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# SERVICE BULLETIN

**DATE:** 30th October, 2015

**MACHINE OR VEHICLE AFFECTED:** All TF and TL Model MEWPs

**SERIAL NOS:** All

**RISK IDENTIFIED:** Damage to boom fibreglass surfaces

**DESCRIPTION:** Wear Pad Adjustments

Section 6 in the MEWP operator's manual regarding the wear pad adjustments for booms 2 and 3 has been revised, as per the procedure below.

There must be sufficient wear pad to boom clearances, for the side and top wear pads to operate correctly, otherwise excessive heat will be generated and scuffing of the boom surfaces will occur.

## ***PROCEDURE FOR ADJUSTMENT OF WEAR PADS FOR TELESCOPIC BOOMS***

***WEAR PADS SHOULD BE VISUALLY CHECKED AND ADJUSTED IF NECESSARY EVERY 6 MONTHS.***

The telescopic booms slide in and out on wear pads. These wear pads will require adjustment as they wear and the minimum distance between the pad and the boom should be 3mm (total clearance) when properly adjusted, at the widest point of the boom. It is also necessary to note that the wear pad should protrude at least 2mm outside of its metal holder. When wear pad protrusion is less than 2mm, then the wear pad should be readjusted or replaced with a new one. Failure to adjust wear pads could result in damage to the fibreglass wrap on the booms, as well as cause excessive play in the boom system.

Refer to Figure 35 which shows side view of the turret, extension boom number 2 and telescopic boom number 3. The wear pads act on boom numbers 2 and 3 and their locations are clearly marked as item numbers 1 - 9.

### **ADJUSTMENT OF WEAR PADS**

To adjust wear pads numbered 1 (8 pads), all 8 wear pads can be accessed when the booms are fully retracted by removing the cover at the turret end of the main boom. There are two pads on the top and bottom of booms 2 and 3.

Each pad can be accessed by removing a small keeper plate at the end of each pad. The pads can then be pried out with a screwdriver. It may be necessary to support the boom with a block or wedge so it does not fall when the pads are removed. To adjust these pads, place a metal shim of appropriate thickness under the pad and then replace the keeper plate. Refer to Section 11, pages 5-9 for drawings.

To adjust wear pads numbered 2, 3 and 4 (there are 2 each) - This can easily be done by measuring the amount of adjustment required i.e. measure the total gap between both sides of the boom for pads numbered 3 & 4. Say the distance is 10mm, take away 3mm (minimum clearance required) and share the adjustment equally between each side pad. In this case the adjustment would be 3.5mm each side, e.g.  $(10\text{mm} - 3\text{mm minimum gap}) \div 2 = 3.5\text{mm}$ .

***THESE PADS ARE PROVIDED WITH A JACKING GRUB SCREW AND LOCKNUT ASSEMBLY (PART G AND F IN Figure 36, RESPECTIVELY) LOCATED ON THE OUTSIDE OF THE BOOM, UNDER THE FRP COVER. TO ADJUST, UNBOLT THE M16 LOCK NUT AND SCREW EITHER IN OR OUT THE M16 GRUB SCREW TO ADJUST THE WEAR PAD BY THE DESIRED AMOUNT. RE-TIGHTEN THE LOCK NUT AFTER ADJUSTMENT.***

***NOTE – TO ALLOW FOR POSSIBLE VARIATIONS IN THE BOOMS FIBREGLASS COATING THICKNESS, WEAR PAD CLEARANCES SHOULD BE MEASURED AT A MINIMUM OF THREE LOCATIONS – WHEN BOOMS ARE FULLY RETRACTED, FULLY EXTENDED AND EXTENDED HALFWAY. TYPICALLY, THE WIDEST POINT OF THE BOOMS WILL BE AT EACH END.***

***IN ADDITION, THE BOOMS MUST BE RUN FULLY IN & OUT AS A FINAL CHECK, TO ENSURE THE CORRECT CLEARANCES ARE MAINTAINED ALONG THE LENGTH OF THE BOOMS. THE MAXIMUM CLEARANCE FOR WEAR PADS 2, 3 AND 4 AT ANY BOOM POSITION SHOULD NOT EXCEED 8MM TOTAL CLEARANCE.***

### **TO ADJUST WEAR PADS NUMBER 5**

This pad takes the heaviest load and is likely to see the most wear. The wear pad is mounted in a bridge section which supports the bottom of number 3 boom. It is adjusted by loosening 4 bolts on the outside faces on both sides and moving upwards or downwards by adjusting the M16 grub screw which is located in the centre of a T-shaped cast block on either side of the boom. Refer to Section 11 in the operator's manual, pages 5-9 for drawings.

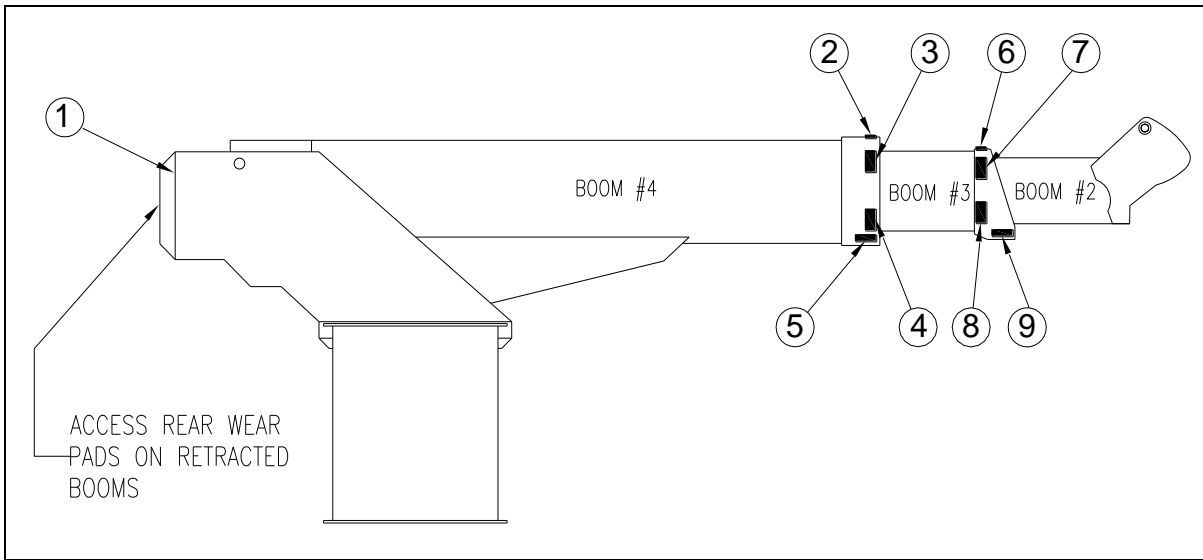
### **THE ADJUSTMENT OF PADS NUMBERED 6, 7 AND 8**

The procedure should be repeated as for pads numbered 2, 3 and 4.

### **THE ADJUSTMENT FOR PAD NUMBER 9**

The procedure should be repeated the same as for pad number 5.

After all pads have been adjusted and the minimum clearance between the booms is 3mm (total clearance), the booms should be extended and retracted, checking the clearances whilst doing so. This clearance can only be checked in two areas around pads numbered 2, 3, 4, 5 and 6, 7, 8, 9. It will also be necessary to raise the boom to a level position and place a spirit level on top of boom number 4 when retracted and on top of booms numbered 2 and 3 when extended. The location of the bubble on the spirit level should be the same for all three booms. If it is not, the boom pads should be re-adjusted so that the boom is extending level and at the same time maintaining a minimum total clearance of 3mm.



Figure

35 - Wear Pad Locations

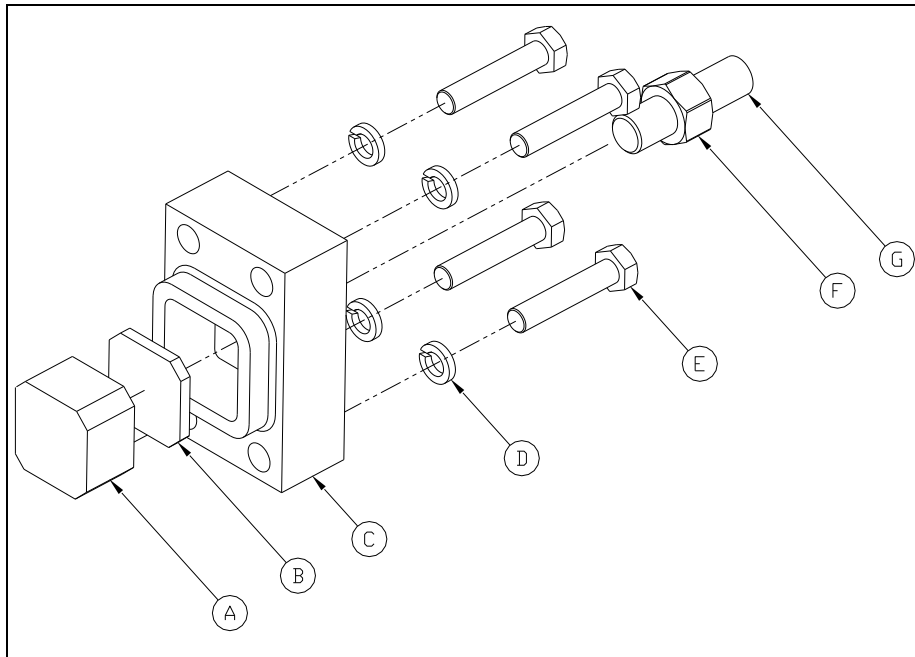


Figure 36 - Wear Pad Assembly

**CUSTOMER ACTION REQUIRED:**

MEWP owners must circulate this bulletin to all their maintenance personnel.

**RG ACTION REQUIRED:**

Current operator's manuals will be updated with the revised procedure.

Please contact Grant Cheetham, our Service & Spare Parts Manager, on (07) 5594 9844 or Mobile 0438 748 363, if further information is required.

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 Grant Cheetham  
 Service & Spare Parts Manager