



NSW DEPARTMENT OF
PRIMARY INDUSTRIES

Partners in the **profitable** and **sustainable development**
of our State's **agriculture, fisheries, forests and minerals**



Diesel Audit Summary



Background Information

- In recent times there have been a number of instances where the flameproof integrity of Diesel Engines underground has failed.
- Prior to the Audit being carried out in the Northern Area the South Coast was Audited by Inspector Gavin Black resulting in 125 notification under clause 56 .1.m
- Discussions for an Improvement strategy being developed required a similar Audit to be carried out in the North



Diesel 56-1-M –(23/12/08 to 1/3/09)

Failure Type	Northern Area	Southern Area
Joints / Bolts / Gaskets / Cracking	13	19
Humphrey Valve	5	8
Floats / Diaphragm / Contamination	2	8
Shut Down Cylinders	4	7
Pneumatic Circuits	2	23
Particulate Filter	4	5



Audit Findings

■ In general

At all mines audited and reviewing the Application of their individual Management plans there were numerous failures which had not been reported due to the following .

- Cross reference either has no detail or no reference can be found
- A mix match of systems some in hard copy some on computer



Diesel Reportable to CI56-1-M

- **Investigation of sample service records identified issues that should have been reported under cl 56-1-M not done due to misinterpretation of IN SERVICE.**
- **Definition “In-Service”**

Generally:

- **When a Diesel engine vehicle is at the Mine and is:**
- **In use**
- **Has been in use**
- **Is expected to be used**



Audit Findings Cont'd

- **Other Concerns**
- Seat Belts **NOT INSTALLED** in personnel transport
- Seat Belts being worn not enforced and Transport Management rules don't reflect this requirement.
- Pre Operator checks – No records of being completed
- Daily 24 Inspection of FLP System not 100 % compliance
.Issues with tracking due to different type operations
- Particulate Filters not in use



Audit Findings

- **Concerns Cont'd**
- Use of R clips with Strangler Valves to prevent inadvertent operation.
- Use of one SIZE of QDS forks to suit all .



Diesel Improvement Strategy

The strategy below requires the cooperation of all stakeholders.

- Legislation changes mandating the reporting of failures
- Re activate AS3584.3 to develop competencies for personnel working on Diesels
- Licensing of work shops to carry out Code D etc
- Continuation of the Audit process on a regular basis
- Schedule meetings with the various OEM'S to discuss issues and develop better systems.