



READYPOWER

ENGINEERING LTD

NUMBER ONE FOR PLANT HIRE
OPERATED AND SELF DRIVE HIRE

Date: 18th April 2007

SAFETY BRIEFING

RRV Cross-Tracking and Tyre Damage

Recently there have been several instances where rubber tyred RRVs have sustained tyre damage that was not reported at the time to the on-call Manager. In certain instances the tyres were so badly damaged that they had to be replaced.

Tyre damage of this kind is usually down to cross tracking the RRV during the work and also having to get on and off the track without adequate protection for the wheels. So the following is to act as a reminder as to what constitutes a prepared on/off tracking point and will prevent tyre damage:

- A Level Crossing or temporary crossing (BOMAC or STRAIL etc)
- Decked to rail head height with secured timbers
- Ballast to rail head height or just below
- A RRAP as installed on the West Coast and other projects
- A track access kit comprising of portable ramps and railhead protection

If the above measures are not in place then tyre damage is likely and you are within your rights to request a prepared access point to get the RRV on or off the line. If a situation arises where you believe that this would be an unsafe practice then you are to call the On-call Manager and invoke the Worksafe procedure.

Unreported Damage

From now any unreported tyre damage will be charged to the operator(s) on the last job that the RRV did, as records of the condition of the tyres prior to the job starting will be retained, allowing us the track where and when the damage occurred.

If you report the damage we can remedy it by calling the appropriate tyre fitter to site or make a judgement on the phone depending on the details provided by you at the time.

Andy Young
SHEQ Director