

# SAFETY ALERT



AUSTRALIAN STEEL INSTITUTE  
SAFETY GROUP

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<b>Number:</b>	SA0042
<b>Subject:</b>	<b>Vehicle Stabilisers and Outriggers</b>
<b>Date:</b>	February 2014

## Incident:

A manually-operated stabiliser on a truck unintentionally extended while travelling on a public road and fatally struck a cyclist.

Similar incidents have occurred elsewhere in Australia and internationally.

Manually operated stabilisers rely solely on the locking mechanism to ensure the stabiliser remains in the travel position.

The stabiliser can extend due to:

- The stabiliser not being returned to and effectively locked into the travel position
- The stabiliser restraining mechanism failing
- Incidental forces, such as, when the truck goes over a bump or around a corner.

Hydraulically operated stabilisers still require effective restraint during road travel, but they are less likely to extend due to the resistance afforded by the hydraulic system.



## Key Lessons and Recommendations:

For safety, make sure:

- Components of the stabiliser or outrigger travel restraint locking mechanism are fit for purpose, inspected and maintained in accordance with the manufacturer's recommendations and/or guidance provided in relevant technical codes and standards
- Workers who drive the vehicles are provided with appropriate instruction, training and supervision regarding the proper use of the stabiliser or outrigger and the associated locking mechanism. The training should relate to the specific make and model of plant and be documented
- Management consider installing a warning system (e.g. a warning light in the cab) to indicate the retracted or extended position of stabilisers.

For further information please contact **Phil Casey** – National Safety Group Co-ordinator:  
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