Although not conclusive, it was felt that the extra length of the railway sleeper would offer some additional protection and this method was used, with the excavator bucket braced against the wheel to prevent any pivot movement, when carrying out the final tightening process to this DT.

Personnel involved in the process had been trained in loading and unloading of machinery and the procedure followed was correct.

- The fact that the wheel moved while on the single sleeper, suggests this is not the ultimate solution as without the excavator bucket in place, the forces involved could move the sleeper
- What was required is something that physically stopped the wheels from pivoting.

LEARNING POINTS / ACTIONS TAKEN

Offered Solutions

This DT was collected on a beam trailer, without the mattress boards on either side being installed, which gave the space for the wheel to pivot.

By installing these mattress boards, the width across the trailer is increased, limiting the space for movement of the wheel if this were to pivot. The use of low loader trailers would have a similar limiting effect, protecting anyone working in the wheel arches from being trapped.

It is recommended that you review your own safe systems of work for the Loading and Unloading of all plant and always ask the question 'what if'

If you require further information we can liaise with the companies concerned directly for further clarification.

Please share this alert with all persons both in house and externally.

LOCATION:	**MOBILE PLANT**	**ALERT STATUS:**	**Normal**
ACTIVITY:	**TRANSPORT & LOGISTICS / DELIVERY**	**DATE ISSUED:**	**05/12/2016 16:05:27**
SUB ACTIVITY:	**LOADING**	**INCIDENT No:**	**01444**