

Vehicle Dislodged from Jack & Stands

Incident

Whilst undertaking a tyre change on a CAT 950G Loader, the tyre service person, using a tyre handler, was removing position 4 when the loader dislodged from the jack and stand. This resulted in a bent belly plate and a small hole in the sump.

It was identified, during the course of the incident investigation that the tyre was a cross ply type and no tyre additive was present inside the tyre. These factors made it difficult to break the bead. The tyre service person used the bead breaker in four (4) different locations to ensure the bead was broken however the bead had not been entirely broken. Also, it was identified that the spotter's position did not allow him to identify the issue with the removal of the tyre and then the subsequent movement of the vehicle



Recommendations

1. Use correct tools and equipment for the job.
2. All tyres fitted shall have an approved bead lubricant applied and tyre additive added in correct quantities, to assist in tyre removal, in particular to break the bead.
3. All rims and rim componentry must be thoroughly cleaned prior to fitment.
4. When working on all vehicles, the spotter should be positioned in an area where they are visible to the tyre handler operator, and can identify any potential issues with the removal of the tyre or movement of the vehicle on the jack and stands.
5. Follow Tom's 5 "Nevers" – Number 3. Never rush a job. Always keep focussed on the task at hand to ensure that all work is completed safely.

Actions for all Klinge Sites:

1. Review this Safety Alert with all personnel, with sign-off. Email sign-off form to safety@klinge.com.au
2. Post this Safety Alert on your Safety Notice Board until end March 2013.
3. If you have any concerns related to the subject matter contained within this Safety Alert please contact safety@klinge.com.au

Eliminate All Unsafe Acts & Conditions.

Tanya Hoyle

OHS & Compliance Officer
Safety Alert 89 130306 Vehicle Dislodged from Jack and Stands

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