

Safety Bulletin



All MEWP Operatives / Checks of MEWP Booms Recommended

An incident occurred last year during Tree pruning operations, where a MEWP suffered a mechanical failure causing it to detach from the vehicle and fall. The MEWP operator was injured as a result of the fall and taken to Hospital.

The cause of the incident has now been identified as an undetected fracture on the turret around the area below the flange weld. The crack was caused by multiple stress fractures around the turrets surface and the top part of the butt weld. The MEWP models associated with this include the Socage A314s mounted on Toyota Hilux's single cab and also the Isuzu D Max single cab vehicle platform. A service bulletin has been issued by the distributors Cumberland Platforms Ltd (CPL) to customers.

The manufacturers have recommended all customers be extra vigilant whilst carrying out routine inspections and have reminded customers that the MEWP must only be used for the purpose it was designed for and within its specified operating parameters.

All MEWP operators should check on the turrets for signs of fractures or defects around the circumference surface, the flange weld and both the front and rear longitudinal butt welds (as indicated on the photographs below). It is imperative that this is carried out as part of the daily and pre-use checks along with all other structural and moving parts. If any defects are found the MEWP should be taken out of service and the defects reported immediately. All repairs must be done by manufacture prior to going back into service.



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