



Reinventing Fire Suppression

CERTIFICATE OF COMPLETION & CONFORMITY

I/We (name of installer) of (company name) hereby certify that we have completed a FirePro aerosol fire extinguishing installation/extension(s) in accordance with AS5062-2006, in accordance with the manufacturers design documentation.

Name of Client :

Address of Protected Area :

Description of Protected Area :(Machine Make/Model/Serial Number)

Protected Area	Agent Quantity	Number of Containers	Agent Application Density	Applicable Drawing(s)

Shutdown installed _____ delay period for shutdown _____

Variations from this Standard previously agreed to by the authority having jurisdiction are attached (clause references and related variations included).

Completed by:

Name: _____

Signature: _____

Company: _____

Date Completed: _____



FirePro System Commissioning Mobile Plant

Risk Area:

Reference:

INSPECTION		
	Tasks	Completed
1. Location of FirePro Aerosol Generators	<ul style="list-style-type: none"> Ensure units are mounted in appropriate location(s). Are the brackets securely mounted. 	
2. Detection Systems	<ul style="list-style-type: none"> Installation of Detection is appropriate for the machine. Detection is securely mounted. <p><i>NOTE : Detection will initiate fire suppression automatically. The detection system must be correct.</i></p>	
3. Cabling requirements	<ul style="list-style-type: none"> Has fire rated and shielded cable used. Has cabling been separated from other electrical cables via conduit or cable tray. Inspect cable fixings to ensure no damaged insulation. Transorbs are installed in Junction Box. 	
4. Control Panel	<ul style="list-style-type: none"> Panel located in an appropriate location and is it securely mounted. Is the power connection to the panel a direct, suitable and dedicated supply to the Panel. Is a separate battery backup installed. 	
5. Signage and Alarms	<ul style="list-style-type: none"> Are appropriate signs / sounder strobes installed. 	
6. Equipment Shutdown	<ul style="list-style-type: none"> Shutdown installed. Shutdown delay in accordance with requirements. 	
COMMISSIONING		
1. FIP Programming	<ul style="list-style-type: none"> Programming of Panel meets client/site requirements. Check Panel for fault(s). 	
2. Activation Testing	<ul style="list-style-type: none"> Activation testing to be performed in accordance with the procedures specific to the FIP installed. Ensure activation simulator lamps have activated Ensure and Alarms have activated. Ensure shut down have activated. 	
3. Fault Monitoring	<ul style="list-style-type: none"> Disconnect cable from FirePro generator - fault should register on the FIP. Where multiple units are installed, this should done separately to test each unit. Remove detector head from base - fault should register on the FIP. 	
4. Earth Testing	<ul style="list-style-type: none"> Using a multimeter, test to ensure that all cables have insulation intact. Earth connection should indicate an open circuit 	
5. Detection Testing	<ul style="list-style-type: none"> ENSURE THE Panel is properly isolated from activating the Firepro system. Apply heat gun or other device to place detectors into alarm. Ensure Visual/Aural Alarms have activated. Where multiple units are installed, this should done separately to test each unit. 	

Inspections all found to be compliant - Tests all completed.

Completed by :

Name:

Signature:

Company:

Date

Completed:

Vehicle Hazard Analysis			Page of
Job Description:	Job Address:	Job Area:	Date:

IMPORTANT : The requirements of Standards do not override the regulatory authorities or OH&S Legislation. This document is only an extract of the requirements of standards – this is a starting point only, and does not replace the need to read and refer to the full standards

Hazard Analysis shall be carried out by personnel competent in risk assessment, with consultation from the Owner, Operator, Maintenance Personnel, Supplier, Insurer and other persons where applicable. The hazard analysis should be updated continuously at intervals (within 5 years) or when any changes are made to the equipment, the operating environment, the operator or if an incident, such as a fire or collision, occurs.

Type of Hazard Class A Class B Class E Class D

Determine the possible fire scenarios. This includes: What can happen? When and where can it happen? Why and how can it happen? Examples of information that should be included in this section is fuel sources, ignition sources, normal operational conditions, foreseeable misuse and the effects of possible fires. In vehicles, areas in which possible fire scenarios can occur include but are not limited to;

Risk Area	Addressed by System
Turbo chargers	
Fuel systems (Incl. piping, hoses, pumps valves & injectors close to ignition sources)	
Cooling systems (including hydraulics, engine and transmission),	
Exhaust systems	
Hydraulics systems (including piping, hoses, pump and valves)	
Lubrication systems (including engine and transmission systems and grease systems)	
Braking systems (including retarders, park brakes and service brakes)	
Electrical systems (including alternators, generators, batteries, wiring and switch gear)	
Conveyor belts	
Areas where combustible materials can accumulate (including belly plates, engine valleys and wheel arches)	

Quantify the risk exposure by determining the likelihood and consequences of the fire scenarios. This shall take into account normal operating conditions as compared to intended operating conditions. This includes, poor maintenance practices, operator use/misuse, inexperienced operators, use of oils and greases, equipment interaction, wear and tear of components and the operating environment (for example; road conditions, equipment speeds or time of day). The analysis should include the following, where applicable;

- Health and safety of the operator and passengers,
- Health and safety of people in the vicinity,
- Property loss
- Production loss,
- Environmental damage.

Prioritize the possible fire risks based upon the likelihood of a fire event occurring and the potential damage caused. This should take into account existing controls such as; the availability of firefighting equipment and/or personnel, egress points, means of fire detection and the availability and response time of external support. If the results of the risk evaluation indicate an unacceptable level of risk exists, then fire risk reduction measures should be undertaken.

What Can Happen? Determine the possible fire scenarios. Include When, Where and How it can happen. Include drawings/schematics.	How likely is this to happen? Quantify the risk exposure by determining the likelihood and consequences of the fire scenarios.	Prioritise the possible fire risks. What risk needs to be addressed first, and how? What existing controls are in place?

System Design Agreement	
Fire Fighting Agent	
Detection System	
Control System	
Shutdown Protocols	
Operating Limitations	

Hazard Analyst:		Hazard Analyst:		Site Supervisor:	
Position:		Position:		Position:	
Signature:		Signature:		Signature:	

Schematic Drawings – Operator Manuals – System Logbooks – and other relevant documents should be included in commissioning documents.