



Safety Advice 02-2013 June (Aust)

The enclosed Incident Alert Form shared courtesy of the Generation StayLive Health & Safety Group communicates important preventive information about handling characteristics of Franna cranes as influenced by speed and road undulations or uneven surface. This follows repeat incidents involving loss of control over such cranes at speed, and also highlights inadequate and conflicting speed restrictions across Australian states.

The Alert advises a maximum driving speed for the Franna crane, and the EEA recommends referring to the manufacturer's instructions for operation of such vehicles. The EEA thanks StayLive and Trustpower for sharing this Alert for the wider preventive effect in the electricity supply industry. The Incident Alert Form follows.

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Incident Alert Form

TITLE DESCRIPTION:

Franna Crane Incident – Snowtown, South Aust.

THE DETAILS (ATTACH PHOTOS):

A 20 tonne articulated, rubber tyre crane was travelling on a main highway at a speed of approx. 65kph. After crossing railway lines the vehicle became unstable. The instability was amplified as the driver tried to correct and the crane tipped. The crane dug into the tarmac and barrel rolled in the air before landing on its wheels. The driver was seriously injured with severe lacerations to the head and a fractured collar bone.



CORRECTIVE ACTION OR IMMEDIATE ACTIONS TO BE TAKEN:

1. The contractor has issued Safety Alert to ensure that all articulated crane units of this type adhere to a maximum speed of 40kph.
2. If transport for longer distances is required (i.e. speeds above 40kph) then a flat-bed truck will be used.

OTHER IMPORTANT INFORMATION (INCLUDE DIAGRAMS OR PHOTOS IF NECESSARY):

This incident occurred in South Australia where the speed limit for this vehicle type is 85kph. In New South Wales the Speed Limit for this vehicle type is 45kph.

This type of articulated crane is known to have had previous cases of similar incidents (loss of control due to articulated and hydraulic steering nature of vehicle). A safety alert was issued in 2009 for a previous incident.

KEY LEARNINGS/RECOMMENDATIONS AVAILABLE AT THIS STAGE:

1. The legislated speed limits for this vehicle type are not a suitable guideline for safe operation.
2. Hazard notification and learnings from safety alerts have a lifespan and a process for ongoing communication of learnings is necessary.