



RISK REMINDER

November 2020

Name: _____ Company: _____

TIRE SAFETY

Servicing tires is not cheap, and because of this many fleets invest in training and tools that allow their technicians to do their own tire maintenance. However, truck tire service, especially the inflation process, can be very dangerous or even fatal if not performed according to proper procedures. Due to the number of accidents associated with tire inflation, OSHA mandates that all truck tires be inflated in an acceptable restraining device.

The requirements for safety cages are spelled out in OSHA standard 1910.177, which defines *restraining device as an apparatus such as a cage, rack, assemblage of bars and other components that will constrain all wheel components during an explosive separation of a multi-piece wheel or during the sudden release of the contained air of a single-piece wheel.* A restraining device is mandatory for shops working with tubeless and multi-piece wheels. It is up to the employer to furnish the device, properly train technicians and enforce use of the restraining devices.

OSHA publishes safety training and requirement procedures for demounting and mounting truck and bus tires, which can be found at <https://www.osha.gov/Publications/wheel/wheel-chart-booklet.pdf>. Highlighted below are two important safety tips:

- **NEVER** stand, lean, or reach over the tire rim/wheel assembly in the restraining device during inflation. Even if a tire is in a restraining device, inflating beyond 40 psi when trying to seat the beads is a DANGEROUS PRACTICE that may break a tire bead or the rim/wheel with explosive force and possibly result in serious injury or death.
- During inflation, if ANY sidewall undulations or bulges appear or if ANY snapping, cracking or popping noises occur — STOP! **DO NOT** approach tire. Before removing from restraining device, completely deflate tire remotely. Remove clip-on air chuck. Mark tire as damaged for potential “zipper rupture”. Render tire unserviceable, non-repairable and scrap.



Another important tip is to **NEVER** re-inflate any tire that has been operated in a run-flat or underinflated condition (i.e., operated at 80% or less of recommended operating pressure). Richard Byrne, who heads up health and safety at ATS Euromaster, explains that when a tire is run underinflated, run-flat damage can be caused to its internal structure which may not be visible on the surface of the tire’s exterior sidewalls or interior liner, rendering the tire no longer serviceable. It must never be repaired or inflated, as the structure could fail and cause an explosion. “When this happens the compressed air - as much as 130psi in a standard 295/80 R 22.5 - surges into the surrounding area at violent speed and with a force equivalent to 12 tons. If you are standing in the way it’s like being hit by a truck.” Byrne adds: “It is crucial that technicians do not stand immediately in front of the tire’s sidewalls during inflation - or let anyone enter this area. It can literally make the difference between life and death.”

For video, search “the dangers of heavy tyre explosions” on YouTube.

Questions (True or False):

1. OSHA requires that all truck tires be inflated in an acceptable restraining device. _____
2. Do not rest or lean any part of your body against the restraining device during inflation. _____
3. It is permissible to lean a tire against a wall to inflate it. _____

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