

Major Inspection Planning Guide

What a 10-year major involves, and how to plan for it — for owners, fleet and procurement managers.

WHY MAJOR INSPECTIONS EXIST

Under the AS 2550.10 framework, an elevating work platform accumulates fatigue in its structural and critical components long before problems are visible. The major inspection — commonly triggered at 10 years of service, subject to the manufacturer's requirements and the machine's duty cycle — is the point where the machine is substantially stripped, examined, tested and recertified for a further period of service. It is the single most consequential compliance event in an EWP's life: skipping or shortcutting it puts operators at risk and can take the machine out of service on any audited site.

WHAT A MAJOR INSPECTION TYPICALLY INVOLVES

- Review of the machine's logbook, service history and any previous inspection reports.
- Strip-down of critical components — boom sections, pins, bushes, slew components, chassis attachment points — to the level needed for meaningful examination.
- Non-destructive testing (NDT) of welds and critical structural areas to find cracking that visual inspection cannot.
- Assessment of hydraulic systems, hoses, cylinders and safety devices (interlocks, tilt sensors, emergency descent).
- Rectification or replacement of components that do not pass, followed by reassembly.
- Load and function testing to verify rated capacity and stability systems.
- Recertification documentation recording what was inspected, found, replaced and tested.

WHAT DRIVES THE COST

No two majors cost the same. The honest answer to 'how much?' is 'it depends on what the strip-down finds' — but these are the factors that move the number:

- Machine type and size — a large truck-mounted unit involves more strip-down than a compact scissor.
- Condition discovered — corrosion, cracking or worn pins found during NDT extend the scope.
- Parts availability and lead time for the make and model.
- Extent of NDT required by the machine's design and history.
- Transport to and from the inspection facility.
- Documentation and engineering assessment requirements.

PLANNING A MAJOR ACROSS A FLEET

- Map every unit's inspection due-date now — majors planned twelve months out are cheaper and less disruptive than majors discovered during an audit.
- Stagger majors so multiple machines are never off-line at once.
- Factor remaining time-to-major into buy/sell decisions — it materially affects what a used machine is worth.
- Budget lead time for parts on older or imported models.
- Arrange hire cover for the downtime window before it starts.

QUESTIONS TO ASK ANY INSPECTION PROVIDER

- What level of strip-down will you perform, and what does it include?
- What NDT methods will be used, and on which components?
- Will the machine be 'load tested' after reassembly?
- Exactly what documentation will I receive for my records and auditors?
- How do you handle components that fail inspection — and how are variations priced?

0416 689 689 · info@ewpaustralia.com.au · www.ewpaustralia.com.au/inspections