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## SAFETY ALERT

9-12-2016

**Safety advice:** SB161207  
**Subject:** Pin retainer inspection on GMJ Model LL18-650/s MEWP compensating link assembly

### Description of incident

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On Tuesday 6<sup>th</sup> December 2016, GMJ Equipment was made aware of an incident where a GMJ model LL18-650/s MEWP was working on power line construction and was involved in an accident which allowed the upper boom to descend.

Initial reports have indicated that the possible failure was caused by the pin located at the knuckle end of the compensating link assembly becoming dislodged. The effected unit and circumstances are still under investigation by SafeWork SA and SA Power Networks.

### Immediate action to control risk

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Due To the electrical insulation requirements of the Australian Standard for Mobile Elevated Work Platforms AS/NZS1418.10:2011, there are multiple covers around the machine that require removing in order to perform an inspection.

Inspect all retaining pin bolts on the compensating link assembly as detailed in diagram 1 for security and tension. If tension is as per specification - M10 bolt (45Nm) or M12 bolt (80Nm), apply witness marking to the bolt for future reference.

If during the inspection it is found that a bolt appears to be coming adrift, perform the following rectification:

- a) Remove the bolt
- b) Apply thread locker (Loctite)
- c) Fit bolt/washers and tension bolt
- d) Torque bolt – **M10 bolt (45Nm) or M12 bolt (80Nm)**
- e) Witness mark retaining bolt once satisfied the bolt is correctly secured and torqued

**This inspection makes up part of the 3 monthly routine inspection and should be performed each time.**

**Although this safety alert specifically applies to the compensating link assembly, inspections of all pins should be carried out with the following procedure at regular intervals.**

## Inspection procedure

1. This inspection procedure will cover the 3 pins located in the compensating link of a GMJ LL18-650 & LL18-650/s and should take approximately 30 minutes to perform.
2. Inspection points and locations.

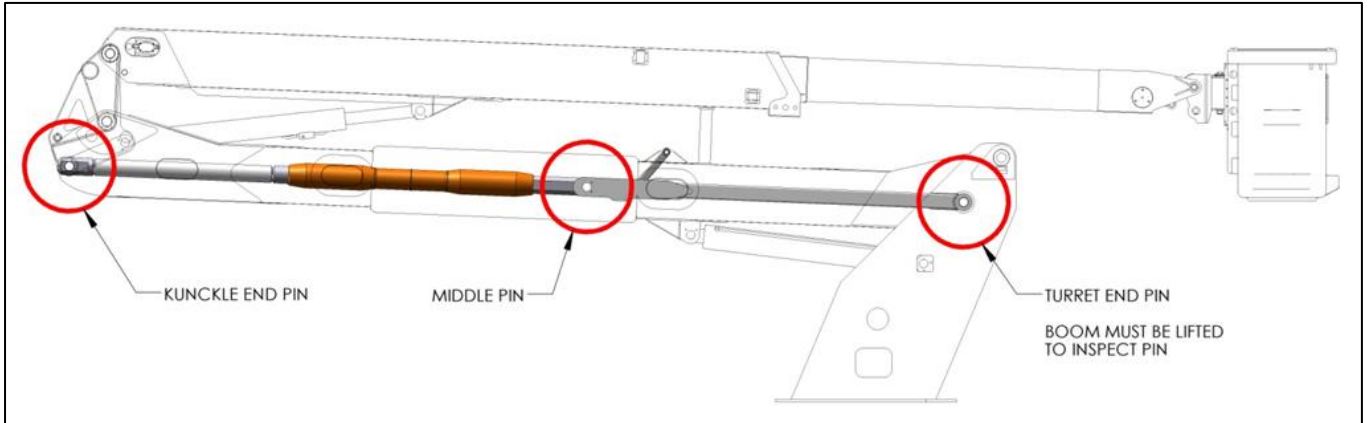


Diagram 1

### A: Turret end pin inspection

3. Raise the lower boom approximately 30-45° to gain access to the compensating link pin located at the turret.



4. Visually inspect the pin retaining bolts & circlip and check the bolt for tension.
5. If a bolt is coming adrift, perform the rectification procedure as described on page one of this document.

### **B: Middle pin inspection**

6. Remove both side inspection covers to gain access to the inside of the boom.



7. Visually inspect the pin retaining bolts & circlip/split pin and check the bolt for tension. A mirror may be required to perform a thorough visual inspection.
8. If a bolt is coming adrift, perform the rectification procedure as described on page one of this document.

### **C: Knuckle end pin inspection**

9. Remove the front knuckle cover



10. Visually inspect the pin retaining bolts & circlip and check the bolt for tension.
11. If a bolt is coming adrift, perform the rectification procedure as described on page one of this document.

### **D: End of inspection**

12. Refit all fibreglass covers.
13. Return unit to service after satisfactory inspection has been performed by competent personnel.

For further information, please contact Joe (0412 107 099 / [joe@gmj.com.au](mailto:joe@gmj.com.au)) or Flavio (0425 720 904 / [flavio@gmj.com.au](mailto:flavio@gmj.com.au)).