

Risk Assessment for Mobile and Transportable Equipment - AS 5062-2016

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| Description: | Job Address: | Date: |
| Atlas Copco XAVS-1800 Air Compressor | Various – Hire Machine | May 2020 |

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.

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| Type of Hazard | Class A | X | Class B | X | Class E | X | Class D | |
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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 |
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| Turbo chargers | Yes |
| Fuel systems (incl. piping, hoses, pumps valves & injectors close to ignition sources) | Yes |
| Cooling systems (including hydraulics, engine and transmission), | Yes |
| Exhaust systems | Yes |
| Hydraulics systems (Including piping, hoses, pump and valves) | Yes |
| Lubrication systems (including engine and transmission systems and grease systems) | Yes |
| Braking systems (including retarders, park brakes and service brakes) | NO |
| Electrical systems (including alternators, generators, batteries, wiring and switch gear, Starter Motor) | Yes |
| Areas where combustible materials can accumulate (including belly plates, engine valleys and wheel arches) | Yes |

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 / passengers
- Production loss,
- Property loss
- Health and safety of people in the vicinity
- 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 factors including; the availability of firefighting equipment and personnel, egress points, means of fire detection and the availability and response time of external support. If the results of the 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? |
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| Electrical ignition of fuel during operation. | Unlikely - maintenance of equipment to be to manufacturers recommendations. | Ensure Proper Maintenance Cycle. Complete Machine shutdown for any fire event. |
| Environmental fire involving the machine. | Unlikely | Site risk assessment to be performed on placement of machine and specific use. |

System Design Agreement

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| Fire Fighting Agent | FirePro Aerosol |
| Detection System | Linear Heat Detection Cable activation temp rated 185°C |
| Control System | FP-22408 Control Panel |
| Shutdown Protocols | On activation shutdown of entire machine via E-Stop |
| Operating Limitations | <ol style="list-style-type: none"> 1. Aerosol is flooding agent so all doors to compressor to be closed. Signs affixed to machine to indicate this requirement. 2. Site specific risk assessment is necessary for each use of machine. |

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| Atlas Copco: | <i>SARVA NARAYAN</i> | Atlas Copco: | <i>NICKO KOWARIS</i> | FSE: | P. Morris |
| Position: | <i>SERVICE MANAGER</i> | Position: | <i>FLEET MANAGER</i> | Position: | Director |
| Signature: | <i>[Signature]</i> | Signature: | <i>[Signature]</i> | Signature: | <i>[Signature]</i> |

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