



Safety Alert

Near Miss - Tyre Burst

Incident Description

A tyre serviceman, on night shift, was called to inspect a tyre bubble on a Pos 3 haul truck tyre. After he had completed the inspection using safe principles of approach the tyre burst and a piece of rubber hit the rear of his vehicle, despite the vehicle being parked in front of the truck, out of the 'line of fire'. No injury occurred, however the incident had the very real potential to result in serious injury, possibly death of the personnel.

Recommendations - the following inspection process serves as a minimum guideline on how such an inspection should be conducted.

1. NOTE: The inspection shall be coordinated in conjunction with, and under the direction of the appointed or designated persons at the mine.
2. If there is any doubt over the safety of carrying out an inspection, STOP and do not proceed.
3. Any inspection must be carried out by a competent tyre serviceman following site SWP's to approach vehicle/s.
4. The vehicle (with the suspect tyre(s)) should (if possible) be parked in a safe position, i.e. a minimum of 300 m away from personnel or other activities/buildings in the area. Where possible the affected tyre(s) should be facing a bund or highwall. Park up and operator evacuation should be coordinated by the mines personnel.
5. Minimum PPE to be worn shall be as per mine standard; in addition hearing protection must be carried and used.
6. Contact, where possible the equipment operator, dispatch or witnesses to establish the tyre position and ascertain the abnormal condition. Depending on the likely situation, determine your course of action in consultation with the appointed or designated person(s) and mines staff i.e. quarantine or visual inspection. A JHA is recommended.
7. If the vehicle is to be quarantined, follow the sites emergency procedures, the vehicle is not to be approached while it is quarantined.
8. Where an inspection is deemed the appropriate course of action, the vehicle should only be approached from the front or rear at the opposite end of the vehicle to the suspect tyre/axle (if known).
9. The vehicle should be approached in increments starting at about 50 meters out for your first inspection.
10. Initial inspection is ideally performed from within a light vehicle to provide better protection.
11. If assessed as safe to perform a closer inspection, the person/vehicle may then move in at about 10 meter increments, checking for deformities etc at each stop. The inspection should try to confirm/establish incident scenario. Do not approach closer than 10 meters unless you are confident that there is no deformity, burnt rubber smell etc.
12. If at any time, the scenario is deemed unsafe, retreat immediately to a safe place and have the vehicle isolated/cordoned off in line with the mines emergency procedure.

Go safe – always.

Tilman Rasche, Manager – Global Risk & Business Improvement,

10/8//07, Safety Alert 55 Tyre Burst incl disclaimer1.doc

'Klinge Safe Tyres Produce More & Last Longer'

The information provided on this website is intended for information only and of bringing the existence of potential problems to your attention and to advise you of solutions which we have adopted. We do not warrant that any solutions that we have adopted are infallible, nor do we recommend that you adopt same. If you are concerned about a potential problem and wish to implement a solution, then we recommend you carry out your own research and testing. Expert advice should be obtained before adopting any solution that we have adopted to ensure that such a solution is appropriate and suitable to your needs. Any information provided on this web site is not intended to create any sort of legal relationship between Klinge & Co Pty Ltd and you, nor is it intended that you will rely upon it without obtaining proper professional advice. Klinge & Co Pty Ltd will not be responsible for any loss and damage occasioned, including but not limited to damages for personal injuries or loss of business or other profits, by any person relying on information contained in this website. Klinge & Co does not guarantee that the information on the web site is accurate, reliable, definitive, complete or up to date. Klinge Group may claim legal privilege and common interest privilege in relation to this material.