

# INNOVATOR APPLICATION

## DuBois Converting

DuBois, PA



Domtar

# INNOVATOR APPLICATION

## ■ INCIDENT BEHIND THE CREATION OF “STOP” SIGN FOR DOCK LEVELERS

- An employee was working in our Shipping area and was called to our Receiving area while working night shift. Most often, our Shippers will stay in Shipping or Receiving areas throughout their scheduled shift. Receiving Shippers help on the backstands of our 10 pocket Sheeter.
- The employee locked the trailer into place, raised the overhead door, and then was distracted by the Sheeter. After the employee finished helping, they returned back to the clamp truck and went to unload the trailer skipping the step of putting the dock leveler in place.
- The clamp truck tire got stuck between the dock leveler and trailer. The clamp truck needed to be pulled out by another lift truck. No damage was done to the clamp truck, dock leveler, or trailer.
- Upon investigation, it was determined that the likelihood of the same error occurring again was high.

- NOTE: Some trailers sit lower to the dock than others.



- Gap between dock leveler and trailer where clamp truck tire got stuck.

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- 2 of our dock levelers in our Shipping area have Safe-T-Lips. In addition to stopping a lift truck from driving off a dock, it serves as a visual aid that the dock leveler is not in the loading position.



- SAFE-T-LIP on a dock leveler

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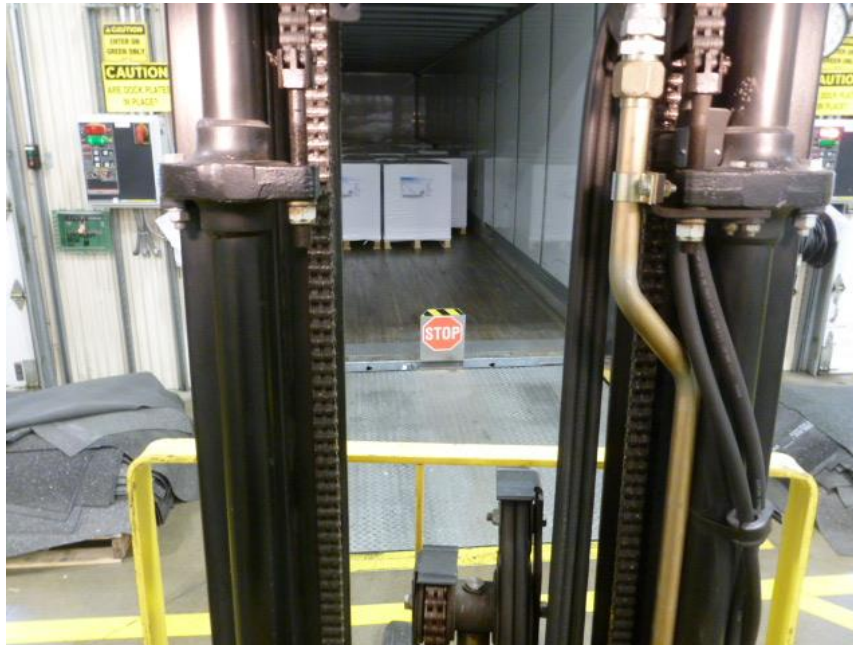
- None of the dock levelers in our Receiving area have a Safe-T-Lip and are now equipped with a “STOP” sign for a visual aid.



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- “STOP” sign in the visual aid position to remind employees the dock leveler is not in place for loading/unloading trailer.

## View from lift truck



## Outside view



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- “STOP” sign is face down when dock leveler is in place for loading/unloading trailer.



- STOP sign when the dock leveler is in place.



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## ■ COST

- 24 “STOP” sign plates were made out of aluminum, a “STOP” sign decal placed on the aluminum, and caution tape placed around the edges. All work was done by our employees.
- Approximately \$25.54 per sign.
- Total cost of \$612.54.

## ■ SAVINGS

- The cost of replacing lip on dock levelers not equipped with the Safe-T-Lip, would have been approximately \$4,000 per dock leveler. We have 18 loading docks without Safe-T-Lips.
- Approximate savings of \$72,000.

- Dock levelers will be replaced with new dock levelers equipped with the Safe-T-Lip, when needed.

# THE FIBER *of* Domtar

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