT REFS

6 PPE — THE LAST LINE OF CONTROL, NOT THE FIRST

- Head protection
- High visibility
- Eye protection
- Safety footwear
- Gloves — task-rated
- Hearing protection

RPE TYPE, FACE-FIT STATUS, AND ANY OTHER PPE REQUIRED

7 PERMITS REQUIRED BEFORE THIS WORK STARTS

No permit is normally required for this activity. The site's own rules may still require one — check before starting, and record any permit issued below.
PERMITS ISSUED FOR THIS WORK (OR NONE)

8 EMERGENCY ARRANGEMENTS — COMPLETE FOR THIS SITE

FIRST AIDER AND LOCATION

NEAREST A&E

ASSEMBLY POINT

HOW THE ALARM IS RAISED

EMERGENCY ACCESS FOR THIS WORK AREA

SPILL / ENVIRONMENTAL RESPONSE

9 BRIEFING RECORD — EVERYONE WORKING UNDER THIS RAMS SIGNS BEFORE STARTING

By signing you confirm the contents of this RAMS have been explained to you, you understand the hazards and controls, and you will work to the sequence stated. Tell the supervisor if the work or the site does not match this document — work stops until it does.

NAME	COMPANY	SIGNATURE	DATE

10 PREPARED AND ACCEPTED

Prepared / adapted for this site by — I confirm I have adapted this document to the site, scored the risks, and that it describes how the work will actually be done.

PRINTED NAME	ROLE / COMPETENCE	COMPANY	SIGNATURE	DATE	TIME

Accepted for the site by — principal contractor or site manager review.

PRINTED NAME	ROLE	COMPANY	SIGNATURE	DATE	TIME

Review this RAMS if the work, the site or the law changes, and at least before each new phase of the works. Flatten the completed PDF before filing so the record cannot be silently edited.

R REVISION HISTORY

Every revision of this document, and every review that found nothing to change. The revision on the front of this sheet is the one you are holding — check kubitdocs.com for the current one before use.

Rev	Date	Class	What changed	Authorised by
D0	2026-09-12	first-issue	First issue.	— not yet approved —
A0	2026-09-12	review	Approved for issue by the author. Content unchanged from the reviewed draft; the draft status strip is removed. No independent third-party review has been carried out.	Author — director, UK principal contractor, SMSTS. Not an independent review.

Class: first-issue · material (the law, a control, a field or the scope changed — past buyers are notified) · editorial (wording or layout only) · review (checked, nothing changed) · withdrawal. Revision prefix D = draft, not approved and not for sale; A = approved for issue by the person named, on the date shown.