



ACN: 070 053 584  
23 - 25 Production Ave  
Molendinar, QLD, 4214  
Australia

ABN: 39 070 053 584

Phone: 07 55949844  
Fax: 07 55949079  
Email: sales@rg.com.au

www.rg.com.au

## Procedure for Inserting Vent Holes in EWP Ballast Cavities

**Doc. No. 248047-20**

**Date 17/04/18**

Rev No.:	Date:	Author:	Description:
5	17/04/18	MDanks Mechanical Engineer	Updated photos and template, improved document layout

**Applicable Vehicles:** Redmond Gary TF Model EWPs

**Issue Date:** 02 July 2009

**Overview:** It has been identified that flammable gas can build up in the ballast cavities of RG MEWP's. It is Redmond Gary Australia's recommendation that these cavities be vented to stop build-up of pressure and to avoid incidents when personnel are modifying these machines.

*Ensure all of this work is carried out in a safe working environment. All work is to be carried out by a competent tradesperson.  
Apply a torque seal to all critical fasteners*

### **Parts & Equipment Required:**

Before drilling any holes, personnel must be dressed appropriately in protective clothing and use suitable safety equipment as there is a possibility that flammable gases may have built up in these cavities and could be under pressure. The minimum safety equipment to be worn is as follows;

- Long sleeve work shirt and trousers
- Safety boots
- Full leather gloves
- Full face shield

Tools and equipment required;

- Marking pen or chalk
- Centre punch and hammer
- Tape measure
- Pneumatic or hydraulic drill (non-electric)
- 3mm drill bit
- 8mm drill bit

- Fire extinguisher
- Water source (via hose if possible)
- 4x Brass Silencer RG P/N: 57ZAN50ST01

Please read and understand the following instructions prior to starting work;

## 1. Identifying the location of ballast

Please refer to Figure 1 which shows the bare subframe structure (cabinets, boom etc not shown for clarity). The ballast is located inside the sections highlighted in yellow on Figure 1. The cross member to be drilled is located at the rear of the truck adjacent to the basket rest and runs between the two rear jacklegs. There is a tank built into the subframe directly in front of this cross member. These sections are separate and have been seal-welded when manufactured.

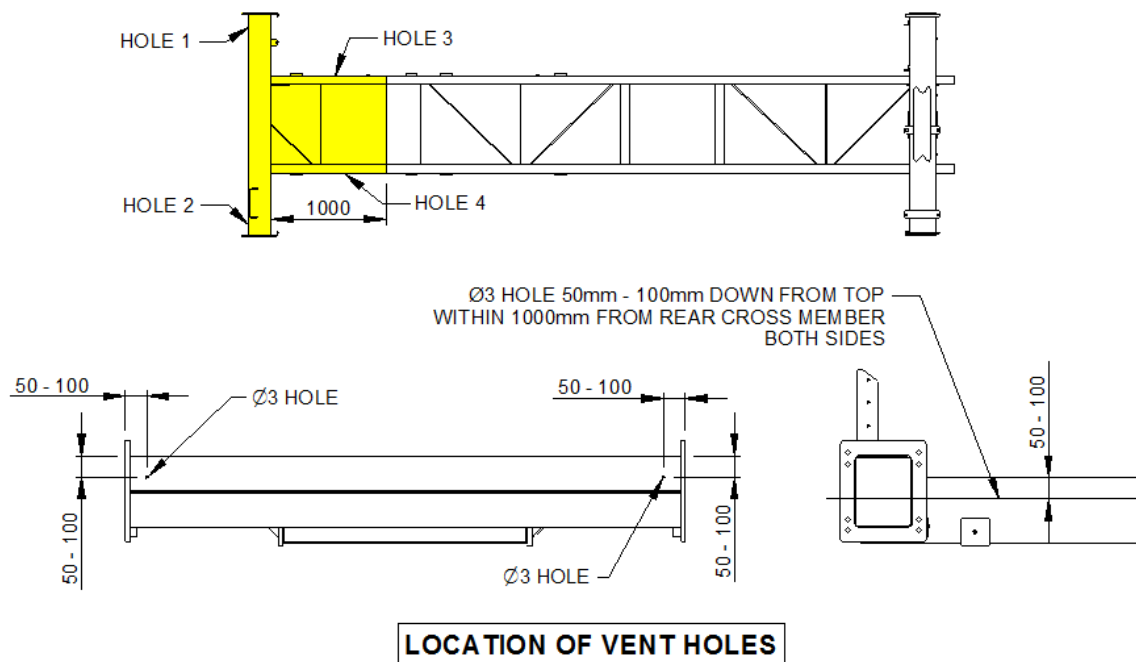


Figure 1 – Subframe drawing showing location of vent holes

## 2. Marking out the vent holes

Four holes are to be drilled in total, mark each location with a pen/chalk;

- Two holes are to be drilled in the rear cross member located between the 2 rear jack legs. The location of the holes should be between 50mm – 100mm down from the top of the cross member and between 50mm – 100mm in from each side flange that the rear jacklegs are bolted to. Note that one hole is to be drilled at each end of the cross tube. See LHS of Figure 1 above.
- Two holes are also to be drilled in both sides of the subframe. The holes should be located between 50mm – 100m down from the top of the main section and anywhere within the 1000mm of the rear cross member. One hole is to be drilled in each side of the subframe. In order to access the subframe for drilling purposes, it may be necessary to remove the rear wheels. See RHS of Figure 1 above.

### 3. Drilling Procedure

- a. Centre punch the marked hole
- b. Use a hose to pour water over the drill bit while drilling.
- c. Use a 3mm drill bit within the pneumatic/hydraulic drill to drill through on the mark. Care should be taken when the drill punches through into the cavity behind as there is a possibility that flammable gases may be present which could ignite during the drilling process. Ensure to wear all recommended PPE and have a fire extinguisher on standby. See Figure 2 below.

Please note the example given in Figure 2 below shows drilling into the end of the rear jackleg cross member; this is done during rebuilds as the machine is disassembled. This location is not referenced in Figure 1 as is it inaccessible for in-service EWPs.

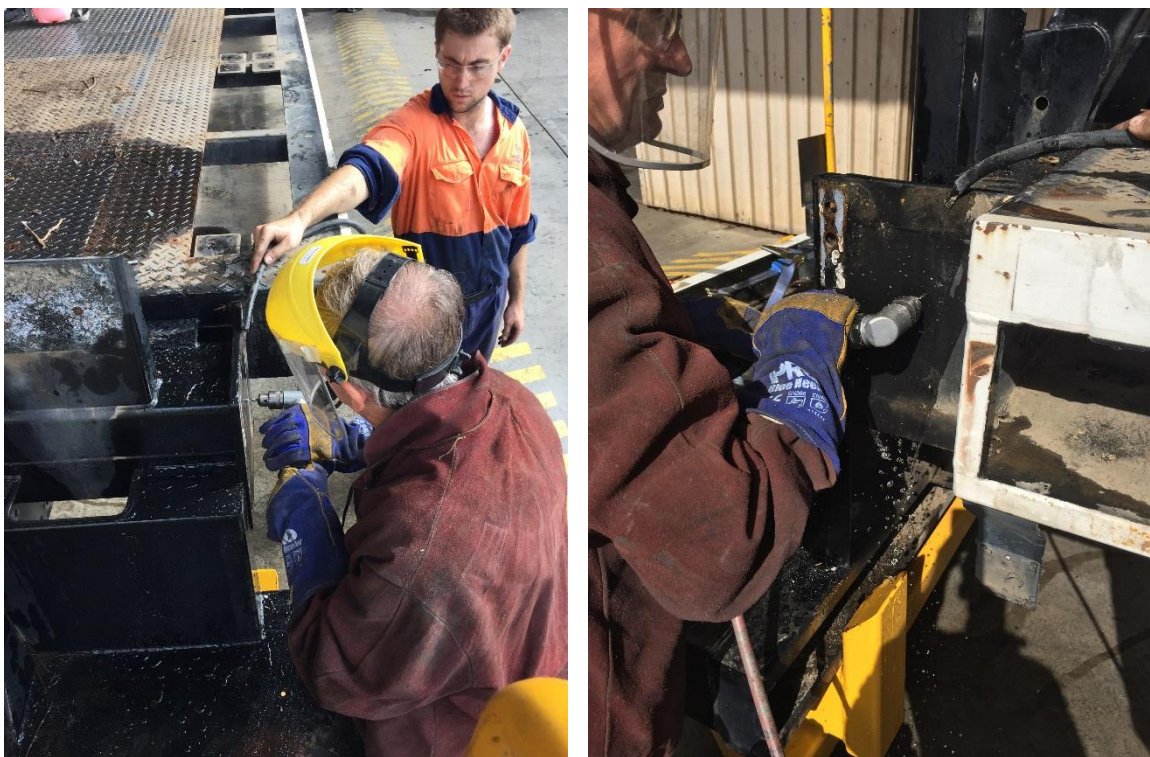


Figure 2 – Vent holes being drilled in end of rear jackleg tube

- d. After the 3mm hole has been drilled, the hole should be enlarged to 8mm and tapped with a 1/8" NPT thread.
- e. Install the Brass Silencer (part no. 57ZAN50ST01) into the threaded hole
- f. Repeats steps a. to e. for all marked holes.
- g. Touch up any paintwork as required

If you have any questions,  
Please contact Redmond Gary.