

Infrastructure Plant Manual

Module P520 – Alert notification system for Network Rail owned Unimog U400 MEWP

Technical content authorised by:
Edward Davison, Senior Engineer [Plant and T&RS] | 08/05/2014

Technical content endorsed by:
Paul Conway, Acting Professional Head [Plant and T&RS] | 08/05/2014

Accepted for publication by:
Mick McManus, National Standards Manager | 08/05/2014



Contents

1 General requirements	4
2 Machine Operator responsibilities	4
3 Route manager responsibilities	5
4 Rail Plant Support Engineer responsibilities	6
5 Maintenance	7

Copyright Network Rail

0.1 Job roles

This module is applicable to the following job roles, you must familiarise yourself with all of the clauses contained within it to understand your personal responsibilities. If you intend to carry out any of these roles you must be competent to do so. You must hold the relevant Sentinel competency where they exist for the role:

Machine Operator
Machine Controller
E&P Engineer
On Track Plant Specialist
Rail Plant Support Engineer
Infrastructure Maintenance Delivery Manager

0.2 Risk mitigation

This module helps mitigate the following high level risks:

- a) Lack of RIDDOR/close call reporting e.g. Incidents not being reported;
- b) Noncompliance with legislation (LOLER, PUWER, HASAW);
- c) MEWPs becoming out of control, e.g. MEWP operator being crushed under a structure;
- d) Damage to assets, e.g. RRV or its load hitting a passing train during ALO operation.

1 General requirements

Use the procedure below following a Network Rail Unimog U400 MEWP being used outside of its normal operating parameters.

The U400 is equipped with an Alert Notification System. Appendix B details the error codes used on the U400. This automatically sends a notification email to the staff responsible for that machine at route level. These people will consist of a Route based nominated manager (route manager) e.g. E&P Engineer, On Track Plant Specialist and/or their nominated deputy and a Rail Plant Support Engineer who is nominated on a location and machine basis.

The route manager shall inform the relevant Rail Plant Support Engineer (RPSE) of any changes in the nominated person of a machine to update the contact list within the Alert Notification System.

2 Machine Operator responsibilities

Following an overload, with assistance from the Machine Controller, carry out the following actions for each overload range:

1) Overload between 420 kg and 439 kg

NOTE In this case all LED's and red light will be flashing

- remove the cause of the overload;
- lower the working platform to the stowed position;
- re-plan the work, so an overload event shall not occur, prior to commencing work again;
- manually reset the machine into working configuration and resume work activities;
- assist the route manager in their investigation.

2) Overload between 440 kg and 449 kg

NOTE In this case all LED's and red light will be flashing, a siren will be sounding and the operating controls will have cut out. The controls will permit the overload to be reduced and MEWP working platform to be moved to the stowed position.

- remove the cause of the overload;
- lower the working platform to the stowed position;
- re-plan the work, so an overload event shall not occur, prior to commencing work again;
- manually reset the machine into working configuration and resume work activities;
- assist the route manager in their investigation and subsequent report.

3) Overload between 450 kg and 475 kg (level 1)

NOTE In this case all LED's and red light will be flashing, a siren will be sounding and the operating controls will have cut out. The controls will permit the overload to be reduced and MEWP working platform to be moved to the stowed position. A blue light will show when the working platform is in the stowed position.

- remove the cause of the overload;
- lower the working platform to the stowed position, off track MEWP and return to host depot;
- compile incident report form and submit to line manager;
- contact local RPSE to arrange an inspection of the MEWP during day light hours;

NOTE For an overload in this range the Rail Plant Support Engineer will carry out an inspection to see if the MEWP can be returned operational duties.