

Significant Incident Bulletin

In the past 2 months there have been 3 serious zipper incidents resulting in injuries to team members.

Incident 1: Team member was airing up an 11R24.5 Michelin Recap tire using a remote inflator and a T- lock for restraint. He reached in to install the valve core and the tire zippered at 90-100 psi. The team member was taken to the hospital by ambulance and sustained a bruised chest and lacerations to his face.

Outcomes: Inadequate training and poor/lack of tire inspection – the tire showed visual signs of run flat. Investigation revealed the team member did not fully complete the first 24 hr. orientation. Corrective action was conducted on the store manager.

Incident 2: Team member was fixing a flat repair on wheel barrow tire; the tire was overinflated by 40psi which caused the tire to blow as the team member was removing the air hose. The team member sustained cuts and bruising to his right hand.

Outcomes: Team member was in the trajectory zone; he left the airline on and walked away from the job.

Incident 3: Team member was airing up an 1100R20 back hoe tire using a T-lock for restraint; he reached in to check the pressure on the tire and the tire blew. He was taken to hospital by ambulance and sustained bruising to his arm and lacerations to his face.

Outcomes: Overinflated the tire and the tire showed signs of run flat. Team member was in the trajectory zone.

Important Reminders:

- All team members must be trained prior to performing their duties
- Stay out of the trajectory zone when inflating a tire
- All wheels must be inflated in a retraining device i.e. T-lock, tire cage or truck mounted crane
- Safety glasses, gloves, steel toed boots, and hearing protection must be worn during inflation
- Proper inspection – all tires must be thoroughly inspected inside and out prior to mounting

Figure 1 – Trajectory Zone

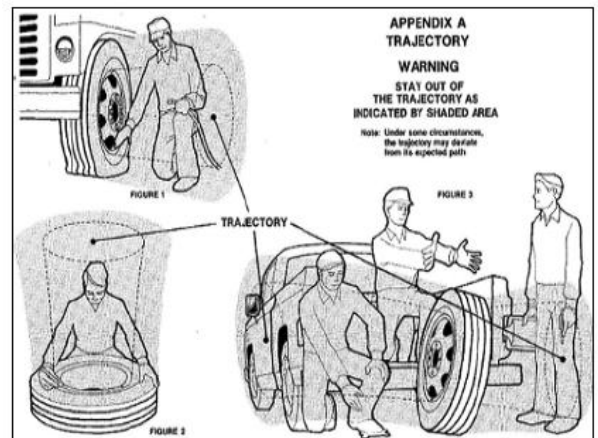


Figure 2 – What’s wrong with this

Answer:

- No PPE
- No remote inflator
- In trajectory zone
- Anything else?



Always dismount the tire and look for signs of a “run flat” – ask your mentor or refer to your training for more