

SERVICE



BULLETIN

TO: All

DATE: October 2013

SUBJECT: ET main boom pivot boss fillet weld cracks (2010 model ->)

SERVICE BULLETIN REF. 13/1001

The Problem:

Versalift UK Ltd has received a report about cracks developing in the main boom pivot boss fillet weld of ET-LF aerial devices with 110° articulated flybooms. The cracks were detected during the prescribed periodic visual inspection of the units. Such fatigue cracks are related to applied loads and platform application and may never present themselves in some cases.

Units Affected:

Potentially all Versalift ET-LF aerial devices equipped with 110° articulated flybooms and manufactured since 2010 are susceptible. Specifically platforms with serial numbers :-
ET38 – LX10****/LX11****/LX12****/LX13****
ET36 – LU10****/LU11****/LU12****/LU13****

Detail requiring review:

Each end user of the lift types in question must check his own units for cracks in the boom head. The illustration on page 2 should be used for guidance. NOTE: because access to the main pivot is from the roof of the vehicle a secondary platform may be required to undertake the inspection. For the FULLY ENCLOSED turret covers only the front end cover should need removing for main boom pivot inspection.

What the End User Must Do:

Visually inspect the main boom pivot boss fillet weld for cracks and deformities. Damaged paintwork may be an indication of cracks in the surface. Please note that care is required to distinguish between cold lapping of the weld and a physical crack. If nothing untoward is detected no further action needs to be taken. If cracks or deformities are detected or suspected, then Versalift UK Ltd must be alerted immediately.

Remedial Action in the event of a crack:

If a unit is found where there are cracks in the boom head, Versalift UK Ltd will evaluate if there is need of immediate repairs or if repairs can be combined with periodic maintenance work. To that end, the end-user may have to provide photographs on which to base an evaluation or the unit may have to be inspected in the field by a qualified individual.

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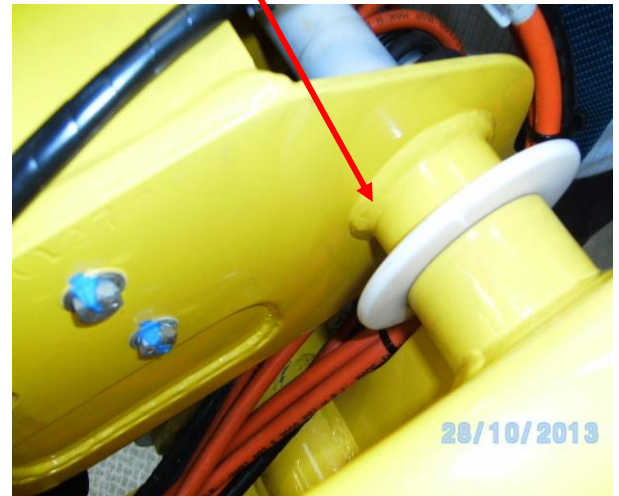
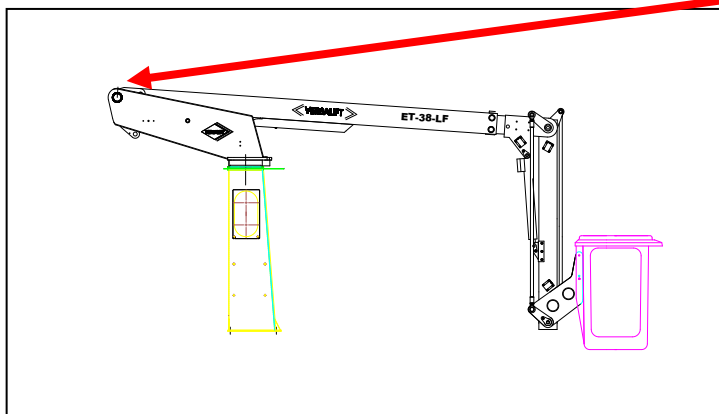
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It has recently been brought to our attention during a routine service inspection of an ET machine evidence of a crack at the main boom pivot boss fillet weld.



The bosses concerned are welded to the sideplates of the main boom fabrication. However, please note that weld undercut or cold lapping can often be mistaken for a crack and any concerns can be clarified by the use of Dye Penetrant Inspection (D.P.I) techniques.

Any concerns should be reported immediately for repair/replacement advice (depending on age of machine). Please ensure that you supply the Serial No of the machine when reporting your findings.

If you have any questions, or if further information is required, please contact the Versalift Technical Help Line on 01536 721010

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