

#	HAZARD DESCRIPTION	INJURY	PERSONS AFFECTED	CODE	COM-PLIES	BASIC RISK	CONSE-QUENCE	RISK CONTROL MEASURES					PROPOSED RISK CONTROL MEASURES	ACTION	PRIORITY/ DATE	CONFIR- MATION	COMMENTS	
								ENGINEERING CONTROLS		ADMINISTRATIVE CONTROLS								PPE
								RE- DESIGN	MAINT	NSP	TRAIN							
1.10	Operator or ground crew injured due to contact with live electrical lines	AX	O,B,GC	AS2550.1	Y	L	F						Provide electrocution hazard sign specifying clearances from live lines.	HA			Sign included on unit	
1.11	Ground Crew Crushed under wheels	CR	GC,B	EP		M	S			Y		Y	Fit Motion Alarm on travel.	HA			Travel alarm fitted	
2	EMERGENCY OPERATION Damage to extended deck as a result of lowering onto obstruction.																	
2.1	Failure to recognise E Stop Control.	GI	O	AS1418	N	L	S			Y			Provide warning signs at lower controls.	PH			Sign added	
2.2	Failure to recognise E Stop Control.	GI	O,B	AS1418, 10-1.10.1.a	N	L	S			Y			Mark Emergency Stop Control "STOP"	PH			Sign added	
3	MAINTENANCE																	
3.1	Person electrocuted due to faulty electrical system	AX	M	AS3000	N	L	F			Y			Requires the battery charger to be protected by ELCB Fit sign to unit at battery charger AND Provide note in manual	PH			Sign added on machine	
3.2	Person injured from falling scissor when maintaining unit	CR	M	AS1418, 10-1.5.11.2.	N	L	F			Y			Maintenance Leg provided. Mark leg & provide details in relation to use on machine.	PH			Note in manual considered adequate	
3.2.1	Injury as a result of cramped access due to length of stop bar.	Strain	M	NA	N	L	M			Y			Provide longer stop bar.	PH			Experience shows that space is adequate for intended purpose	
4	MANUALS Injury due to misinterpretation of manual as a result of poor translation.	GI	O,B,M	AS1418, 10						Y			Rework manual to eliminate inconsistencies and poor translations.	PH			Manual updated	

HAZARD IDENTIFICATION		RISK ASSESSMENT				RISK CONTROL MEASURES				RISK CONTROL PROCEDURE		COMMENTS					
#	HAZARD DESCRIPTION	INJURY	PERSONS AFFECTED	CODE	COMPLIES	BASIC RISK	CONSEQUENCE	ELIMINATE	REDUCE	MAINT	TRAIN	PPE	PROPOSED RISK CONTROL MEASURES	ACTION	PRIORITY/DATE	CONFIRMATION	COMMENTS
								ENGINEERING CONTROLS	ADMINISTRATIVE CONTROLS								
1	OPERATIONAL injury due to mechanical or structural failure		O = Operator P = Patron B = Bystander M = Maint C = Child	AS = Aust Std OS = Other Std EP = Engineering Practice NA = Not applicable	Y/N	H = High M = Medium L = Low R = Rare	F = Fatality S = Severe Injury M = Moderate L = Light Injury	Y/N	Y/N	Y/N	Y/N	Y/N	Verify the design as in accordance with applicable standards	PH			Conforms to AS 1418.10
1.1.1	Due to overload		O.B.M	AS2550.10	L	F	Y	Y	N	N	Y		Specify inspection procedures	PH			Included in manual
1.1.1	Due to overload		O.B.M	AS2550.10	L	F	Y	N	N	N	Y		Train operators	HA			Overhead Interlock Fitted
1.1.1	Due to overload		O.B.M	AS2550.10	L	F	Y	N	N	N	Y		Provide Overload Calibration	PH			Added to manual
1.1.2	Due to operation outside level specification	GI	O.B.M	AS2550.10	L	F	Y						Periodically check overhead interlock calibration.	OP			Checking daily (included in manual)
	Ref No												Describe the nature of the failure e.g. "slip off edge of platform", "touch teeth & receive thru case"				
													Describe the likely outcome of the failure e.g. crush, fall, fire, shock				
													List persons who may be exposed to the hazard				
													List applicable Standards and Clauses no 5				
													Verify that the element under consideration complies with the code				
													Assess the likelihood of the hazard occurring.				
													Assessment of the worst possible outcome should the hazard arise.				
													Eliminate the hazard or remove persons from the hazard.				
													Reduce the risk by redesign of plant, systems or procedures				
													Reduce the probability of failure by periodic maintenance or replacement of components prior to failure occurring.				
													Reduce the probability of failure by periodic inspection - increasing the likelihood of detection of a fault condition prior to failure occurring.				
													Reduce the probability of the hazard arising by proper training and instruction				
													Use personal protective equipment				
													Describe the relevant controls that are to be put in place, or may be in place.				
													State who and how controls are to effected				
													Allocate a data for completion of control measures, having regard to the magnitude of the risk				
													Confirm that the necessary action has been completed				

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#	HAZARD IDENTIFICATION	INJURY	PERSONS AFFECTED	CODE	COMPLIANCE	BASIC RISK	CONSEQUENCE	RISK CONTROL MEASURES			PROPOSED RISK CONTROL MEASURES	ACTION	PRIORITY/ DATE	COMPLETION	COMMENTS	
								ENGINEERING CONTROLS		ADMINISTRATIVE CONTROLS						
								RE-DESIGN	MAINT	NSP						TRAIN
	TR Switch out of calibration.							Y		Y		OP			Added to manual	
1.2	Injury due to instability	GI	O,B,M	AS1418,10		L	F	Y	N	N	Y	PH			Unit tested to compliance to AS1418,10	
1.2.1	Confusion regarding indoor & outdoor use.			AS1418,10 1.14.2(f)		L	F	Y				PH			Included in manual	
						L	F			Y		HA			Included in manual	
1.2.2	Due to excessive deflection as a result of wear.	GI	O,B,M	AS1418,10		L	F	Y	Y	Y		PH			Added to manual	
1.3	Injury due to runaway unit when travelling of ramps.	GI	O,B,M	NA	NA	L	S	Y				PH			Field experience shows note in manual adequate	
1.4	Operator injured gaining access to platform	GI	O	AS1418	NA	N	L	Y	Y			PH			Note added to manual	
						N	L			Y		PH			Note added to manual	
1.5	Ground crew injured from falling objects from platform	GI	GC,B	NA	NA	N	L	Y				PH			Unit complies fully with AS1418,10	
1.6	Operator injured due to misinterpretation of pothole protection crushing signs.	GI	O	NA	NA	N	L	Y	Y			PH			Appropriate sign affixed to machine	
1.7	Personnel injured due to misunderstanding meaning of safety signs.	GI	B,M	NA	NA	N	L	Y		Y		PH			Field experience shows that the meaning of all signs is explicit	
1.8	Personnel injured as a result of non-adherence to safety signs.								Y			PH			Note in manual	
1.9	Operator injured driving forward when actually driving rear	GI	O	AS1418,10	NA	N	L	Y		Y		PH			Included in manual ref. 4.3.1	