

Compactor & Roller Awareness

TRADE: ROADWORK & TRAFFIC CONTROL

LEADER GUIDE: 8-12 MINUTES

USE WHAT FITS TODAY

LEADER NOTE

Do not read this sheet word-for-word. Pick the sections that match today's task, point to the actual equipment/work area, and get the crew to answer the questions out loud.

WHY THIS MATTERS

Today's topic is Compactor & Roller Awareness. Focus on blind spots, rollover and caught-between hazards, then walk the crew through the actual setup, work area and stop-work conditions. Heavy equipment injuries are rarely about speed alone. Blind spots, changing ground conditions, unexpected pedestrian movement and poor communication put people where operators cannot see them or cannot stop in time.

A SCENARIO TO DISCUSS

During Compactor & Roller Awareness, a delivery, parked vehicle, stockpile, or another machine blocks part of the operator's normal view. The route is still passable. What must change before the machine moves through the altered area?

BEFORE WORK STARTS

- Walk the equipment route and mark pedestrian separation, blind corners, edges and overhead hazards.
- Complete the operator/pre-use inspection and confirm seat belt, alarms, mirrors/cameras and controls are functional.
- Agree on spotter positions and the stop signal before the machine moves.
- Establish travel paths, pedestrian zones and backing controls before equipment begins moving.
- Inspect alarms, lights, mirrors/cameras, tires, brakes and safety devices before operation.

SAFE WORK SEQUENCE / CONTROLS

- Establish travel paths, pedestrian zones and backing controls before equipment begins moving.
- Inspect alarms, lights, mirrors/cameras, tires, brakes and safety devices before operation.
- Use a spotter or signal person when required and stop movement if visual/radio contact is lost.
- Keep workers out of blind spots, swing areas and pinch points; never assume the operator can see you.
- If conditions change, stop long enough to make sure the control for blind spots, rollover and caught-between hazards still works for the job in front of you.

QUESTIONS THAT SHOULD CHANGE THE JOB

1. What are the operator's blind spots in today's setup, and exactly where must pedestrians stay out?
2. What ground, slope, edge, overhead, or clearance condition could put this machine outside its safe operating limits?
3. When visibility is restricted, who is spotting and what exact signal means STOP?

COMMON FAILURE POINTS

- Backing or swinging with a blind area that has not been cleared or controlled.
- Operating near edges/slopes/overhead hazards without a deliberate route and spotter plan.
- Assuming pedestrians will see or hear the machine and stay out of the way.

STOP AND RESET IF...

- The operator loses a clear travel path, spotter communication or required visibility.
- Ground conditions, slope, overhead hazards or edge conditions are outside the planned operating limits.
- Pedestrians, vehicles or other trades enter the equipment operating zone unexpectedly.

4. How does the risk change when the machine is loaded, backing, turning, or using the planned attachment?
5. What must change before the machine moves through the altered area?

MAKE IT REAL ON THE JOB

Stand where a pedestrian could be missed and make sure the operator/crew understand that blind spot.

BEFORE YOU RELEASE THE CREW

Before the crew starts, everyone should be able to explain the hazard, point to the control being used today, and name the condition that would make the work stop.

ATTENDANCE & SIGN-OFF

Compactor & Roller Awareness

Project / Job:		Date:	
Talk leader:		Location:	

CREW ACKNOWLEDGMENT

By signing, attendees confirm they participated in this toolbox talk and had the opportunity to raise job-specific questions. Signatures do not replace required training, qualifications, permits or certifications.

#	Name	Company / Trade	Signature
1			
2			
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QUESTIONS / CONDITIONS / CORRECTIVE ACTIONS

END-OF-TALK CHECK

☐ Crew can point to the main hazard.	☐ Critical control is in place and usable.
☐ The responsible person/check is clear.	☐ Stop/re-brief conditions were discussed.