



MEWP TIRE CONDITION TOOLBOX TALK

WHY IS TIRE CONDITION SO IMPORTANT?

Tires on Mobile Elevating Work Platforms (MEWPs) can sometimes be the only contact points between the MEWP structure and the ground and are critical to the stability of the MEWP.

The tires, whether solid, air filled or polyurethane foam-filled support the weight of the machine while it is in use. In certain boom configurations this can be up to 80% of the total machine weight over one tire.

HOW CAN DAMAGE OCCUR?

MEWP tires can be damaged in many ways:

- There can be hidden obstacles in loose soil (e.g., reinforcing bars, large sharp stones).
- Poorly planned travel routes may mean that driving close to an obstacle can cause impact and damage to the tire sidewall.
- Sharp objects e.g., screws and nails which have become embedded into the tire body.
- A wheel or tire that has been incorrectly fitted or the wrong tire specification used, causing uneven wear of the tire or reduced performance.

WHAT TO LOOK FOR DURING AN INSPECTION

Before conducting your tire condition checks, always refer to the pre-operation inspection information specified by the manufacturer, this can be found in the MEWP operator's manual.

On all wheels, visually check the wheel nuts or bolts for any signs of movement or if any are missing. Some wheel nuts and bolts have fluorescent indicators so you can identify movement. If any wheel nuts or bolts are found to be loose or missing, do not use your machine! You need to Isolate, Tag and Report the issue to your supervisor.

You should also check your wheel rims as part of your pre-use inspection. Check to make sure all rims are in good condition and do not have any significant dents or gouges, any damage found should be reported to your supervisor or manager.

WHO NEEDS TO KNOW?

This Toolbox Talk applies to:

- Owner
- User (who has control of the use of the MEWP on site)
- Site manager and supervisors
- MEWP operators/occupants

Solid, non-marking tires, check for:

- Cuts, tears, chunks, or other discrepancies that exceed any limits specified by the manufacturer.
- Uneven or excessive wear outside of manufacturer's specifications.
- Any objects that have become embedded in the tire should be removed.

Air filled tires, check for:

- Bulges, splits, cuts and tears especially on the tire side walls. Side wall damage can affect the tires structural integrity.
- Check tire pressure against manufacturers recommended inflation pressures where practicable.

Polyurethane foam-filled tires, check for:

- Cuts, tears, chunks, puncture, or other discrepancies that exceed any limits specified by the manufacturer.
- If cords are visible in the tire side wall due to damage the MEWP must not be used, always Isolate, tag and report.
- Uneven or excessive wear outside of manufacturer's specifications.
- Foam filled tires can become soft over time, this may be more noticeable when the boom or the counterweight is directly over the tire. If this is evident, consult the MEWP manufacturer or a tire specialist as this could affect the stability of the machine.
- If you are unsure of the serviceability of the tire, consult the MEWP manuals and/or get a written confirmation from a competent person that the tire is safe, or not safe to use.

WHAT YOU SHOULD DO IF DAMAGE IS FOUND

If a tire displaying excessive damage is found during an inspection:

- Isolate the MEWP,
- Tag the MEWP to also inform other operators in the area that the machine has a fault and report the issue to your supervisor.

**Never operate a MEWP with defective tires.
Always Isolate, Tag and Report**

USEFUL REFERENCES

- IPAF Operators Safety Guide (available on the ePAL app www.ipaf.org/ePAL)
- Manufacturer's Operators Manual (available via www.ipaf.org/en/manufacturers)
- Andy Access 'MEWP Tire Condition' poster (available at www.ipaf.org/andyaccess)