

Conquip Boat Skip (CA122-03000) Recall

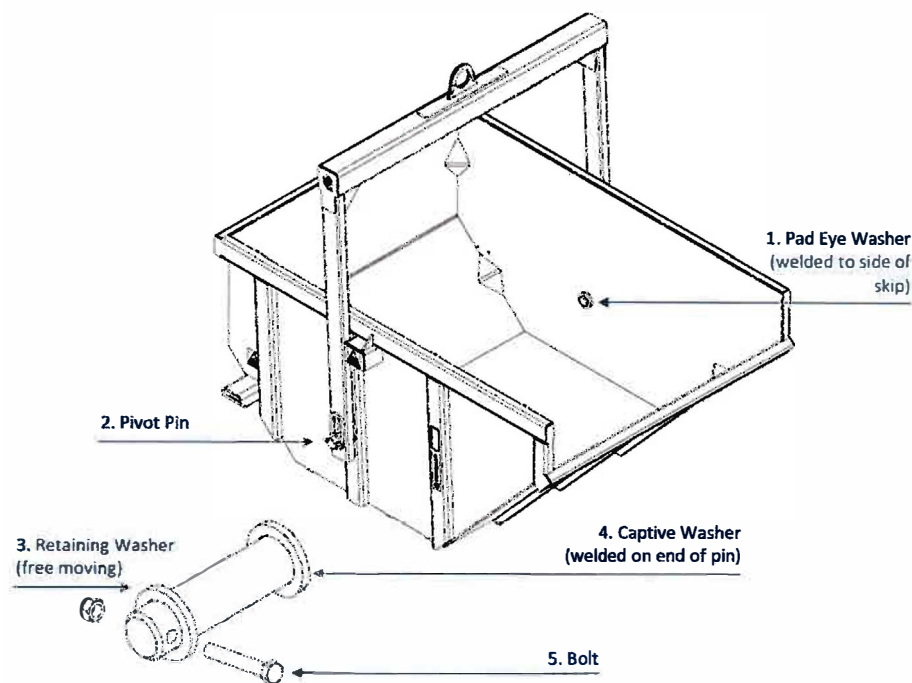


Diagram showing correct free movement of retaining washer

Background

Conquip Engineering Group are issuing a Safety Alert for the CA122-03000 Boat Skip. An issue with 2015 models has been identified which could potentially cause the weld around the captive washer on the end of the pivot pin to fail.

Conclusion

If the retaining washer (Item 3) on the end of the pivot pin (Item 2) is welded to the inside of the skip, therefore disabling free movement of the pin, these items should be quarantined.

They should be returned to Conquip Engineering Group for remedial work or quarantined on site until one of our field service engineers can visit to carry out the necessary repairs.

The correct assembly should show the captive washer (Item 4) welded to the end of the pivot pin (Item 2) allowing free movement of the pin against the pad eye washer (Item 1) that is fully welded to the inside of the skip.

**SAFETY
ALERT**

Actions

- ✓ Construction delivery
- ✓ Programme management
- ✓ Project management
- Ensure a check has been carried out on site
- Record number of Conquip Boat Skips (CA122-03000) on site and have them removed
- All Conquip Boat Skips (CA122 - 03000) should be returned to Conquip Engineering Group for remedial work

For information

- ✓ Cost management
- ✓ Facilities management

All projects to confirm that these actions have been completed on YellowJacket

Safety first. Second nature.

Safety Alert

Conquip Boat Skip (CA122-03000)



Date: 16/01/2019

Issued by: Conquip Engineering Group, QHSE Department

Conquip Engineering Group are issuing a Safety Alert for the CA122-03000 Boat Skip. An issue with 2015 models has been identified which could potentially cause the weld around the captive washer on the end of the pivot pin to fail.

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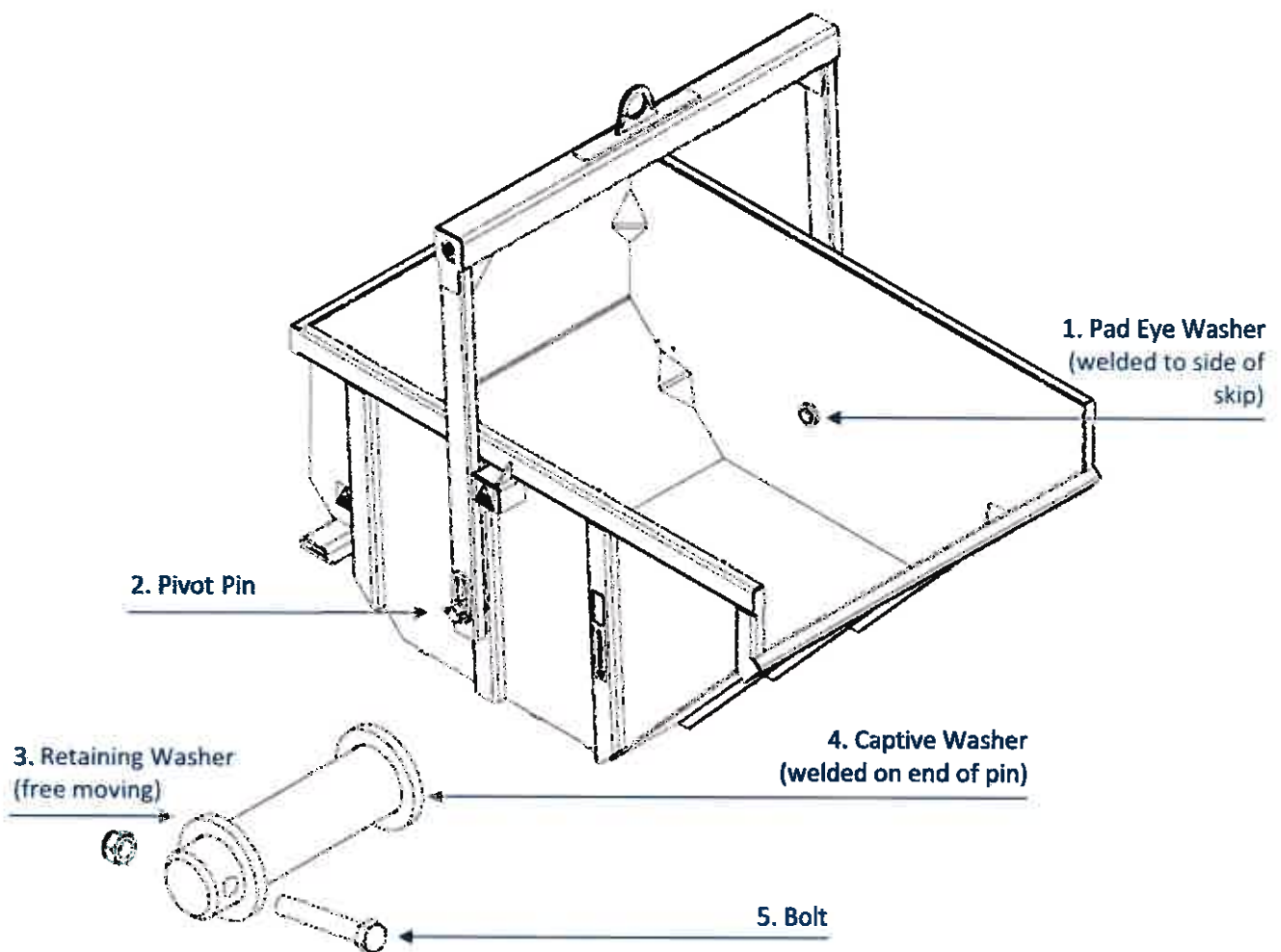
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If the retaining washer (Item 3, FIG 1) on the end of the pivot pin (Item 2, FIG 1) is welded to the inside of the skip, therefore disabling free movement of the pin, these items should be quarantined. They should be returned to Conquip Engineering Group for remedial work or quarantined on site until one of our field service engineers can visit to carry out the necessary repairs.

FIG 1



The view below, FIG 2, shows the welded pad eye washer (Item 1, FIG 1) and the captive washer (Item 4, FIG 1) on the inside of the skip body.

FIG 2



The correct assembly should show the captive washer (Item 4, FIG 1) welded to the end of the pivot pin (Item 2, FIG 1) allowing free movement of the pin against the pad eye washer (Item 1, FIG 1) that is fully welded to the inside of the skip.

If you have any questions about this Safety Alert, please contact Conquip Engineering Group to discuss.

Pre-user Checklist

CA122-03000 Boat Skip (2015 Model)

This Checklist is designed to help you, the end user, to ensure that all safety precautions have been taken before use.

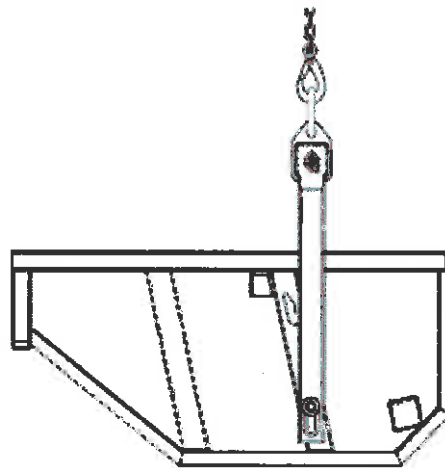
This checklist should be completed before **every** use by a competent person.

Date of Inspection:

Time of Inspection:

Skip Serial Number:

Inspected By:



Check the items below and tick the boxes accordingly.	Yes	No
Are all nuts and fixings tight?		
Is the pivot pin (Item 2, FIG 1) able to rotate through the bale arm and skip body, and are the welds on the captive washer (Item 4, FIG 1) sound?		
Does the bale arm function correctly?		
Is the skip body sound and free from structural damage?		
Does the lifting eye show signs of elongation or damage?		
Are the welds around the lifting eye and bale arm free from defects?		
Is the master-link damage free and serviceable?		
Is the Working Load Limit clearly displayed?		
Is a test lift completed?		

Ensure that the skip is on level ground before lifting. Attempting to lift on uneven ground will cause the skip to lift unevenly.