

# Hazard Register



<b>Type</b>	REAR DUMP TRUCK	<b>Location</b>	
<b>Make</b>	-	<b>Sale Number</b>	9046552
<b>Model</b>	-	<b>Lot Number</b>	7
<b>Serial Number</b>			

ID	Hazard Type	Hazard Description
141499.2	CRUSHING.	OPERATORS, MAINTENANCE PERSONNEL AND BYSTANDERS OR THEIR BODY PARTS CAN BE CRUSHED DUE TO MATERIAL FALLING OFF THE DUMP TRUCK; UNCONTROLLED OR UNEXPECTED MOVEMENT OF THE DUMP TRUCK; LACK OF ABILITY FOR THE DUMP TRUCK TO BE SLOWED, STOPPED OR IMMOBILISED; THE DUMP TRUCK TIPPING OR ROLLING OVER; PART OF THE DUMP TRUCK COLLAPSING; COMING IN CONTACT WITH MOVING PARTS OF THE DUMP TRUCK DURING SETUP, TESTING, INSPECTION, OPERATION, MAINTENANCE, CLEANING AND REPAIR; OPERATORS BEING THROWN OFF OR UNDER THE DUMP TRUCK; BEING TRAPPED BETWEEN TWO PARTS OF THE DUMP TRUCK OR THE DUMP TRUCK AND MATERIALS OR FIXED STRUCTURES.
141499.5	STRIKING.	OPERATORS OR BYSTANDERS CAN BE STRUCK BY MOVING OBJECTS DUE TO THE UNCONTROLLED OR UNEXPECTED MOVEMENT OF THE DUMP TRUCK; LACK OF ABILITY FOR THE DUMP TRUCK TO BE SLOWED, STOPPED OR IMMOBILISED; OR MATERIAL HANDLED BY THE DUMP TRUCK BEING EJECTED OR FLYING OR FALLING OFF THE DUMP TRUCK.
141499.6	HIGH PRESSURE FLUIDS	OPERATORS, BYSTANDERS AND MAINTENANCE PERSONNEL CAN COME IN CONTACT WITH FLUIDS UNDER PRESSURE, DUE TO FAILURE OR MISUSE OF THE DUMP TRUCK OR LACK OF ISOLATION PROCEDURES.
141499.8	ELECTROCUTION.	OPERATORS AND BYSTANDERS MAY BE BURNED OR ELECTROCUTED BY THE DUMP TRUCK CONTACTING OR BEING OPERATED IN CLOSE PROXIMITY TO OVERHEAD ELECTRICAL CONDUCTORS.
141499.10	SLIP TRIP FALL	OPERATORS, BYSTANDERS AND PASSENGERS USING AND WORKING AROUND DUMP TRUCK CAN SLIP, TRIP AND FALL DUE TO UNEVEN OR SLIPPERY SURFACES ON AND IN THE VICINITY OF THE DUMP TRUCK.
141499.11	FALL FROM HEIGHTS	OPERATORS, BYSTANDERS, MAINTENANCE PERSONNEL AND PASSENGERS REQUIRED TO WORK ON THE TOP OF OR OUTSIDE OF THE DUMP TRUCK CAN FALL FROM HEIGHTS DUE TO LACK OF PROPER WORK PLATFORM; LACK OF PROPER STAIRS OR LADDERS; LACK OF GUARD RAILS OR OTHER EDGE PROTECTION; AND POOR WALKING OR WORK SURFACES, SUCH AS UNEVEN, STEEP OR SLIPPERY WORK SURFACES.
141499.12	ERGONOMICS.	OPERATORS AND PASSENGERS CAN BE INJURED DUE TO POORLY DESIGNED AND MAINTAINED SEATING AND OPERATOR CONTROLS THAT REQUIRE REPETITIVE BODY MOVEMENT; CONSTRAINED BODY POSTURE OR THE NEED FOR EXCESSIVE EFFORT; AND MISMATCH OF DUMP TRUCK WITH HUMAN TRAITS AND NATURAL LIMITATIONS.
141499.13	SUFFOCATION.	OPERATORS, MAINTENANCE PERSONNEL AND BYSTANDERS CAN BE SUFFOCATED DUE TO THE USE OF THIS DUMP TRUCK IN AN ENCLOSED ENVIRONMENT.

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141499.14	HIGH TEMPERATURE	OPERATORS, PASSENGERS AND MAINTENANCE PERSONNEL MAY BE BURNT BY COMING INTO CONTACT WITH PARTS OF THE DUMP TRUCK AT HIGH TEMPERATURES.
141499.15	FIRE.	OPERATORS, MAINTENANCE PERSONNEL AND PEOPLE REQUIRED TO REFUEL THE DUMP TRUCK CAN BE INJURED BY FIRE DUE TO FAILURE OR MISUSE OF THE DUMP TRUCK OR THE LACK OF OPERATION PROCEDURES.
141499.16	ENVIRONMENTAL TEMPERATURE	OPERATORS CAN SUFFER HEAT STRESS OR HEAT STROKE DUE TO PROLONGED EXPOSURE TO THE SUN OR HIGH TEMPERATURES.
141499.17	CHEMICALS, FUELS	EXPOSURE TO CHEMICALS (LPG, PETROL, DIESEL) THROUGH THE REFUELLING OF DUMP TRUCK CAN CAUSE IRRITATION TO THE EYES, NOSE, THROAT AND SKIN. WHILE PROLONGED EXPOSURE CAN CAUSE IRREVERSIBLE HEALTH ISSUES.
141499.18	FUMES.	OPERATORS CAN BE INJURED OR SUFFER ILL-HEALTH FROM PROLONGED EXPOSURE TO FUMES GIVEN OFF BY THE OPERATION OF THIS DUMP TRUCK.
141499.19	NOISE.	OPERATORS AND BYSTANDERS CAN BE INJURED OR SUFFER ILL-HEALTH FROM EXPOSURE TO NOISE LEVELS GREATER THAN 85db(A) CONTINUES OVER 8 HOURS OR 140db(C) PEAK, THROUGH THE OPERATION OF THIS DUMP TRUCK.
141499.20	VIBRATION.	OPERATORS AND BYSTANDERS CAN BE INJURED OR SUFFER ILL-HEALTH FROM EXPOSURE TO VIBRATION GIVEN OFF THROUGH THE OPERATION OF THIS DUMP TRUCK.
141499.22	SAFE WORKING LOAD (SWL)	THIS DUMP TRUCK SHOULD HAVE A COMPLIANCE PLATE OR LOAD CHART INDICATING THE SAFE WORKING LOAD (SWL) LOAD OF THE DUMP TRUCK. EXCEEDING THE SWL OF THE DUMP TRUCK CAN CAUSE DAMAGE TO THE DUMP TRUCK AND INJURIES TO OPERATORS AND BYSTANDERS.
141499.24	TRAFFIC MANAGEMENT.	BYSTANDERS AND PEOPLE REQUIRED TO WORK AROUND DUMP TRUCK CAN BE INJURED DUE TO THE LACK OF TRAFFIC MANAGEMENT PROCEDURES, BARRIERS, GUARDING AND SEPARATION OF PEDESTRIANS AND DUMP TRUCKS.
141499.25	PASSENGERS	PASSENGERS CAN BE SEVERELY INJURED OR KILLED AS A RESULT OF RIDING ON DUMP TRUCKS WHERE A PASSENGER SEATS AND SEAT BELT IS NOT PROVIDED. PASSENGERS SHOULD NOT RIDE ON OR IN DUMP TRUCKS WHERE A PASSENGERS SEAT AND SEAT BELT IS NOT PROVIDED. NEVER CARRY PASSENGERS ON THE TRAY OR OTHER LOAD HANDLING AREAS AND ALWAYS ENSURE THE PASSENGER IS AFFORDED THE SAME LEVEL OF PROTECTION AS THE OPERATOR.
141499.26	PLANT OPERATION.	THE DUMP TRUCK SHOULD ONLY BE OPERATED BY LICENSED, COMPETENT, SKILLED AND TRAINED PERSONAL. ALL OPERATOR CONTROLS AND SAFETY SYSTEMS SHOULD BE TESTED PRIOR TO OPERATION AND ALL FAULTS REPORTED IMMEDIATELY. THIS DUMP TRUCK SHOULD NEVER BE OPERATED WITHOUT ALL GUARDING IN PLACE AND ALL SAFETY SYSTEMS FUNCTIONING CORRECTLY.
141499.27	MAINTENANCE.	THE DUMP TRUCK SHOULD ONLY BE MAINTAINED BY COMPETENT, SKILLED AND TRAINED PERSONNEL AND ALL ENERGY SOURCES ASSOCIATED WITH THE DUMP TRUCK TO BE ISOLATED AND DE ENERGISED WHILE DUMP TRUCK IS BEING MAINTAINED. THE DUMP TRUCK SHOULD NOT BE PUT BACK IN SERVICE WITHOUT ALL GUARDS IN PLACE AND ALL SAFETY SYSTEMS TESTED AND OPERATIONAL.
141499.28	INFORMATION, INSTRUCTION, TRAINING & SUPERVISION	ALL OPERATORS, MAINTENANCE PERSONNEL AND PEOPLE REQUIRED TO WORK ON THE DUMP TRUCK REQUIRE INFORMATION ON THE OPERATION AND HAZARDS OF THE DUMP

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TRUCK, INSTRUCTION AND TRAINING ON HOW TO OPERATE, CLEAN AND MAINTAIN THE DUMP TRUCK AND PERSONAL SHOULD ALWAYS BE SUPERVISED WHEN OPERATING, MAINTAINING OR REQUIRED TO WORK AROUND THE DUMP TRUCK.

## Health and Safety Plant Safety Purchaser Information

This plant health and safety information has been prepared by Grays for the purchaser of the plant item as required by National WHS Legislation. Whilst every effort has been made to identify all of the hazards, it should be recognised that all reasonably practicable hazards have been identified given due consideration to:

- state of knowledge about the plant item
- the availability and suitability of ways to eliminate or control the hazards
- the cost of evaluating, eliminating or controlling the hazard

Consequently, if this plant item is being purchased for use at a place of work, the purchaser is reminded of their obligations to involve and consult with employees in identifying foreseeable hazards, assess their risks and to take action to eliminate or control the risks.

In order to assess the risk, it is necessary to consider for all the identified hazards, the chance (likelihood) of something happening that would impact (consequence) on health and safety at the workplace. The following guidelines are provided to assist the purchaser in consistently carrying out an assessment of risk:

Likelihood	Consequences
<ul style="list-style-type: none"><li>• Frequency and duration of exposure</li><li>• Probability of occurrence of hazard or event (including part history of incidents)</li><li>• Possibility to avoid / minimize or limit the damage, impact or harm</li><li>• Reliability and effectiveness of existing / established systems of control</li></ul>	<ul style="list-style-type: none"><li>• Assume “worst case” injury, but also competent follow-up medical and rehabilitation support</li><li>• Consider forces or energy levels, highest belt tensions, size of gears, pulleys or other entrapment points and therefore body parts likely to be injured</li><li>• Consider sharpness of entrapment points, surrounding parts likely to exacerbate injury, and any give in the entrapment point</li><li>• Consider, will entrapment continue until plant is stopped, or can an injured part travel through the entrapment area</li><li>• Are temperatures of plant, or chemicals, likely to further injure entrapped person</li></ul>

The outcome of the risk assessment will be a prioritised list of risk control strategies and actions consistent with the following ratings:

Low risk- may be considered acceptable, where the existing controls in place are seen to be effective, requiring periodic monitoring for effectiveness.

Medium risk- considered to be unacceptable and requiring additional risk controls within medium to long term.

High risk – considered to be unacceptable and requiring action within the short to medium term.

Extreme risk – unacceptable, where immediate action required.

In all of these cases employees/operators must be made aware of the risk controls in place to protect them from the hazards.