PRELIMINARY REPORT

Document Ref	FTCS: 26-06
Date	13/03/2026
Version	01

A. Details of the person completing the form

Name: [redacted]
Depot/Office: Shipdham
Job Title: [redacted]
Date: 13th March 2026

B. Incident details

Date: 4th March 2026	Time: 0953hrs
Project: Hill Group Barlby Road Development, London	

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Executive Summary
On 4th March 2026, an incident occurred involving Falcon Tower Crane Services tower crane TC510 (JASO J168HPA - Serial No. 0124) located at the Hill Group Barlby Road development, London.

Scope and Limitations of the Investigation
This report provides an initial factual summary of the incident

- Site inspection of the crane and the damaged jib structure
- Photographic evidence
- CCTV/Drone footage
- Thorough Examination, service and maintenance records
- Operator familiarisation and daily checklists

At 09:53, during lifting operations within the designated loading area, the lower left chord connection pin between the two outermost jib sections moved from its seated position within the connection coupling. Once the pin was no longer in place, the structural integrity of the jib assembly was compromised. As a result, the jib structure collapsed to the right-hand side of the crane onto the scaffold within the site boundary, and the hook block fell into a brick cage. The crane operator immediately applied the emergency stop button and descended the crane. The site was evacuated and the affected area secured. No injuries were reported.

Inspection of the crane following the incident identified evidence of contact between the hook block and the underside of the jib structure. It is possible that this contact dislodged the retaining pin from the jib connection pin. This has resulted in the pin walking out of the connection.

Crane Details

Crane model	**Jib length**	**Jib build**	**Tower height**
Jaso J168HPA	45m	I, II, III, IV, VI	35.2m
Base type	**Tower sections**	**Counter Ballast**	**Serial No**
ANA150 Fixing Angles	6 x T6-150	23400kg	0124
Fleet No	**YOM**	**Max SWL (75%)**	**SWL at Max radius (75%)**
TC510	2016	4500kg @ 31.5m	2625kg @ 45m

The crane had been installed in accordance with the manufacturer's instructions. Thorough Examinations were carried out by Safety Check Engineering Ltd every 6 months. Servicing and maintenance had been carried out in accordance with our maintenance schedules.

Timeline of Falcon Service History and 3rd Party Thorough Examinations	
Date	Event
06.11.2023	Crane Installation
09.11.2023	3rd Party Thorough Examination
12.01.2024	FTCS Service
07.3.2024	FTCS Service
09.05.2024	3rd Party Thorough Examination
09.05.2024	FTCS Service
04.07.2024	FTCS Service
04.09.2024	FTCS Service
29.10.2024	FTCS Service
30.10.2024	Annual Slew Ring Bolt Check
05.11.2024	3rd Party Thorough Examination
06.11.2024	Load Test
14.01.2025	FTCS Service
04.03.2025	FTCS Service
29.04.2025	FTCS Service
02.05.2025	3rd Party Thorough Examination
27.06.2025	FTCS Service
14.08.2025	FTCS Service
16.10.2025	Annual Slew Ring Bolt Check
16.10.2025	Load Test
16.10.2025	FTCS Service
31.10.2025	3rd Party Thorough Examination
08.12.2025	FTCS Service
11.02.2026	FTCS Service

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Personnel Involved

- [redacted] - Tower Crane Operator
- [redacted] - Crane Supervisor
- [redacted] - Slinger Signaller

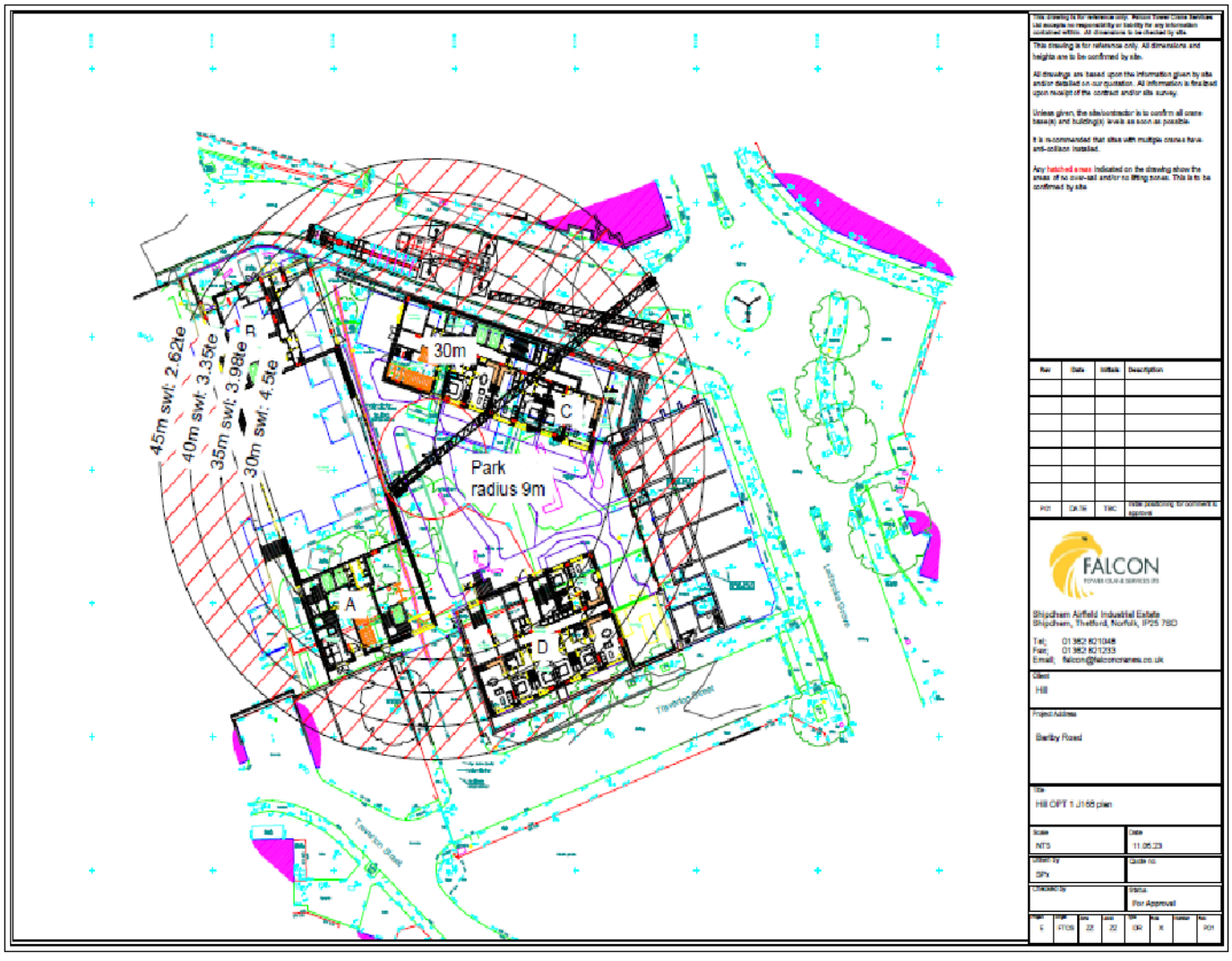
Environmental Conditions

The anemometer system fitted to the crane recorded that wind speeds were within the operational limits of the crane.

Timeline of Events

Time	Event
09:45	Lifting operations commence
09:50	Five lifts completed (maximum load approx. 2500kg)
09:52	Empty brick cage (approx. 450kg) lowered to the ground
09:53	The Jib connection pin separates from the lower left connection
	The Jib structure collapses onto the scaffold within the site boundary
	The Hook block falls into the brick cage
09:54	The crane operator applies the emergency stop button and descends the crane
Immediately after	The site was evacuated and the area secured

Site Plan Drawing



Structural Observations

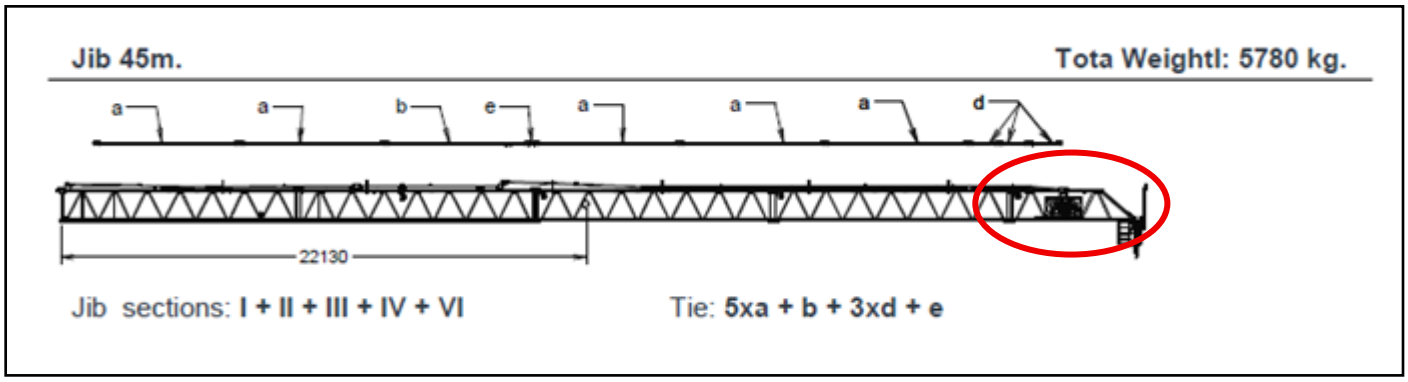


Photo 1. Collapsed Jib

The lower right-hand chord fractured, and the jib spine buckled as a result of the jib connection pin separating from the lower left chord (4 and 6). The jib tie connection caused jib section 6 to invert.

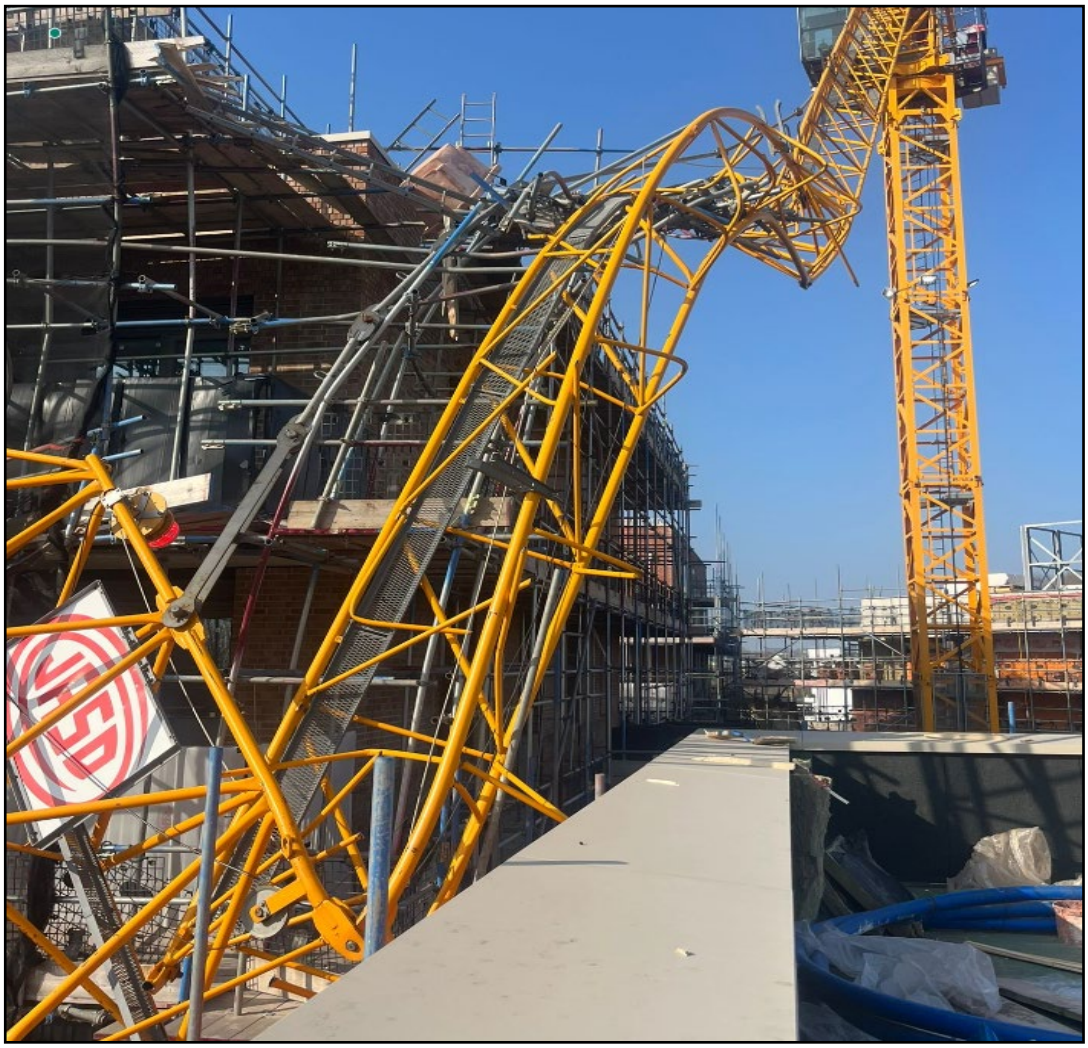
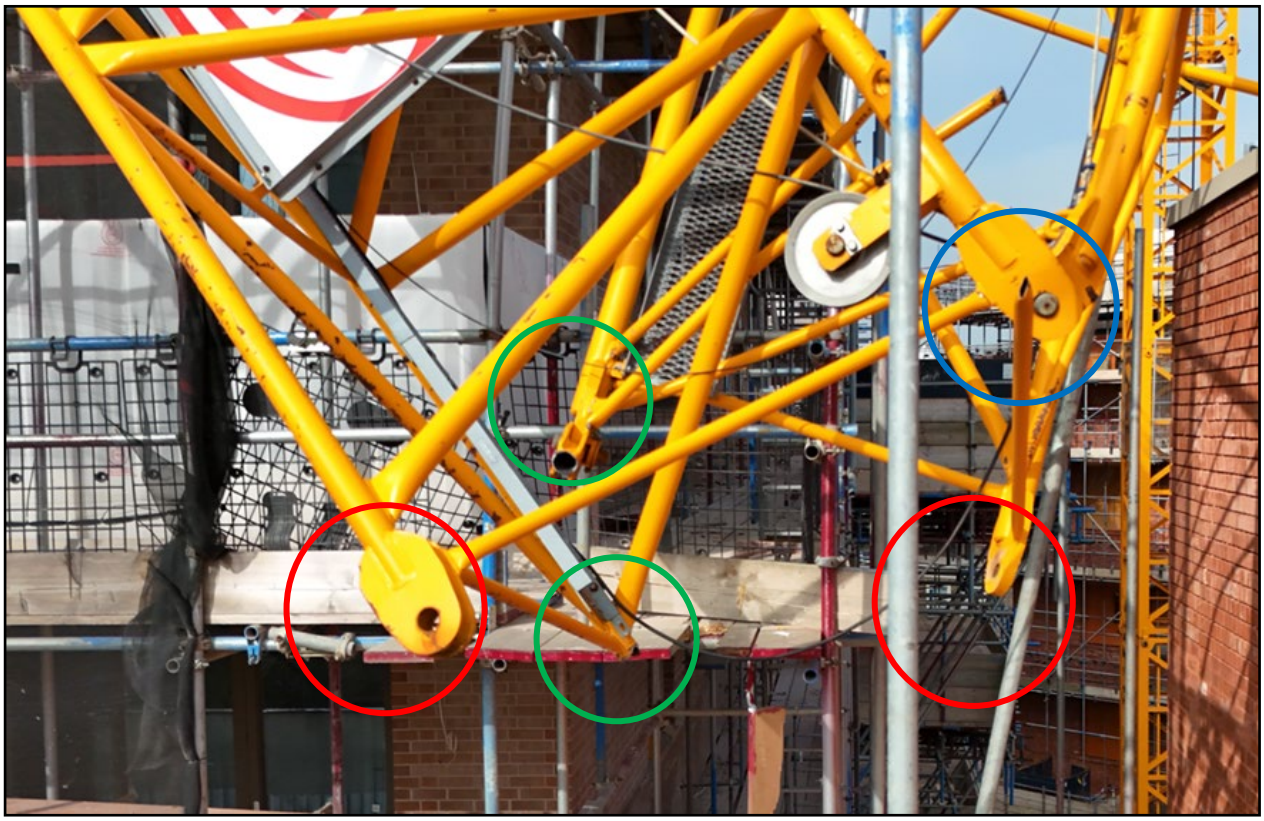


Photo 2. Jib connection points
Red circles: lower left chord. Green: lower right chord. Blue: jib spine



Evidence of Hook Block Strikes

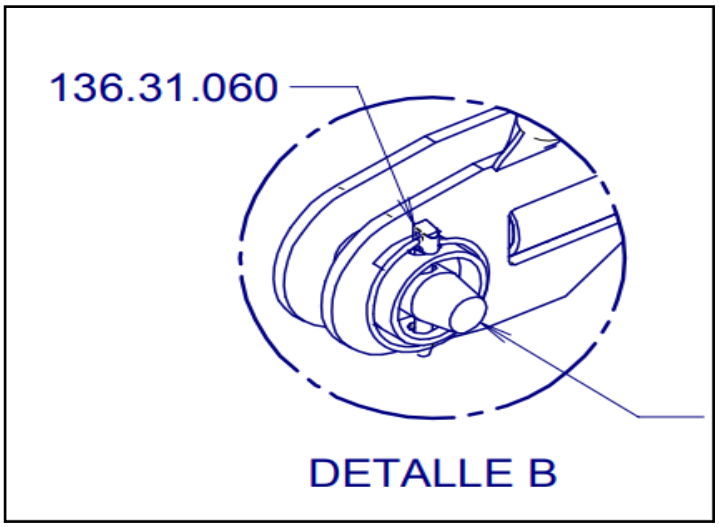
Markings found on the underside of the jib are consistent with repeated hook block strikes around sections 4 and 6 of the lower chord connections. This includes impact markings on the pin securing mechanism, as detailed below.

Possible cause of the incident

The hook block has struck the retaining pin, dislodging it from the retaining mechanism, allowing the jib pin to separate from the lower side left chord connection of sections 4 and 6.

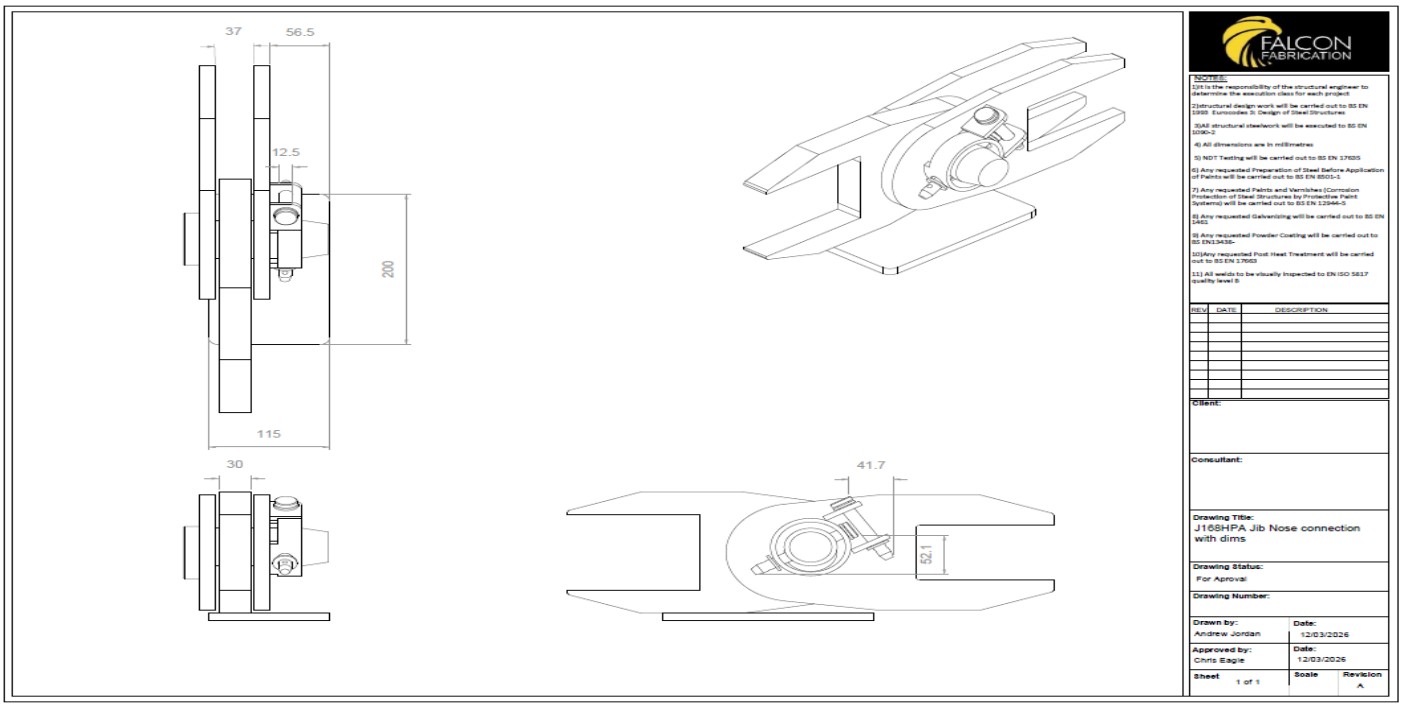
Improvements to prevent reoccurrence

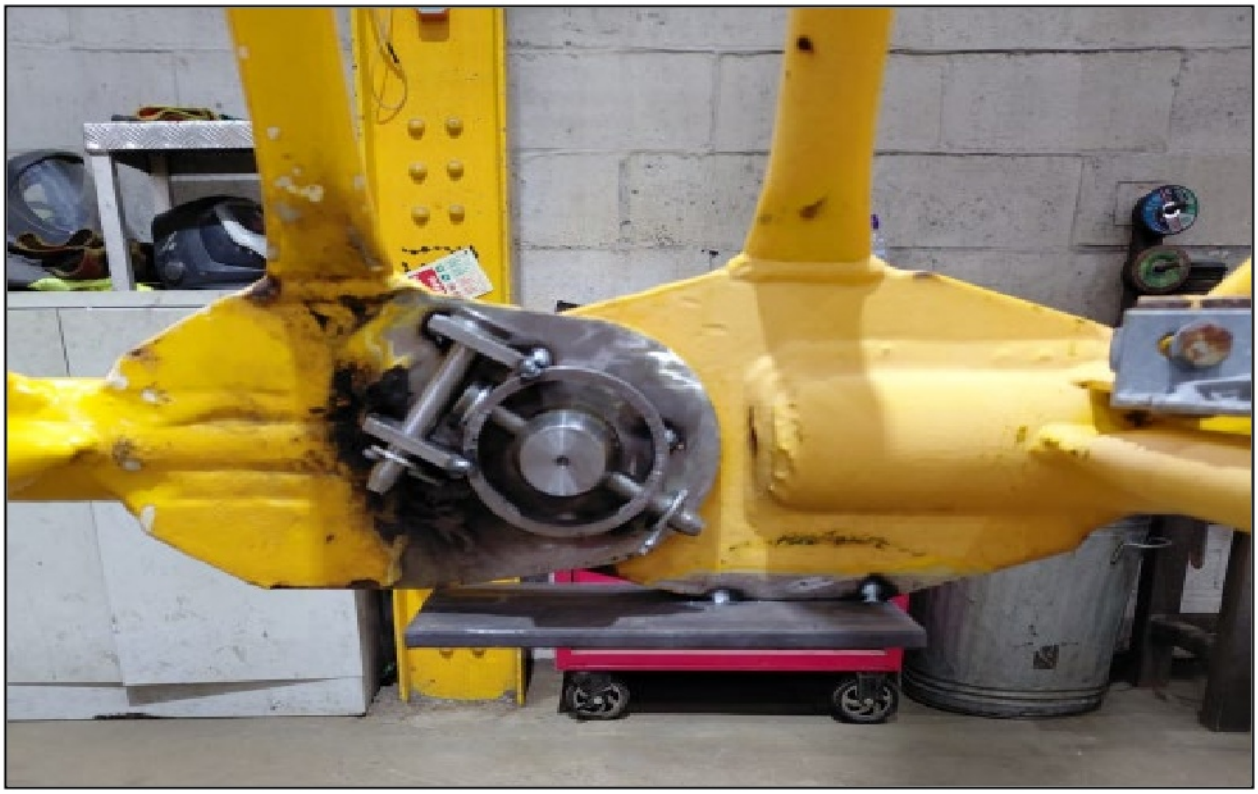
The image below shows the manufacturer's current pin retention mechanism, utilising a spring-loaded lynch pin.



The following improvements will be implemented once approved by the crane manufacturer.

Tower crane components which cannot be accessed for visual inspection by the operator will be retained with a clevis and cotter pin, utilising the manufacturer's retaining mechanism framework.
A secondary clevis and cotter pin will be utilised to prevent vertical movement of the primary clevis pin. In addition, an impact protection plate will be welded underneath the jib lower chord connections to prevent hook block strikes.





Additional control measures

- Re-familiarisation on the safe use of luffing cranes for all operators with immediate effect
- Re-issuing technical bulletin regarding the park up/wind off procedure to all crane operators and increasing the frequency of the bulletin delivery from 12-monthly to 3-monthly.
- Sharing lessons learned across the organisation and wider tower crane industry

C. RESPONSIBLE PERSON

This form must be countersigned by the Safety Advisor (or person nominated for this purpose)

Signed: [redacted]	Location: Field/Office
Name (please print): [redacted]	Tel No: [redacted]