



# SAFETY ALERT

## Tractor Park Gear / Brake Failure

LOCATION: EAST CAPE

### WHAT HAPPENED?

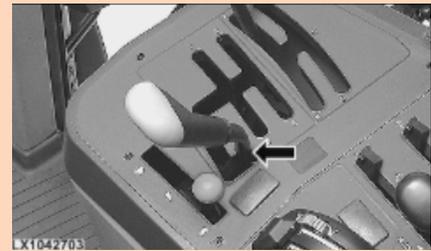
A farm staff member was feeding silage to stock and parked his tractor at a gateway. He engaged the Park gear then went to open the gate. The Park gear failed and the driver had to jump out of the way as the tractor rolled toward him and continued 1.2km through the farm before being stopped by hitting forestry.



### INJURY / FATALITY: HIGH RISK

### WHY DID IT HAPPEN?

- Potential wear and tear on park gear when operators 'throw' the tractor into Park - rather than coming to a complete stop first.
- Backup methods not used - such as lowering front forks / hydraulics to the ground prior to exiting tractor cab.
- While emergency brakes can also be engaged in conjunction with the Transmission Park Gate, this can cause issues as operators can drive off with the brake on and strain the brake function.



#### BEST PREVENTION:

ENGAGE PARK ONLY WHEN TRACTOR IS STATIONARY. ENGAGE PARK LOCK AND APPLY PARK BRAKE WHEN PARKED OR OPERATING FROM A STATIC POSITION.

### HOW SHOULD WE RESPOND?

#### OPERATORS:

- Only engage park when fully stopped. Double check for movement or instability - even when park gear / brake engaged - before leaving cab.
- Use a backup method, even if the ground seems relatively flat.

#### MANAGERS:

- Ensure thorough operator assessment and training.
- Consider dedicating an operator to a tractor to improve long-term serviceability and life of the tractor. The more drivers, the less likely the kit will be well-treated.
- Raise awareness of overloading - checking the size and weight of loads, ensuring operators know how to counter-balance the tractor effectively, and removing hunger boards from wagons. Good loading practice will mean more time feeding out, but less maintenance, longer tractor life and less risk.



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### CONVERSATIONS WORTH HAVING:



Could this happen  
on our farm?

Any changes we could  
make to help prevent  
something like this?



How often are our park gears  
& brakes checked or serviced?

Do backup methods  
make sense for us?  
What's easy... or why not?



Is overloading tractors a risk  
for us? When and why?

Are there any similar or related sorts of  
risks that we should think about?

