

Distribution by Headquarters Safety & Health Department
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SAFETY ALERT Contractor

DIVISION: Outside Contractor (not involved in RFP operations)
DEPARTMENT: Maintenance
DATE: December 2015 (*CNESST* report issued in September 2016)
TIME: N/A
TYPE OF INCIDENT: **Fatality** (outside Contractor, not involved in RFP operations)

EVENT DESCRIPTION:

On December 7, 2015, the day of the accident, the worker and a co-worker went to a customer who had hired *Les Pneus Beaucerons Inc.* to replace tires on two loaders. One worker operated the loader and raised the front end using the bucket, while the other installed a single jack stand on a wood block underneath the front axle. Worker then lowered the front of the loader down on this jack, leaving the bucket at an angle to stabilize the front. Afterwards, one worker installed a hydraulic jack under the rear axle below a shoulder near the right wheel. He proceeded to lift that side, without installing chocks between the axle and vehicle frame. So only one wheel was now touching the ground.

Workers removed the front wheel, but then had a hard time unseating the tire from the rear wheel rim. So worker went under the loader, this time through the rear, to install a bead breaker on the inside part of the rim. That is when loader dropped onto the worker, who got crushed by the rear weight. Both loader axles were raised at the time of the accident.

CONSEQUENCE(S):

Worker was declared dead on the scene.

CAUSES:

CNESST's investigation found three causes of this accident.

1. Work method used to jack and support the wheeled loader was hazardous as tires needed to be changed on 2 axles. Method used on the day of the accident resulted in 3 of the vehicle wheels no longer touching the ground (which was sloped). Vehicle balance was therefore compromised.
2. Tools used for jacking and support were inappropriate, worn out and in insufficient number.

3. Poor management of tire replacement jobs performed during off-road service exposed workers to hazards, as method used did not follow the principles stated in the employer's manual or the loader manufacturer's instructions.

IMMEDIATE CORRECTIVE MEASURES (0-3 months): All P&P, WP and Woodland sites if applicable

1. Distribute summary report to concerned contractors.
2. Validate if heavy mobile equipment tires are sometimes changed **on your operating sites or premises**. If so, ensure concerned contractors confirm their compliance with work procedures and the skills of their employees or subcontractors regarding minimum permanent measures listed in this report. In case of non-compliance, require that contractor provide you with an action plan.

PERMANENT CORRECTIVE MEASURES: From the CNESST's investigation report

1. Require that concerned contractors ensure all their workers involved in this type of job receive training on risks associated with tire changes, whether indoors or outdoors.
2. Follow manufacturers' instructions for each specific type of vehicle (e.g. loaders, tractors of all types and other similar handling equipment) as anchor and jacking points vary from vehicle to vehicle.
3. Ensure contractors implement period inspections of jacking equipment used to support mobile equipment during tire changes as per standard ASME B30.1-2009, and follow the rules for their safe use.
4. Train workers on how to inspect jacking tools and confirm equipment capacity in a controlled manner (inspection form, etc.) as per the label.
5. Audit tire changes to ensure corrective measures are implemented.

PICTURES



Accident site



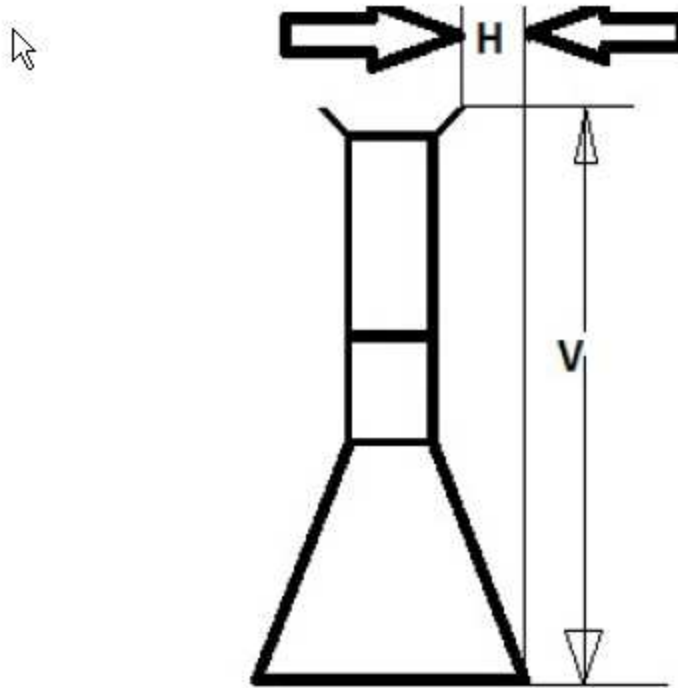
Jack base (curved)



Source : CNESST

Hydraulic oil leaks visible in the snow

Leaking hydraulic jack



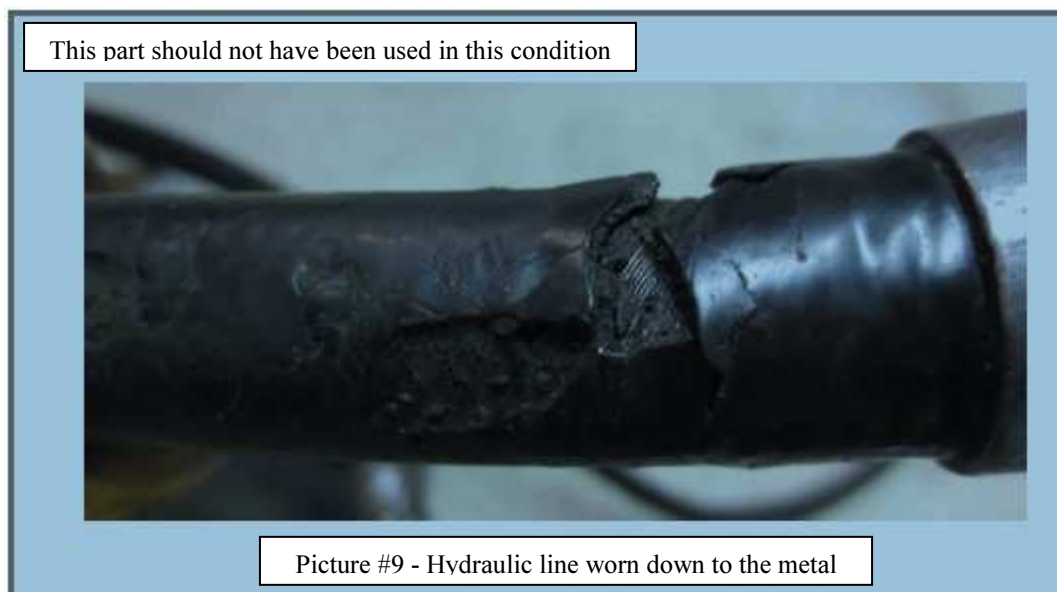
Source CNESST

Ratio between H and V must be at least 8%

Standard ASME B30.1-2009, “Jacks, Industrial Rollers, Air Casters, and Hydraulic Gantries” deals with hydraulic jack quality and establishes rules for their safe use.



Picture #8 - Pump pedal stuck in the “Return” position



For the complete CNESST report, visit CNESST site, RAP1078526

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Revised by: RFP Corporate H&S Director

Encl. Accident Investigation Summary Report