

Factory Certified MEWP Major Inspections (Rebuilds)



MEWP TF17M after rebuild

**All Redmond Gary Australia
MEWPs can be rebuilt, whether
it be 10 year or 15 year rebuilds**
(For MEWPs which have previously had a rebuild)



MEWP TF17M before rebuild

When equipment has reached its design life, say 10 years, in the case of MEWPs and crane borers, in accordance with Australian Standards, rebuilding of equipment is a time and cost efficient option offered to our customers. With a Rebuild, equipment can be restored to "like new" condition through our rebuild process, which includes engineering upgrades and specific customer options.

Whilst Redmond Gary adheres to Australian Standards recommended rebuild guidelines, rebuild specifications can be customised to meet specific customer requirements. As an Original Equipment Manufacturer (OEM), we ensure these variations are aligned with the Australian Standards.



All Redmond Gary Rebuilds are managed through three key stages: Planning, Rebuild and Delivery. The Rebuild process aligns with Redmond Gary's quality assurance procedures to ensure the highest standard of work. We also provide our customers with regular progress updates, for peace of mind.

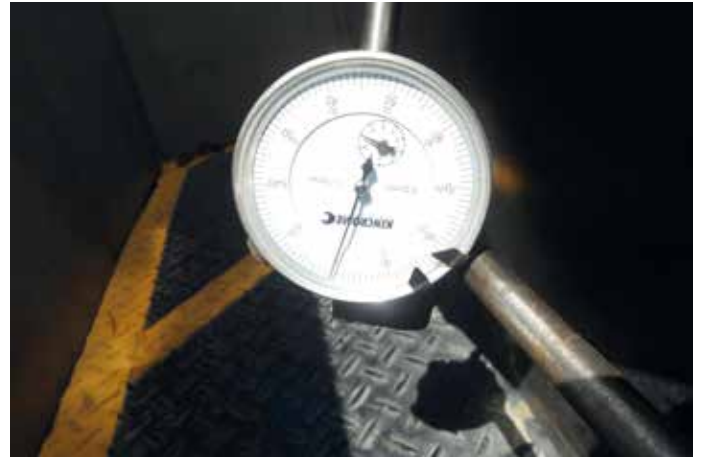
- Major inspection and rebuild to AS2550 and AS1418.10.
- Safety upgrades.
- Upgrades to AS1418.10-2011. (EN280 compliant)
- Additional options supplied and fitted.
- MEWPs can be re-trucked.

All rebuilt equipment is supplied with a new service and operation manual that includes all upgrades and new as-built electrical and hydraulic circuit drawings.

Rebuild Process

Pre Rebuild Inspection

The MEWP is inspected, tested and photographed, using a checklist of more than 100 points. The results of this inspection are compiled and the customer is advised of any anomalies that fall outside of their agreed scope of work. Throughout the rebuild process, at every step, the customer is consulted and advised whether they would like to repair or replace faulty components before the repair is carried out.



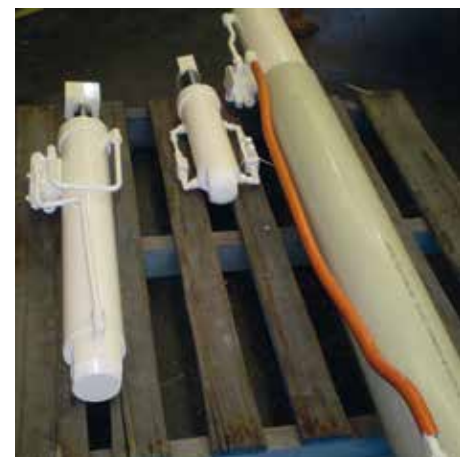
Strip Down and Inspection

The MEWP is completely dismantled and inspected for damage and wear. All fabricated components are non-destructively tested, repaired if necessary and certified by an external inspector.



Hydraulic Cylinders

All hydraulic cylinders are non-destructively tested, components repaired or components replaced, resealed and pressure tested. All valves are tested, repaired or replaced, as required.



Rebuild Process

Fly Jib, Turret Insert and Levelling Rod

The fly jib, turret insert and levelling rod are non-destructively tested and recertified by Redmond Gary Australia's engineers and test certificates supplied. In accordance with the manual, these items are safety critical and must be refurbished and recertified by Redmond Gary Australia, or replaced with new components.



FLY BOOM PROOF LOADING TEST CERTIFICATE

Item Part No:	19E061; Serial No. 0206 84
EWP Serial No:	1329
Date of Test:	15/03/2016
Weight:	200kg
Pin to Pin Measurement:	3050mm

Test Description:

The truck Fly Boom part is tested as part of the ten year revision. The designed test rig allows applying the Fly Boom maximum rated load with a safety factor ranging from 1 to 2 by increment of 0.25.

Load Factor	Basket load (kg)	Target Load (kg)	Loading			Release		
			Actual Jack Load applied (kg)	Deflection at the load end (mm)	Deflection at the restraint end (mm)	Actual Jack Load applied (kg)	Deflection at the load end (mm)	Deflection at the restraint end (mm)
Preload	NA	400	400	8.0	2.65	400	8.9	2.72
1	325	1080	1080	22.0	3.12	1080	22.9	3.17
1.25	406	1194	1194	24.4	3.20	1194	25.1	3.24
1.33	432	1231	1231	25.2	3.22	1231	25.7	3.26
1.5	488	1309	1309	26.8	3.27	1309	27.3	3.3
1.75	569	1424	1424	29.1	3.35	1424	29.4	3.37
2	650	1539	1539	31.4	3.42	1539	31.4	3.42

The part described above successfully supported the required load for a period of five (5) seconds on the date specified.

Test carried out by: Simba Hulc

Test Witnessed by: Eli Betts

Engineering:

Signature:  Date: 27/05/2016

Rev No: 2

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Issue Date: 31/05/16

REDMOND GARY

G:\QA\Forms\EWP Proof Load Certificate Fly Jib Rev 3.docx

Issue 20/01/15

Telescopic and Fly Booms

The boom assembly is completely dismantled and inspected. Minor gelcoat repairs are carried out and surfaces are sanded and polished before reassembly.

All wear pads are replaced. The drive chains are replaced and hoses are inspected and replaced in accordance with customer requirements. All pins and bushes are inspected and replaced where wear is evident.



Valves, Drive Components and Radio Remotes

All valves, drive components and radio remotes are inspected and tested. If necessary the components will be repaired or replaced to bring them back to "as new" condition.



Repainting

After repairs, refurbishment and optional modifications are completed the components are repainted to customer's requirement. The sub-frame is sandblasted and zinc primed and painted

to the original colour scheme. Powder coated parts are incinerated to remove the old powder coat and sandblasted, zinc sprayed and powder coated to the original colours.



Reassembly

After painting is complete and all components have been refurbished, the MEWP is reassembled using all new bolts and fixings.



Testing and Certifications

On completion of assembly the rebuilt machine is supplied with a new service manual which includes the rebuild report and the following tests and certificates:

- Guarantee
- 10 Year Overhaul Checklist
- Non-Destructive Test Report
- Non-Destructive Accumulator Test Report
- Accumulator Certificates
- Stability Test Certificate
- Electrical Test Certificate
- Load Test Certificate for Turret Insert
- Load Test Certificate for Fly Boom
- Load Test for Slew Bearing
- Load Test certificate for Levelling Rod

Spare parts kits available