

Checks of MEWPs

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| Issued by | Vincent Cranny, Head of Health, Safety and Environment |
| Applicable to | All MEWP users |

An incident occurred last year during Tree Cutting work in another DNO area 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 in use in ENW.

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 ENW MEWP operators must 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 use and the defects reported immediately.

