

## Appendix A – 3350/172

# Infrastructure Group Safety Bulletin

## **Incorrect use of operating controls Unimog RRV MEWP's**

**Target audience: Machine Controllers, Engineering Supervisors, Project Managers, Maintenance Area Plant Mobile Engineers (AMPE) and Unimog RRV operators**

### **Description of Incidents**

There have now been two slow speed collisions between Unimog RRV MEWP vehicles in different parts of the country. Following these incidents, the brakes of the RRV's were tested and found to be operating in accordance with the requirements of RIS-1530-PLT. Weather conditions at the time of the incidents were not good and the rail head was wet and greasy. Listed below are the most likely contributory causes of these collisions :-

- a) Travelling the vehicle from the road mode driving position (Cab) with the mode selection switch set in the 'Basket' position instead of the 'Travel' position.
- b) Travelling the vehicles too close together.
- c) Travelling too fast.

NB. The available brake force is reduced in 'Basket' mode, due to the change of wheel load sharing and the use of creep drive.

The RAIB (Rail Accident and Investigation Branch) are investigating the most recent incident

### **Actions to be taken**

- 1) Whenever it is intended to 'Travel' a Unimog RRV MEWP from the road mode position (driving cab) the operator must set the mode selection switch to the 'Travel' position before any movements are undertaken.
- 2) Organisations risk assessing the use of these types of RRV, should take into account the need to extend stopping distances in poor conditions.
- 3) Operators of RRV's with or without trailers should note the following:-
  - a. Adverse weather conditions and rail head contamination will reduce brake operation effectiveness and extend stopping distances.
  - b. Where track or weather conditions are considered adverse, RRV operators should be aware of changes in operating conditions and drive accordingly.
  - c. It may be necessary to reduce speed, make allowances for extended stopping distances and undertake running brake tests to verify the brakes effectiveness.