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Network Rail Safety Bulletin

Emergency Stop Circuits on SRS 18t Road/Rail MEWP's

For the attention of all Operators of Network Rail owned SRS 18t Road/Rail MEWPs

Background

Following a recent fault on an SRS 18t MEWP it has been identified that an unapproved wiring modification had been carried out to effect a repair. This repair has inadvertently bypassed the emergency stop circuit rendering the emergency stop buttons totally ineffective, with the potential to import serious risk to those working on or around these vehicles.

This is the second vehicle on which this problem has been identified in the last 4 weeks

Initial investigations suggest the wiring modification may have been carried out by a road servicing company to rectify a brake fault, without full knowledge of the impact the modification will have had on the operational capability of the plant aspect of the vehicle. The modification had also put a 12v relay in a 24v circuit with the potential to overheat and cause fire damage.

Immediate Action Required by Operators

All SRS 18t Road/Rail MEWPs must be inspected with immediate effect and the following action taken:

- Inspection of the wiring arrangements underneath the dashboard to identify if any modifications have been carried out (see pictures below).
- A full functional test of the emergency stop circuits to ensure they are all functioning correctly, this test must be conducted in **RAIL** mode. This should also be a normal part of the daily operator checks.
- Any vehicles that fail the Emergency Stop functional test should be removed from service, quarantined and arrangements made to return the vehicle to the maintainer.

For a full list of vehicles that may be affected and to advise on the outcome of checks completed please contact malcolm.miles2@networkrail.co.uk



12v Relay



Modified Wiring Underneath Dashboard