

| DETAILS OF INCIDENT | |
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| Date: | 24/11/2016 |
| Time: | 1100 hours |
| Location: | Newell Highway between Peak Hill and Parkes |
| Rating: | <input type="checkbox"/> Low <input type="checkbox"/> Moderate <input checked="" type="checkbox"/> Serious |
| Classification: (e.g. WHS, RCI, etc.) | <input checked="" type="checkbox"/> WHS <input type="checkbox"/> RCI <input type="checkbox"/> Other _____ If RCI, what is the TCR: _____/20____ |
| Is the incident reportable to Comcare: | <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes, If yes, when was it reported Click here to enter a date. |
| DESCRIPTION OF INCIDENT (who, what, how, when) | |
| <p>On 24/10/16 the worker was travelling between Peak Hill and Parkes on the Newell Highway, traveling at 110kph as per the posted speed limit and had engaged the cruise control. He was driving a Toyota Landcruiser, CC24VT. Approximately an hour into the trip, the driver noticed the vehicle was surging, dropping back to 80kph and then unexpectedly speeding back up to 110kph. The driver thought that the issue was dirty fuel which he has experienced before and makes the vehicle surge. He attempted to turn the cruise control off but he was unable to disengage the switch. The cruise control light stayed on. He attempted to brake which did slow the utility, however as soon as the brake was released the cruise control would bring the car back up to speed.</p> <p>This continued for about 1km. The driver attempted to slow down behind another car and realised that his vehicle wasn't allowing him to cancel the cruise control. At this point the driver took evasive action and put the landcruiser into neutral to allow it to slow down so he could safely veer it off the side off the road into a safe place. When he did this, the engine revs were still high.</p> <p>Once the vehicle was parked, the driver pressed the cruise button multiple times before he finally got it to switch off. The driver continued with the work that day with no further events however did not operate the cruise control again. On return to the Depot he took the vehicle to a mechanic who stated that because the cruise control was fitted to the vehicle after purchase, and is not genuine Toyota, then he could not work on it. He suggested that the vehicle go to Toyota. The driver took the vehicle to Toyota and they said that they could not fix it either because it was not genuine Toyota or fitted post-purchase. Toyota disconnected the cruise control from the vehicle and advised him to drive it for a few days to see how it went. Toyota advised that the problem has been reported by John Holland vehicles.</p> <p>The Fleet Manager came to the Dubbo office for an unrelated event and the worker raised the issue of the cruise control with him. The fleet manager stated that he had no other reported incidents of this occurring. The worker spoke with John Holland workers who stated that that particular type of cruise control has been banned within John Holland.</p> <p>The worker reported the incident to the area manager after this event.</p> | |



The cruise control switch fitted.

The vehicle involved in the incident.

DETAILS OF INJURY/ILLNESS/IMPACT/DAMAGE (include photographs and (if possible) an estimate for when track can be released)

No injury sustained or accident however had the potential to be very serious.

IMMEDIATE ACTIONS/CONTROLS TAKEN FOLLOWING INCIDENT TO PREVENT A REPEAT INCIDENT UNTIL INVESTIGATION IS COMPLETE

Cruise control disconnected
Other workers briefed on the incident and informed to not use the cruise control.

AUTHORISED BY

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|-------------------------|---|
| Name | Wally Walker |
| Position | Area Manager |
| Shared Learnings | <i>Immediately advise all personnel within ARTC with this type of cruise control fitted to discontinue use until this is checked by a licenced mechanic. Fleet to ensure all cruise controls of this type are checked and certified for safety.</i> |