

# SAFETY BULLETIN

Ref Document No.	SB23002	Issue No.	1
Subject	JUG-A-0 Hydraulic Adjustable Canopy Incident		
Release Date	15 <sup>th</sup> December 2023		

**Purpose**

To notify owners and operators of loaders with JIHAC canopies of an incident and provide recommendations on control measures to be implemented.

**Applicability**

LHDs with JIHAC canopies installed.

**Background**

*This bulletin should be read in conjunction with NSW Resources Regulator Safety Alert SA23-05.*

A tradesperson became trapped between a JIHAC canopy and dash enclosure during a breakdown maintenance procedure. This task required the vehicle to be setup under "power-on" circumstance, with engine off but the main air isolation valve turned on, to investigate a pneumatic circuit issue.

The vehicle involved in the incident was installed with a site-specific JIHAC accumulator system, which is only installed on the JIHAC low height version. The accumulator system allows the canopy to be moved with the engine off.



**(Background Continued.)**

While elevated and leaning over the dash to investigate the pneumatic fault, the tradesperson inadvertently stepped on the canopy control valve lever located beside the seat, lowering the canopy onto themselves. The tradesperson was trapped and unable to reach the lever, then called for assistance. The operator nearby quickly reached into the cabin and raised the canopy, releasing the tradesperson.

**Investigation /Findings**

Although this incident occurred during a maintenance procedure on the JIHAC low height version, a review has been undertaken of all JIHAC arrangements in respect to their operation and maintenance functions, with a view of implementing improved controls.

The following controls were identified as providing an increased level of safety for users:

- Guarding around the canopy control lever.
- Two-handed operation of the canopy control.
- Crush zone labelling.

***N.B. PPKME is currently developing a modified hydraulic circuit design which includes a push button to allow two-handed operation.***

Other controls which were identified as being relevant, depending on site-specific conditions:

- Mechanical stop systems to support canopy during maintenance tasks.
- Alternative egress methods from the cabin, such as a removeable door section/guard, where there is a risk of operator entrapment.

## Recommendations

1. The following controls should be implemented:
  - a) Guarding around the canopy control lever.
  - b) Two-handed operation of the canopy control.
  - c) Crush zone labelling.

***N.B. The OEM design of these controls is currently being finalised.***

2. Maintenance tasks requiring people to be under the canopy should be conducted with the hydraulics isolated and mechanical stops installed. For low-height JIHAC systems which include an accumulator, this means de-energising the accumulator via the main air isolation valve prior to maintenance tasks.
3. Sites should review training of operators and tradespersons in the proper isolation of the vehicle. Information on vehicle isolation can be found in the OEM service manuals.
4. Until such time that the controls identified in item 1 are in place, alternative controls should be implemented (with consideration to those identified in this bulletin and the referenced safety alert).

All recommendations must be considered in the context of site-specific conditions, hazards, procedures and risk control methods.

For further information, please contact PPKME Engineering Department.

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