

SAFETY ALERT #100

TYRE PRESSURE ADJUSTMENT

Date of Incident:

27 July 2015

What happened?

A TSP conducting a pressure adjustment on a position 1 wheel assembly (CAT 795) was standing within the minimum 6m 'air blast' area and not standing at the air flow control point during inflation.

The Pressure Response Vehicle had reversed alongside the truck, positioned between the front and rear positions, however at the time the pressure adjustment was occurring the TSP was standing at the passenger door and monitoring the air pressure using the tyre sense handheld monitor, which was within 6m.

Injury/Damage:

This incident was classified as a Near Miss.

Contributing Factors:

The Klinge & Client procedure provides TSP's with a minimum distance to stand during inflation during tyre inflation/deflation during tyre maintenance, however it does not categorically include pressure adjustments ('top-ups').

Recommendations:

- Klinge Safety Team will review SWP-K&C-023 Inflation/Deflation procedure to include information for pressure adjustment as well as defining what barricading is required for this activity. This procedural review should be completed within 1 month.
- In the interim, all TSP conducting pressure maintenance (topping up etc.) are to stand at a minimum of 6 metres away and outside of the air blast / trajectory zone (as depicted in WKI-K&C-023).
- During all inflation activities, TSP's must remain attentive (at the air flow control point) to monitor the pressure and to ensure if any hazard presents itself then they are able to shut off the air flow immediately.

Should you require anything further, please feel free to give me a call.

Eliminate All Unsafe Acts & Conditions.

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