

Safety Advice

Action required following a serious incident

Uncontrolled movement of Genie Z60 rail mounted MEWP (FR1326)

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

Ref: NRA 16/06

Date of issue: 11/05/2016

Location: Brentwood

Contact: [Olufemi Okeya](#), Senior Engineer



Overview

A Genie Z60 rail mounted MEWP (FR1326) rolled in an uncontrolled movement into a ballast box and RRV trailer.

After on tracking at Brentwood RRAP the MEWP was proceeding on the Down Electric line towards the work location. Prior to reaching Brentwood Station, the MEWP operator noticed a problem as the MEWP would not reverse, however would still move forward.

In an attempt to re-set/reconfigure the MEWP it was taken out of rail mode. As the MEWP Operator lowered the rail wheels remotely from outside of the basket the brakes failed and the MEWP started to roll in an uncontrolled movement in the London direction.

As a result there was minor damage sustained to the ballast box and damage to the basket and arm of the MEWP.

Nobody was injured as there was an exclusion zone in place around both machines. The MEWP was then taken off track

Initial testing of the MEWP concerned was carried out by the Principal Contractor on Monday 9 May. Whilst the exact cause of the incident is not yet known. Network Rail has cause to believe that there is possibility of a brake override switch (for emergency recovery) having been operated which releases the machine brakes whilst activated.

Immediate action required

- All Genie Z60 Rail Mounted MEWPs are IMMEDIATELY to be quarantined and subjected to a fleet check to ensure that the emergency override switch is correctly isolated.
- All Machine Operators and Machine Controllers MUST ensure that a full brake test is carried out as soon as the machine is subsequently on tracked in accordance with the Infrastructure Plant Manual NR/Plant/0200.
- Details of the machines quarantined and subsequently inspected are to be sent to Olufemi Okeya by clicking the link above. This shall include as a minimum:
 - 12 digit number;
 - EAC number and expiry date;
 - Converter name and contact number.
- An investigation is being carried out by the Principal Contractor and further action may be necessary once the outcome of the initial investigation is known.

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

***Part of our group
of Safety Bulletins***

***Safety
Alert***

***Safety
Bulletin***

***Safety
Advice***

***Shared
Learning***

This message was sent to andrew.kay@networkrail.co.uk by [Network Rail](#). Follow this link to [Unsubscribe](#)