

### ENGINE COVERS FALLING OFF BOOM LIFTS IN TRANSIT

The EWPA has been made aware of a number of incidents of boom-lifts that have had their bonnets/engine covers come loose and detach from the machine while being transported. In some cases, these loose bonnets/engine covers have struck other vehicles.

Whilst no injuries or major damage to fellow road users and their vehicles resulted from these serious incidents, there is potential for serious damage to property and people.

Investigations undertaken by our members have revealed the following factors may have contributed to these incidents:

- Boom-lifts exposed to air turbulence whilst being transported.
- Bonnet/engine covers not latched closed before leaving a site or a branch.
- Inadequate latching mechanisms and/or fatigued original latching devices.
- No mechanism to provide secondary locking e.g. padlock or lynch pin.



### RECOMMENDED ACTIONS

1. Circulate this alert to ensure staff are made aware of this issue. Discuss this alert in pre-start and toolbox meetings. Post the alert on noticeboards and email to any stakeholders that should be aware of this issue.
2. All boom-lifts are to have some form of secondary latching mechanism on their bonnets/engine covers that can be fastened using a padlock or lynch style pin BEFORE being transported.
3. If a boom-lift is unable to be fitted with a secondary latching mechanism prior to the next transport movement, the bonnet/engine cover must be appropriately strapped down to ensure the bonnet/engine cover remains secured while in transit.

**IMPORTANT** – *If the bonnet/engine cover cannot be appropriately strapped down, the machine is not to be transported!*

4. Acquired (second-hand) boom-lifts should be inspected to identify if secondary latching mechanisms are present. Where secondary latching mechanisms are not present, covers should be strapped down until a secondary latching mechanism can be retro-fitted.
5. Inspection of the latching devices should be included in periodic maintenance schedules and adjusted/rectified as needed.
6. Share this alert with transport contract partners to ensure they are aware this issue and recommended actions.