

BendPak two post vehicle lifts – safety issues relating to locking mechanisms

Health and Safety Executive - Safety alert	
Department Name:	Field Operations Division
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Target Audience:	All users of BendPak two-post vehicle lifts, Motor vehicle repair and associated industries, Suppliers
Key Issues:	<ul style="list-style-type: none"> • There are up to 1700 or more BendPak two post vehicle lifts in use throughout Britain with potential faults • The lifts present a serious risk of a vehicle falling from the hoist with the potential of causing death or serious injury • Evidence obtained during an on-going investigation of a fatal incident has revealed concerns with the design, manufacture and supply of the BendPak two-post lifts • All users of BendPak two-post vehicle lifts should check the arm restraint gear on their lift and, if affected, take immediate action to replace
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Introduction:

An investigation into the death of a motor vehicle mechanic, following a car falling from a two-post vehicle lift, has identified a serious risk. Investigations found that the arm locking mechanism of the BendPak two-post lift did not prevent the vehicle from falling.

This safety alert is aimed at users of BendPak two-post vehicle lifts to prevent the situation being repeated and causing further serious injury or death.

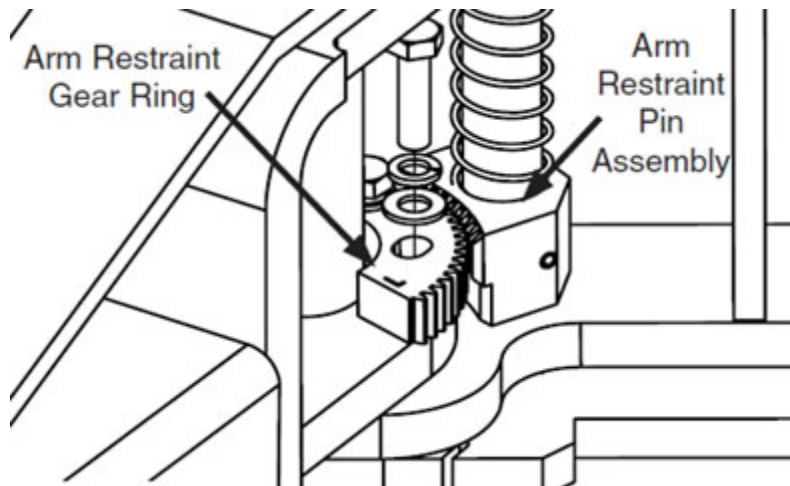
Anyone using the BendPak two-post lift should act now. Users should check the arm restraint gear on their lift and, if affected, take immediate action to replace parts as detailed below.

An unknown number of BendPak two-post vehicle lifts have been supplied with arm restraint gears which allow complete disengagement from the arm locking mechanism, located on the carriage of the vehicle lift.

Also, in some of the lifts, the arm restraint gears are manufactured from a material that is insufficient to withstand the forces which satisfies the testing required by the harmonised standards relating to vehicle lifts. The current standard is BS EN 1493:2010.

The manufacturer has now redesigned the arm restraint gear. The new design is a machined part using a grade of steel which was found to be suitable when tested by the manufacturer. The gears now have circular rather than oval holes and a wider cross section which prevents disengagement.

Lifts which have not been supplied with this re-designed part still present a serious risk.



Action required:

Users of BendPak two-post lifts should:

1. Check

Users should **check** whether their arm restraint gear appears substandard. Lifts not supplied with the re-designed part will have arm restraint gears with:

- oval holes
- a narrow cross section
- an internal diameter much larger than the pin that the arm swings on.
- the appearance of being sintered or cast, rather than machined

Note

If checks show that there is lateral movement in the arms, then the lift should not be used again until the necessary replacement parts are fitted. As a temporary measure, it may be possible to continue to use the lift prior to replacement if a competent person has confirmed that the gears are fully meshed, and regular checks are being carried out.

2. Replace

If the lift does not have the newly designed arm restraint gear **take immediate action to replace** it. Users should contact their supplier, or the manufacturer, to get replacement parts. The gears should be steel, machined with circular holes. They should sit properly against the pin that the arm swings on without visible clearance.

BendPak have provided a video which demonstrates how [this replacement can be carried out by a competent person](#).

3. Thorough examination by a competent person

Users should make sure that the lift is thoroughly examined and tested after replacing the gear. This is required in law under the [Lifting Operations and Lifting Equipment Regulations 1998](#) (LOLER).

4. Maintain

Anyone using two post vehicle lifts should inspect and maintain them in accordance with the manufacturer's instructions.