



Technical Bulletin / Safety Alert

Unique ID No: TBS2009-TBSA-01

Rev: 0

(This document supersedes all previous versions of the above TBSA – TB030901)

Subject: Service Brake Failed to Operate

Date: 26/3/09

Applicable to: Driftrunner Personnel, Brumby & Ranger Vehicles.

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

Occurance:

At a Colliery an operator driving a VLI Diesel Driftrunner near the completion of a transportation journey whilst parking the vehicle on the surface applied the service brake which failed to operate. To avert crashing into a pole he was reversing towards he decided to select the forward direction in the transmission (not the emergency brake) to slow the vehicle, unfortunately the momentum of the vehicle was too great and the vehicle collided with an awning post.

The vehicle was tagged out of service, temporary awning support was erected and the area of the incident cordoned off using danger tape, also the shift supervisor was notified of the incident.

Investigation & Cause:

Initial investigation of the service brake failure was carried out by a Colliery technician and found there was no air supply to the service brake valve (pedal), he traced air supply hose back to the service brake air receiver and found no air pressure in the air receiver. After further investigation found the check valve on the supply side of the service brake air receiver was faulty and not letting air thru into the air receiver.

The technician fitted a new check valve to prove the check valve to be the cause of the service brake failure, he test run the vehicle and found the service brake operation had regained to be fully functional.

After closer inspection of the disassembled faulty check valve, the valve poppet had seized in its guide in a partially open position due to corrosion build up on the valve poppet guide shaft also the inlet fitting in the check valve had substantial corrosion (rust) build up internally.

This incident has been reported to & investigated by the NSW DPI.

Recommendations:

Immediate Action:

All machines to have the designated service brake check valve inspected, cleaned and tested to ensure good working order.

Service brake air pressure gauge with appropriate labeling to be fitted in the drivers compartment in a clearly visible position for the driver.

Orientation of the service brake check valve fitted to the air receiver to be changed to vertical "Flow Down Position" to reduce the likelihood of contamination build up

Future Action:

None.

Supporting Documentation:

None.

Conclusion:

It is our recommendation that the check valve P/N 9-04160126 be replaced as part of the 2000Hr service/ 12 month/ Code D Examination.

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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