



Safety Alert

Split Rim Blow- Out results in Fatality & Serious Injury

Incident Description

This incident occurred 27/1/07, upon inflation of a deflated tyre on a truck-mounted drill rig. The split rim blew out and struck the driller and the two drill assistants. One assistant was killed instantly, the second assistant received serious injuries to his head and chest and the driller received minor lacerations to his leg. Note: The incident report description provided to Klinge was limited in detail at the time of developing this Safety Alert.

Recommendations

Whilst the exact detail associated with contributing factors is not fully known at this time, the following recommendations would apply in any case:

1. All work associated with Tyres and Rims ought to be undertaken by a competent person, who has been appropriately trained for the task being undertaken. The competent person must undertake the work in accordance with the appropriate procedures, relevant standards, JHA/JSAs, and risk assessments associated with the task.
2. Prior to inflation of a tyre that has been run flat or who's pressure has dropped significantly, the tyre and rim must be thoroughly inspected for signs of deterioration, fatigue, damage, etc prior to inflation.
3. Size permitting; inflate all tyres in a certified inflation cage, wearing appropriate PPE, remote inflation hose, & remote pressure gauge. Do not stand in front of the cage during inflation [trajectory zone]. Always consider the trajectory line of the split ring components and rim during any stage of dismantling, re-assembling and fitting of wheels to a vehicle. DON'T be unprotected and in the path at any stage.
4. Ensure that all rim components are seated correctly and that the rim assembly integrity is assured.
5. Inflation should be undertaken in stages, not more than 70kpa (10psi) at a time. (While AS 4457-2007 does not apply to the rims associated with this incident it is recommended initial inflation should be nominally 35kpa.) The ring should then be checked for correct seating.
6. Tyre and Rim users need to be further educated by 'the tyre industry' with regard to the risks associated with the use and maintenance of Split Rims. As Tyre Managers, we can assist in this area by educating tyre and rim users in our respective workplaces, as part of toolbox talks, audits, and general education programs; explaining the risks associated with split rims and alternatives to them.

Eliminate All Unsafe Acts.

Davin Faux, Acting Manager – Global Risk & Business Improvement,
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