Safety Alert

Incident

Issued: 31/08/2026

HS-SAL-26-012

Contact for further Info:
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Security Class: PowerNet Employees & External (with NDA's)

Retracting Crane Outrigger Crushed Employee

On the 27th of August 2026, a two-person crew had completed crane operations using a Palfinger PK26002 EH crane and began retracting the outrigger stabilisers. During the retraction, one team member moved beneath and through the front crane outrigger assembly and entered the crush zone while the second team member was operating the outrigger controls. The team member became trapped between the retracting outrigger and the vehicle, sustaining serious injuries. WorkSafe has been notified of the incident. The field team member was hospitalised but is in a stable condition.



What we all need to do:

1. **Stay clear of outrigger crush zones**
    a. Never walk or pass beneath an outrigger assembly. Move around the vehicle using a route where you remain visible to others on site.
2. **Maintain clear line of sight and communication**
    a. The operator must have a clear line of sight before extending or retracting outriggers.
    b. Confirm all personnel are clear before any outrigger movement begins.
    c. Use clear verbal communication or agreed hand signals throughout the task.
3. **Establish and control the exclusion zone**
    a. Identify all outrigger crush zones before operating the crane or stabilisers.
    b. Ensure no one can enter, stand in, or pass through the exclusion zone while the outriggers are moving.

HSE Team have provided all identified external and internal interested parties with this Safety Alert.
NOTE: HSE Team are the only authority to release and circulate this Safety Alert.

4. **Stop immediately if conditions change**
    a. Stop all outrigger movement if line of sight is lost, communication is unclear, or anyone enters the exclusion zone.
    b. Do not restart until the work area has been checked and everyone confirms it is safe to continue.
5. **Agree roles before crane pack-up**
    a. Before retracting stabilisers, pause and confirm who is operating the controls, where each person will stand, which areas are no-go zones, and how the crew will communicate.
    b. Only the agreed operator is to use the outrigger controls.