

CONTRACTOR SAFETY ALERT



BUNK TIP OVER

Number: 130

Date: 11/3/24

Background

On 27 February, a loaded forwarder was travelling with a loaded bunk to the landing across the contour of an extraction row on uneven ground, the left-hand side of the forwarder was downhill and resulted in the load going over its centre of gravity reaching its tipping point and the bunk tipping over. There were no injuries and minor damage to the equipment.

Key Points

- Operator error travelling across the contour was the key contributing factor. Given the steep terrain the operator should have travelled up/down the contour.
- Site conditions (extraction network layout on the contour), in conjunction with uneven ground were contributing factors.
- The Site Safety Plan (SSP) should document hazards and risks such as these to ensure everyone onsite is aware of safety issues and what company Safe Working Procedures (SWP's) and Safety practices must be followed.
- All bunk tip overs must be reported to ensure they are investigated to ascertain the root cause to prevent a recurrence.
- Forwarders inherently have a high centre of gravity. Loaded forwarder bays should not exceed the height of the load gate/headboard.
- It is important that operators are trained and fully aware of machine capabilities, safe working limits (including slope angles, load heights, and boom extension).
- It is crucial to have control measures in place to prevent these safe working limits from being exceeded, with operators well-informed about when and how to implement these controls.