



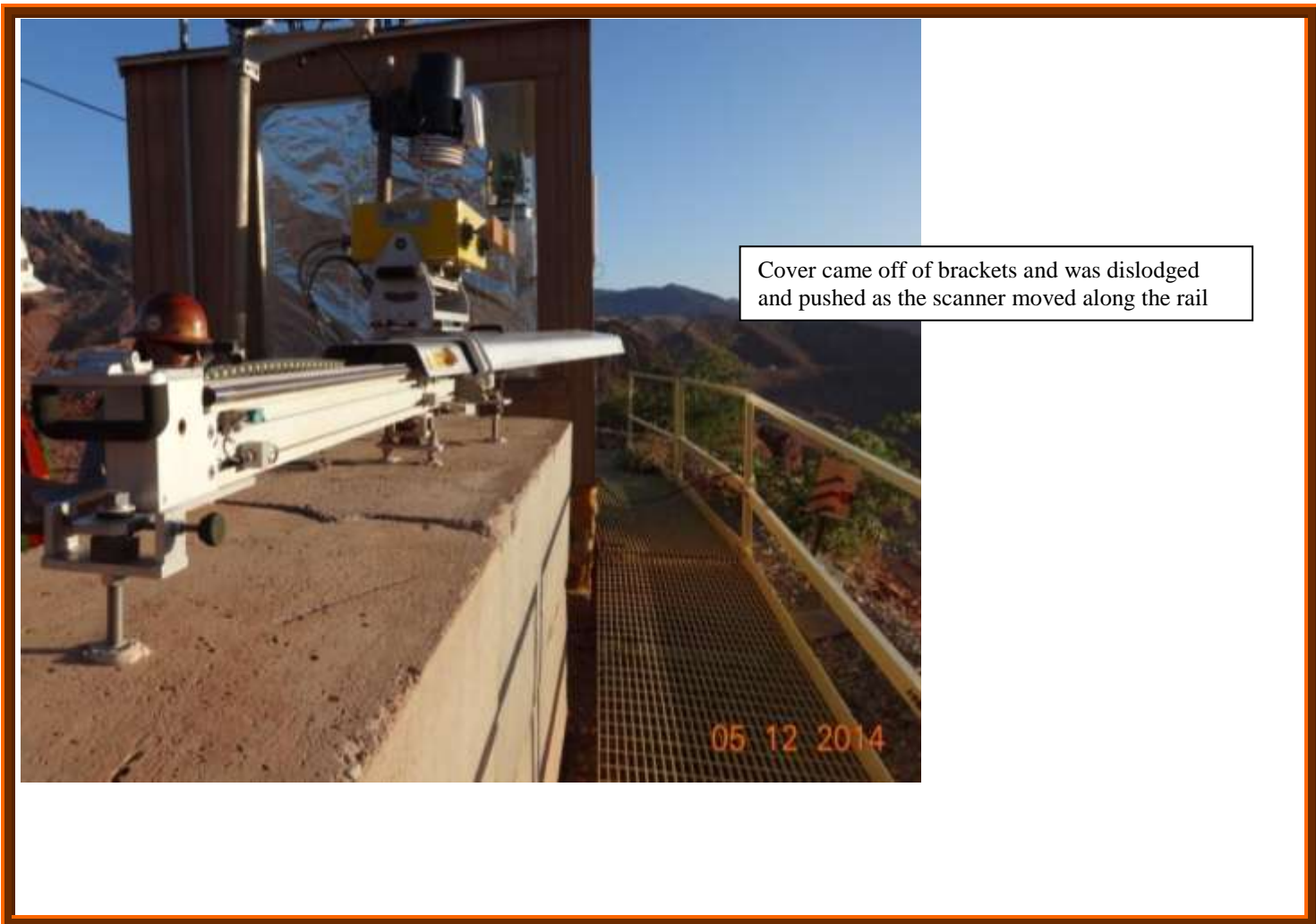
SAFETY ALERT NOTIFICATION

This is NOT an investigation report. It is a NOTIFICATION of a Significant Incident that has taken place at a Freeport-McMoRan location. The information below is a preliminary assessment and not a formal investigation.

OPERATION:	Morenci		Incident:	
ISSUED BY:	Robert Chellini, Mgr Mine Planning Engineering		Injury:	
DATE:	5/11/2014		Property Damage:	X
TIME:	6:45PM		Process Loss:	
LOCATION/DEPARTMENT:	Morenci Mine			
INCIDENT DESCRIPTION:	<p>At 6:45PM on 11 May 2014 the Slope Stability Department was notified by the Mine Dispatchers that there was an alarm on the 200_WCP (Western Copper) IDS IBIS radar. This unit is located on the 5550 elevation on the western edge of Northwest Extension. This radar looks to the east and monitors high walls of the Western Copper Pit.</p> <p>Upon inspection it was found that the dust cover over the track, normally held in place by a bracket had come off of the bracket on one end and been pushed out of alignment by the radar unit as it tracked along the rail.</p> <p>It was determined that rubber isolators between the dust cover and accompanying bracket had deteriorated due to weathering causing the dust cover to dislodge. Normal scanning movement resulted in the dust cover becoming wedged against the rail preventing the system from operating.</p>			
DETAILS OF INJURY TYPE:				
POTENTIAL FOR INJURY:	Fatality	Lost Time	Permanent Disability	Other Potential
				X
PROBABLE DIRECT CAUSES:	There were extremely high winds in that area at the time of the incident, however it is not known if they played a role in dislodging the cover.			
IMMEDIATE CORRECTIVE ACTION:	<p>WCP pit supervisor and dispatchers were notified that radar coverage of the area has been interrupted and elevated precautions should be taken when working near high walls.</p> <p>HS-3 (shift Health and Safety) met with Slope Department personnel at the scene to document the incident.</p> <p>The next morning (12 May 2014) after further inspection and consultation with the vendor (IDS) it was determined that the damaged component did not affect the radar and that the unit could operate temporarily without the protective dust cover.</p>			

Rev: 20 May 2014

	<p>The dust cover was removed and the unit placed back in service.</p> <p>The vendor shipped two brackets and the cover was replaced 14 May 2014.</p> <p>The other two radar units of this type in operation were inspected and it was determined that several brackets were deteriorating and also needed to be replaced.</p> <p>Additional brackets were shipped to site.</p>
<p>REQUIRED ACTIONS:</p>	<p>Checking these brackets has been included to the inspection schedule to make sure this type of incident does not reoccur.</p>





Deteriorated rubber cushion on bracket - Cover normally held in place by brackets, however was dislodged and pushed out of alignment as radar moved along track.



Cover moved out of alignment.

This is NOT an investigation report. It is a NOTIFICATION of a Significant Incident that has taken place at a Freeport-McMoRan operation and is being communicated to enhance safety awareness should a similar situation exist. The information above is a preliminary assessment of the event and is not a formal investigation.