



## **SAFETY ALERT – 03**

### **CHANGING BARS AND CHAINS**



Recently an operator had a very close call while changing the bar chain. It was around 8pm when he got out to change the chain. He didn't notify anyone what he was doing because the day before he had called out to two operators and hadn't gotten a response, so he figured it was no use this time. With the engine of the Timberjack 1070 still running, Boyd proceeded to change the chain while standing on the tire. His foot slipped and accidentally struck the shut-off valve, activating the hydraulics. The bar and chain moved up, pinning his arm and gloved hand. He couldn't reach the shut-off valve, and was unable to call for help on the radio. After about five minutes of struggle, and a lot of force, he managed to free himself, driving the pin from his watch strap into his hand and breaking his wedding band. Surprisingly, he only ended up with major bruising and swelling. It could have been a lot worse! **A Lot Worse!!!**

I'm sure we all know went wrong, and this incident only goes to validate what we know is the proper and safe way to change bar chains:

- **First:** Operators should always let someone know they are going out to change the chain. And all operators always need to respond to all calls.
- **Second:** Operators must stand on the ground, not on the tire or tracks when changing the bar chain. We have always discussed the danger of slipping and falling while changing a chain from the tire or tracks, but did we ever think that accidentally engaging the hydraulics was a possibility?

**Let's make sure there is no next time. Let's work safely!**