

SAFETY BULLETIN

Ref Document No.	SB15005	Issue No.	1
Subject	Uninitiated Fluctuation in Engine Speed		
Release Date	4 th May 2015		

1. PURPOSE

To advise COALTRAM® owners of possible uninitiated fluctuations in engine speed.

2. APPLICABILITY

All COALTRAM® machines – 8T, 10T, 10T-LP, 13T

3. BACKGROUND INFORMATION

Myuna Colliery has reported an incident of a COALTRAM® experiencing uninitiated engine response.

A previous upgrade to the accelerator pedal position sensor (refer to SB15003) has been undertaken by PPK. This is not within the scope of the current investigation.

4. FAULT SYMPTOMS

- Uninitiated engine response including high engine RPM.

5. RECOMMENDED CUSTOMER/OPERATOR ACTIONS

5.1 Operator Requirements:

If any of the above symptoms occur, the operator can use any of the following methods to bring the machine to a controlled stop:

- Apply the service brakes.
- Select the directional lever to the NEUTRAL position.
- Apply the park brake.
- Apply the engine shut down toggle switch
- Apply the Monex emergency stop button
- Apply engine E-stop (also known as choker valve, strangler, intake butterfly, etc.).

Vehicle to be quarantined:

- Following site specific procedure to move vehicle to a safe location.
- Complete and attach an 'out of service' tag and/or lock.
- Document the nature of the incident or occurrence.
- Report to supervisor.

5.2 Coal mine requirements

Report from operator involved.

Notify PPK immediately.

Duty of Care

It is recommended that all COALTRAM® operators review and adopt a Site Risk Assessment approach to manage the possible event of uninitiated engine response.

PPK recommend additional controls be put in place to manage risks associated with certain activities.

For example, use of a man basket should be specifically risk assessed.

Consideration should be given to implementing or increasing no-go areas around the vehicle when confined activities are performed.

Processes requiring a fine adjustment or control should be reviewed, for example loading the vehicle on to flat tops or material handling in restrictive locations.

PPK Engineering staff will be made available to participate in all site risk assessments.

6. ROOT CAUSE ANALYSIS

A detailed investigation into the root cause is ongoing. A random fault with an ECU has been identified as the mostly likely cause of the symptoms reported.

The investigation to date has also identified electrical integrity of the wiring harness and connectors as a key area of concern. Compromised connections, including missing IP connector seals and weather boots, have been observed in multiple locations on the machine. This may be a significant contributing factor.

PPK have reviewed the routine service sheets for the Coaltram® machines and have identified an opportunity to improve the degree of electrical inspection and maintenance.

The revised service sheets now include greater detail around the inspection, maintenance and condition reporting of all electrical cables and connections.

7. ACTIONS OF PPK

PPK will advise the root cause and outcomes once the investigation has been completed.

In addition, PPK Engineering staff will be made available to participate in all site risk assessments.

Furthermore, PPK will arrange onsite toolbox discussions with all Coaltram® drivers and maintenance staff to better familiarise those personnel working in and around the Coaltram® machines.

Michael Kearsey
Engine Management Systems – Manager

PPK Mining Equipment Pty Ltd
T: +612 4964 5400
E: m.kearsey@ppkgroup.com.au
www.ppkgroup.com.au