



Safety Alert

Tyre Shortage Requires Revised Storage Approaches

Background

The tightening current global tyre shortage has highlighted that all aspects of tyre management need to be addressed/upgraded, including the storage of tyres, and assembled tyres and rims, to prevent or mitigate any potential loss scenarios such as fires, or accidental damage. Failure to do so may put any mine site at risk of closure should substantial tyre losses occur at the tyre storage area.

Recommendations¹

1. When tyres are received on site, carry out a full internal and external inspection to check for any damage, before accepting the tyre into stock. Make a point to inspect each tyre to ensure no flammable rubbish is present inside the tyre.
2. Ensure all tyre details are recorded accurately and the information is correctly entered into your tyre tracking system i.e. such as Total Tyre Control™.
3. Generally all tyres, loose or assembled should be stored in line with manufacturer's recommendations. Tyres should not be stored on top of waste dumps or other elevated location to prevent possible ignition by lightning strike.
4. Loose and assembled tyres **should not be stored together**. A separation distance of 300 m should be provided between storage areas and any nearby infrastructure. Individual stacks of tyres should be spread out to avoid fires spreading from one stack to the next.
5. Loose and assembled tyres should be stored well away from any fuel or ignition sources such as diesel, oil, lubricant, grassland or bush. Sufficient space should be allowed between stacks of tyres to allow ready and safe access and egress for any tyre handling equipment.
6. Where possible consider sprinkler systems be installed that can effectively wet the tyre storage areas in the event of a stack of tyres catching alight.
7. While access by fire fighting crews should be possible to stacks of loose tyres (where safe to do so), access to stacks of assembled tyres should be restricted to avoid personal injury arising from bursting or exploding tyre assemblies in case of fire.
8. For underground mines, a separate risk assessment should be conducted to evaluate best storage options.
9. Importantly, location of the tyre storage areas, and what areas may be accessed must be clearly communicated to the emergency crews.
10. Carry out a mock emergency scenario to judge your sites readiness in case of a tyre storage fire.

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"Eliminate All Unsafe Acts"

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¹ Contributed by P.R

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