

WorkSafe Services

PO Box 160
Saint John NB E2L 3X9
Phone 506 632-2200
Toll free (Claims) 1 800 222-9775
N.E. Regional Office 1 800 561-2524
Web www.whscc.nb.ca

Services de travail sécuritaire

Case postale 160
Saint John NB E2L 3X9
Téléphone 506 632-2200
Sans frais (Réclamations) 1 800 222-9775
Bureau de la Région du N.-E. 1 800 561-2524
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July 9, 2007

"The Employer"

Re: NBMA Article 96-105, subsection 50(1) & 50(2) of 96-105, Use of Diesel Engines Underground and Deviation request from - subsection 220(3) of Reg. 91-191, Requirements for Rollover Protective Structures

The Chief Compliance Officer is writing to acknowledge receipt of the employer's letter dated July 4, 2007, notifying the WHSCC that the employer will be using the following diesel equipment underground:

Mine Equipment No: CS8358
Name of Manufacturer:
Model: MEM-928
Vehicle Type: McLean Scissor Bolter
Year: 2007
Serial No.: 928-236
Diesel Engine: Direct Injected, Turbo: Electronic
Manufacturer: Deutz
Model No.: BF4M1013C
Serial No.: 10240882
HP: 150
Cooling: Liquid
Scrubber Type: Catalytic Exhaust, no details
Engine Certification No.: CANMET DNR 1174
Fuel Tank Capacity: 56.8 gallons
Hydraulic Fluid Capacity: 62 gallons
Fire Suppression System: yes – Ansul 101 A, c/w 6 nozzles

The employer is requesting a deviation to subsection 220(3) of regulations 91-191, *Occupational Health and Safety Act* for the above-mentioned vehicle. The employer indicates that the employer has reviewed mining and tramming processes to which this vehicle will be repetitively exposed on the 850m level, including access ramps, according to stipulations 1 and 2 of a letter dated July 23, 1997 from WHSCC. Stated operations are carried out in drifts where there are minimal grade differences and/or embankments.

The employer's request for a deviation is based on previous letters that have documented case studies that clearly illustrate that the addition of rollover protective structures on production equipment of this size is not physically possible. The vehicle design and application of this vehicle within the employer's premises poses no risk to rollover, thus the element of risk from rollover as a result of the mining process or drift design is minimal. Also, as per stipulation 3 of the aforementioned letter dated July 23, 1997, the employer has attached a copy of the Joint Health and Safety Committee's recommendation. This letter is signed by the joint co-chairs and indicates that the Joint Health and Safety Committee agrees with the deviation request and acknowledges the operating conditions and limitations in which this vehicle will be applied.

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Based on the information the employer has provided, a deviation from 220(3) is granted.

By copy of this letter, the Chief Compliance Officer has advised WHSCC staff and the JHSC Co-chairs of the decision.

Yours truly,

Chief Compliance Officer