

# RISK ASSESSMENT

## Tipping Trucks & Trailers



**BULK TRANSPORT EQUIPMENT PTY. LTD.**

# RISK ASSESSMENT

## Introduction

All types of plant and equipment carry risk of death or injury should operating instructions not be read or followed.



# **RISK ASSESSMENT**

## **Potential risks.**

- 1. Death or injury.**
- 2. High pressure hot hydraulic oil.**
- 3. High pressure air.**
- 4. Electrocution.**
- 5. High tension springs.**
- 6. Crush zone.**
- 7. Wheels tyres.**
- 8. General Operation.**

# RISK ASSESMENT

## 1. DEATH OR INJURY RISK

Climbing, working on or under trailer.

### ACTION

When ever working on the trailer ensure it is tagged out of service and wheels are chocked if hoist needs to be raised while carrying out maintenance **safety prop must be fitted** at no time should any parts of your body be placed between trailer chassis and lifted body.



## 2. HYDRAULICS RISK

When power take off is engaged or trailer body is raised hydraulic oil is pressurised and could be hot.

### Action

**Do not** attempt to remove or uncouple hydraulic hoses before trailer body is in the fully lowered position with power take off disengaged and the hoist raise lower lever in the lower position.



# RISK ASSESMENT

## 3. HIGH PRESSURE AIR

### RISK

1. The trailer brake air tanks are under high pressure **do not attempt** to remove hoses or valves this could cause serious injury or death.

### ACTION

2. Drain air from all trailer air tanks before removing any hoses or valves.

## 4. ELECTROCUTION

### RISK

1. This can result from raising body or travelling close to power lines or cables outside or in inside.

### ACTION

2. Be aware of your environment and surroundings **do not raise body around any electrical source.**

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## 5. HIGH PRESSURE SPRINGS

### Risk

1. The brake chambers fitted to this trailer contain springs under pressure.  
**do not attempt** to remove clamp bands from brake chambers.

### Action

2. Before any brake work or chambers are removed from trailer, wheels **must** be chocked and all air removed from air tanks.
3. All brake chambers are supplied with release tools this must be fitted to rear of chamber and tightened to compress spring to avoid injury.



Release tool  
removed  
spring under  
pressure



Release tool  
installed  
spring caged

# RISK ASSESMENT

## 6. CRUSH ZONES

### RISKS

1. There are several cruse zones on any plant and machinery including but not limited to.
2. Tail gate manual operating lever.
3. Tail gate.
4. Tipping body and chassis.
5. Between trailer and prime mover.
6. Any moving parts on trailer and chassis.



### ACTIONS

1. **Do not place body or any body parts in any areas of trailer that could crush or cause injury.**
2. **All mechanical or maintenance work must be carried out by qualified and full trained personnel.**

# RISK ASSESSMENT

## 7. WHEELS & TYRES

### RISK

Wheels coming off.

Tyre failure.

### Actions

When trailer is delivered new wheel nuts need to be checked after first 500 kilometres. Torque wheel nuts to 450 ft lb.

Whenever wheels have been removed and replaced torque wheel nuts to 450 ft lb, tightening sequence as per wheel manufacturer's guide.

Tyres should regularly be checked for correct pressure, wear and damage

Tyre pressures should be maintained as per the tyre manufacturer's recommendations and guide



Wheel nut tightening sequence

# RISK ASSESSMENT

## 8. GENERAL TIPPER OPERATION

### RISKS –

1. Unsafe driving / operation of vehicle.
2. Rolling vehicle.

### Action

1. Always obey all legislated road rules and specific site rules when driving or operating vehicle.
2. Keep both hands on steering wheel where possible during operation.
3. Ensure that as much as possible the site where tipping will occur is safe to do so. Hazards can include, but are not limited to, uneven ground, unstable ground, high or unsatisfactory winds, other environmental factors.
4. Only experience and/or trained personnel should operate trailer.