

POTENTIAL FATALITY

Purpose: To prevent recurrence, not place blame.

Report Date: 29-05-2013

Start Date: 20-05-2013

Report Number: NC-0207

I. Problem Definition

What: Potential Fatality

When: 17 May 2013

Where: Townsville, Queensland, Australia

Significance: High

Safety: Reportable incident - broken jaw and related facial injuries

Environment: Nil

Revenue: Business disruption on day and subsequent diversion of resources from productive work; shocked customers who witnessed the emergency may be negative towards business in future

Cost: Hospital and medical costs to date: > \$11, 000 for broken jaw surgery, dental work, plastic surgery (stage 1) ; insurance premium increase anticipated; replacement labour hire costs

Frequency: 4 injuries since 2009 for same process

II. Report Summary

The potential fatality occurred when a tyre fitter was struck by a wheel split-rim section during a tyre inflation procedure. He was struck and suffered a broken jaw because he was in the path of the projectile rim section when the split-rim section flew. He was in the path because the appropriate cage which prevents such a mishap was not used because all available cages were in use. Two other cages were unavailable because they were unserviceable because of damage which had not been repaired. At the same time, on this day there was a workload build up with customers waiting for their vehicles and the tyre fitter was alert to their needs.

The split-rim wheel section flew off because it was unsecured by a safety chain which is part of the cage referred to above and had air pressure of approximately 70psi behind it when it detached. It detached itself because rust which had developed on the rim and not been cleaned off according to the usual procedure prevented the required tight rim assembly. The rust was assessed by the tyre fitter as not being serious enough to warrant being cleaned in the usual manner according to the stipulated procedure given the perceived supervision pressure which arose from a reference to 'speed' during that morning's pre-start toolbox talk.

It is expected that the solutions identified and assigned below will absolutely prevent recurrence of this or similar injury or even worse risk to employees or the public arising from wheel rim components becoming uncontrolled projectiles during tyre inflation procedures.

III. Solutions

Causes	Solutions	Solution Owner	Due Date
Several recent tyre inflation incidents	All inflation 'incidents' to be investigated and reported	David Mainwaring	08-06-2013
Cage not used	'No cage - no inflation' rule to be applied immediately	David Mainwaring	30-05-2013
Cage not used	Communicate rule to all employees at tool box talk tomorrow	Neville Beale	30-05-2013
Fitter judged rust as not serious	Tyre fitters to be instructed to follow procedure regardless of own 'assessment'	Rhianna Brown	31-05-2013
Tool box talk included working quickly	Staff to be assured by way of formal letter that while efficiency is always important, safety overrules speed every time	Rhianna Brown	31-05-2013
Tool box talk included working quickly	Each employee to countersign and date the safety first notification	Rhianna Brown	07-06-2013
Not repaired	Have damaged cages repaired immediately by local engineering firm	Neville Beale	07-06-2013

IV. Team Members

Name	Email	Member Info
Neville Beale	nbeale@fences.com	Workshop Foreman
David Mainwaring	dmainwaring@fences.com	General manager
Bruce Macintosh	bmcintosh@fences.com	Mechanic
Jerry Faith	jfaith@fences.com	Apprentice
Rhianna Brown	rbrown@fences.com	Office Manager
Judy Knight	jknight@safetyfirst.org.au	Worksafe investigator

V. Notes

1. Realitychart Status: The Realitychart is in draft form and the Incident Report has not been finalized.
2. Rules Check Status: Missing Causes Resolved.
3. Rules Check Status: Conjunctions Resolved.

VI. References

1. Reference Removed
2. 70 psi is standard
3. Rim section weighs 3 kg
4. Damaged cage from previous incident - photo #3

