



READYPOWER

ENGINEERING LTD

NUMBER ONE FOR PLANT HIRE
OPERATED AND SELF DRIVE HIRE

Date: 26th November 2008

ACCESS DIVISION SAFETY BULLETIN

Changes to Access Railer 17 following Skyjack Runaway

Following the recent runaway of the Skyjack MEWP, changes have been made to the operating system of the Access Railer 17. These affect how the RRV is on and off-tracked.

ON & OFF TRACKING

The software upgrade to the computer has meant that the rail axles will have their brakes on (park brake) until they are fully down onto the rail head. So the on-tracking process is now:

1. Drive the MEWP onto the track, aligning the machine with the rail as best you can.
2. Lower the rear axle first, just so it is touching the rail and can guide you whilst you perform the next move
3. Align the front of the MEWP by driving backwards and forwards if needed. NOTE: at this point 2 wheel steering is only to be used, disengage the independent steering function.
4. Fully deploy the front axle
5. DO NOT attempt to drive backwards or forward at this stage
6. Fully deploy the rear axle
7. The rail lights should now be lit, apply the hand brake and place the travel lever in the neutral position, get off the dumper seat and see if they are functioning
8. Lock the steering straight by using the valve at the rear of the machine

Should you require them, the dumper handbrake and the travel lever (often referred to as the forward/reverse lever) are both linked to the park brakes on the rail axles, applying either of these will bring the brakes on.

Also note that after lifting the boom sections off the front micro-switch there is a 10 second delay and is NOT a fault with the MEWP.

Andy Young
SHEQ Director