

Hazard Register



Type COUNTERBALANCE FORKLIFT (ELECTRIC) **Location**
Make NICHYU **Sale Number** 3026544
Model FB25PN **Lot Number** 6
Serial Number

There is no indication of the maintenance history of this forklift and it should be serviced by a competent, skilled person prior to use.

ID	Hazard Type	Hazard Description
139199.2	CRUSHING.	OPERATORS, MAINTENANCE PERSONNEL AND BYSTANDERS OR THERE BODY PARTS CAN BE CRUSHED DUE TO THE LOAD FALLING OFF THE REACH TRUCK; UNCONTROLLED OR UNEXPECTED MOVEMENT OF THE REACH TRUCK; LACK OF ABILITY FOR THE REACH TRUCK TO BE SLOWED, SHOPPED OR IMMOBILISED; THE REACH TRUCK TIPPING OR ROLLING OVER; PART OF THE REACH TRUCK COLLAPSING; COMING IN CONTACT WITH MOVING PARTS OF THE REACH TRUCK DURING TESTING, INSPECTION, OPERATION, MAINTENANCE AND REPAIR; OPERATORS BEING THROWN OFF OR UNDER THE REACH TRUCK; BEING TRAPPED BETWEEN PARTS OF THE REACH TRUCK OR THE REACH TRUCK AND ITS LOAD OR FIXED STRUCTURES.
139199.3	CUTTING, STABBING OR PUNCHING	FINGERS, HANDS, ARMS AND OTHER BODY PARTS CAN BE CUT, STABBED OR PUNCHED DUE TO COMING IN CONTACT WITH SHARP OBJECTS; THE MOVING PARTS OF THE REACH TRUCK DURING OPERATION, MAINTENANCE AND REPAIR; THE MOBILITY OF THE REACH TRUCK; AND THE UNCONTROLLED OR UNEXPECTED MOVEMENT OF THE REACH TRUCK.
139199.4	SHEARING.	PEOPLE WORKING AROUND THE REACH TRUCK CAN HAVE FINGERS, HANDS AND OTHER BODY PARTS SHEARED BETWEEN THE REACH TRUCK AND THE LOAD OR ANOTHER STRUCTURE.
139199.5	STRICKING	OPERATORS OR BYSTANDERS CAN BE STRUCK BY MOVING OBJECTS DUE TO THE UNCONTROLLED OR UNEXPECTED MOVEMENT OF THE REACH TRUCK OR MATERIAL HANDLED BY THE REACH TRUCK FALLING OFF THE REACH TRUCK.
139199.6	HIGH PRESSURE FLUID.	OPERATORS, BYSTANDERS AND MAINTENANCE PERSONNEL CAN COME IN CONTACT WITH FLUIDS UNDER PRESSURE, DUE TO PLANT FAILURE, MISUSE OF THE PLANT OR LACK OF ISOLATION PROCEDURES.
139199.7	ELECTRICAL.	OPERATORS, BYSTANDERS AND MAINTENANCE PERSONNEL CAN BE INJURED BY ELECTRICAL SHOCK OR BURNT DUE TO THE OVERLOAD OF ELECTRICAL CIRCUITS; DAMAGED OR POORLY MAINTAINED ELECTRICAL EQUIPMENT, CABLES AND LEADS; DAMAGED ELECTRICAL SWITCHES, SOCKETS AND CONTROLS; WATER NEAR ELECTRICAL EQUIPMENT; AND LACK OF ISOLATION AND SAFE WORK PROCEDURES INVOLVED IN THE RECHARGING OF THIS PLANT
139199.8	ELECTROCUTION.	OPERATORS AND BYSTANDERS MAY BE BURNED OR ELECTROCUTED BY THE REACH TRUCK CONTACTING OR BEING OPERATED IN CLOSE PROXIMITY TO OVERHEAD ELECTRICAL CONDUCTORS.
139199.9	EXPLOSION.	OPERATORS AND BYSTANDERS COULD BE INJURED BY EXPLOSION OF GASES AND VAPOURS GIVEN OFF WHILE THE REACH TRUCK IS BEING RECHARGED.

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139199.10	SLIP TRIP FALL	OPERATORS, BYSTANDERS AND PASSENGERS USING AND WORKING AROUND REACH TRUCK CAN SLIP, TRIP AND FALL DUE TO UNEVEN OR SLIPPERY SURFACES ON AND IN THE VICINITY OF THE REACH TRUCK.
139199.22	SAFE WORKING LOAD (SWL)	THIS MOBILE PLANT SHOULD HAVE A COMPLIANCE PLATE OR LOAD CHART INDICATING THE SAFE WORKING LOAD (SWL) LOAD OF THE PLANT. EXCEEDING THE SWL OF THE PLANT CAN CAUSE DAMAGE TO THE PLANT AND INJURIES TO OPERATORS AND BYSTANDERS.
139199.24	TRAFFIC MANAGEMENT.	BYSTANDERS AND PEOPLE REQUIRED TO WORK AROUND THE REACH TRUCK CAN BE INJURED DUE TO THE LACK OF TRAFFIC MANAGEMENT PROCEDURES, BARRIERS AND GUARDING.
139199.25	PASSANGERS	PASSENGERS CAN BE SEVERELY INJURED OR KILLED AS A RESULT OF RIDING ON REACH TRUCKS WHERE A PASSENGER SEATS AND SEAT BELT IS NOT PROVIDED. PASSENGERS SHOULD NOT RIDE ON OR IN REACH TRUCK WHERE A PASSENGERS SEAT AND SEAT BELT IS NOT PROVIDED. NEVER CARRY PASSENGERS ON THE TRAY OR OTHER LOAD HANDLING AREAS.
139199.27	PLANT OPERATION.	THE REACH 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 PLANT SHOULD NEVER NOT BE OPERATED WITHOUT ALL GUARDING IN PLACE AND ALL SAFETY SYSTEMS FUNCTIONING CORRECTLY.
139199.28	MAINTENANCE.	THE REACH TRUCK SHOULD ONLY BE MAINTAINED BY COMPETENT AND TRAINED PERSONNEL AND ALL ENERGY SOURCES ASSOCIATED WITH THE REACH TRUCK TO BE ISOLATED AND DE ENERGISED WHILE PLANT IS BEING MAINTAINED. THE REACH TRUCK SHOULD NOT BE PUT BACK IN SERVICE WITHOUT ALL GUARDS IN PLACE AND ALL SAFETY SYSTEMS TESTED AND OPERATING CORRECTLY.
139199.29	INFORMATION, INSTRUCTION, TRAINING & SUPERVISION	ALL OPERATORS, MAINTENANCE PERSONNEL AND PEOPLE REQUIRED TO WORK AROUND THE REACH TRUCK, REQUIRE INFORMATION ON THE OPERATION, SETUP AND HAZARDS OF THE REACH TRUCK, INSTRUCTION AND TRAINING ON HOW TO OPERATE, REFUEL, SETUP, DISMANTLE, MAINTAIN AND WORK WITH THE REACH TRUCK AND PERSONNEL SHOULD ALWAYS BE SUPERVISED WHEN OPERATING, MAINTAINING OR REQUIRED TO WORK AROUND A REACH 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">• Frequency and duration of exposure• Probability of occurrence of hazard or event (including part history of incidents)• Possibility to avoid / minimize or limit the damage, impact or harm• Reliability and effectiveness of existing / established systems of control	<ul style="list-style-type: none">• Assume “worst case” injury, but also competent follow-up medical and rehabilitation support• Consider forces or energy levels, highest belt tensions, size of gears, pulleys or other entrapment points and therefore body parts likely to be injured• Consider sharpness of entrapment points, surrounding parts likely to exacerbate injury, and any give in the entrapment point• Consider, will entrapment continue until plant is stopped, or can an injured part travel through the entrapment area• Are temperatures of plant, or chemicals, likely to further injure entrapped person

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.