



Technical Bulletin / Safety Alert

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Rev: 0

(This document supersedes SMV TB04)

Subject: Pressure Regulator

Date: 01/10/2007

Applicable to: VLI Diesel vehicle fitted with the Diesel Engine System (Approval No MDA DES 13017)

Note: Minimum PPE required to carry out any inspections contained in this TBSA shall be protective clothing & footwear, safety glasses, hearing protection and any site specific requirements. A JSA or equivalent should be carried out prior to performing these tasks.

Occurance:

During regular servicing of an VLI Diesel vehicle fitted with the Diesel Engine System (Approval No MDA DES 13017) at a colliery in the Southern Districts an incorrect pressure regulator was fitted allowing for the air pressure into the safety circuit to be set higher than 30 psi as documented on the VLI Diesel pneumatic schematic.

Investigation & Cause:

The regulator was reportedly set at 100 psi and as a result the increased pressure prevented the safety system from “dumping ” sufficient air to allow the engine to shut down.

During the investigation it was also highlighted that the colliery was experiencing a considerable amount of contamination in their pneumatic circuit preventing the flow of air through the flow control into the safety circuit causing the engine to stop and/or preventing the engines from being started (fail to safety). This identified a need for the tradesmen to open the flow control allowing the contamination to be dislodged and then requiring resetting.

Findings from a risk assessment identified that the contamination preventing the flow of air into the safety circuit would be greatly reduced by the fitment of an in-line filter

Recommendations:

1. All vehicles in service are checked to ensure the correct OEM regulator (VLI Diesel Part No 9-04160131) and flow control (VLI Diesel Part No 9-04160132) are fitted.
2. All vehicles have the correct flow control with the OEM tamper proof lock (VLI Diesel Part No 5-13132001) fitted
3. All vehicles are fitted with the OEM in-line air filter (VLI Diesel Part No 9-04115801)
4. Ensure all safety system shutdowns are carried out after any adjustment/replacement to any safety system components
5. Review frequency of shutdown testing and include all safety system shutdowns during routine testing
6. Regularly drain all air receivers

Supporting Documentation:

None.

Conclusion:

Please ensure this document is circulated to all relevant personnel within your organisation.

Should you have any further queries please contact your VLI Diesel Representative.

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