

Safety Advice

Action required following a serious incident



Road Rail Vehicle runaway

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

Ref: NRA 18/09

Date of issue: 22/06/2018

Location: Bradford

Contact: [Ian Morgan](#), Principal Engineer



Overview

At 02:00 on 8 June at Bradford Interchange, a Genie Z60 Mobile Elevating Work Platform (MEWP) (Type 9b), ran away for approximately 340 metres whilst in the process of being on-tracked, coming to a stand of its own accord in platform 1 at Bradford Interchange station.

While no collision occurred and no injuries were sustained as a result, several staff were alerted by the operator and machine controller and had to move clear of the uncontrolled movement.

RAIB are currently investigating along with the plant owner.

Immediate action required

- Genie Z60 Type 9b machines shall have the frequency for parking brake brought forward to 3-monthly intervals. This shall remain in place until advised otherwise by the Network Rail's Professional Head of Plant.
- The preferred method of testing should be torque testing using the OEM approved method and correct measurement equipment. This shall be completed by a competent fitter and records fed back to Network Rail's Professional Head of Plant via the 'Contact' above.
- All Operators, Machine Controllers and POS representatives shall be re-briefed on the correct on/off-tracking procedures.
- All Operators, Machine Controllers and POS representatives shall be re-briefed on the correct completion of pre-start and functional checks, in particular of the service and park brakes.
- Plant owners should target assurance activity on the thoroughness of pre-start checks and completion of relevant documentation (this may be possible through the POS Reps).
- Plant operations that are undertaken in areas where gradients are present shall have a suitable risk assessment for managing that risk, and have a detailed recovery plan for failed OTP.

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