

## Immediate quarantine of Manitou 160 ATJ Plus and 160 ATJ Plus RC based MEWPs

**Issued to:** All Network Rail line managers, safety professionals and RISQS registered contractors

**Ref:** NRA 17/01 Update 1

**Date of issue:** 08/03/2017

**Location:** Cowlairs, Scotland

**Contact:** [Olufemi Okeya](#), Principal Engineer



## Overview

At approximately 01:35 on 3 March 2017 a Rail Product ART 17 TH MEWP accessed at Cowlairs Road Rail Access Point to carry out Overhead Line Equipment installations as part of the Edinburgh to Glasgow Improvement Programme (EGIP).

While the machine was in travelling mode the boom rotor assembly holding the basket failed resulting in the basket falling backwards onto the track. The basket was about 1 metre above rail head level at the time with one operator and light tools in the basket. The operator was not injured.

All other machines on site were off-tracked and quarantined. A prohibition has since been placed on the use of these machines by the companies involved. All known MEWPs based on the Manitou models (160 ATJ PLUS & 160 ATJ PLUS RC) have been placed on the Do Not Use list until inspection has been completed and machines confirmed to be fit for purpose.

Those specifically identified are:

- Rail Products UK/Manitou ART17T
- Rail Products UK/Manitou ART17T(H)
- Neotec SkyRailer 400RR

While the exact cause of the failure is not yet known, it is no longer believed to be a manufacturing related defect. Detailed examination once recovered to Cadder depot revealed (un-reported) collision damage at MEWP basket floor level (possibly by a low loader sized lorry whilst the MEWP was parked in the compound) and distortion of the load pin and main boom distortion. The repetitive action of raising and lowering the basket caused flexing of the fabricated assembly where the sleeves were welded through and metal fatigue developed until ultimate failure.

The known converters for the Manitou base models (160 ATJ PLUS & 160 ATJ PLUS RC) have been informed and are arranging inspections of their fleets produced for use on rail.

## Immediate action required

- All MEWPs based on the Manitou models 160 ATJ PLUS and 160 ATJ PLUS RC (both rail mounted and construction variety) are to be quarantined **IMMEDIATELY**.
- All identified MEWPs are to be visually inspected for signs of impact damage, if any are found to have been damaged then a NDT inspection must be conducted.
- All other known conversions (where not specifically identified above) are to be reported **IMMEDIATELY** to the contact above so that they may also be placed on the Do Not Use list.
- Where following inspection a MEWP is confirmed as fit for purpose, evidence of inspection and confirmation shall be sent to the contact above before a machine can be removed from the Do Not Use list. This shall include vehicles without damage so that they can be removed from the Do Not Use list. This report shall include as a minimum:
  - 12 digit number;
  - EAC number and expiry date;
  - Converter name and contact number;
  - Evidence of NDT inspection (where applicable);
  - Confirmation of fitness for purpose.

Copies of Safety Advice are available on [Safety Central](#).