



Safety Alert

Hazard Alert: Unserviceable Rim Components

A tyre service man observed a lock ring, mounted on a rim in a hazardous state - the lockring had started to creep out of the lockring gutter section of the rim base after the tyre had been inflated.

The tyre was safely deflated.

The lockring was examined and the leading edge (lip) was found to be corroded and pitted rendering the lockring unserviceable. The lockring should not have been re installed.

The following steps are to be followed:

If the tyre assembly is to be used for **Underground Service**, then **replace the Lock Ring at each Tyre Change to ensure safety.**

For Surface Service, replace Lock Rings in accordance with Site Specific Safe Operating Procedures (**SOP**) or when wear, rust, pitting and or damage is evident.

All Rim Bases must be **NDT tested** (non destructive testing) in accordance with site specific SOP. Clean rim parts of all foreign matter taking special care around bead seating areas and inspect for wear, rust, cracks or damage

Apply rust inhibiting primer to the rim, in accordance with site **SOP's** as necessary.

Check that all rim parts to be assembled are of the same manufacturer, are of the same size and specification and are properly matched. If unsure do not proceed!

If doubt exists as to the suitability for continued service, identify (by marking clearly) the areas of concern, tag the item 'out of service' and notify your supervisor.

The mismatching of rim components and the use of unserviceable components can lead to extremely hazardous incidents, causing severe damage, injury or death. Unserviceable rim components must be destroyed i.e. cut with **HOT TORCH**.

Keep this Alert in your mind, talk about it with others at work or elsewhere.

Assemble Tyres and Rims safely, always

Tilman Rasche
Mgr. Health & Safety

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