



**EFFER 42 2S**  
1,135kg @ 3.28m  
595kg @ 6.09m



**EFFER 155 3S**  
3,200kg @ 4.42m  
1,295kg @ 10.25m



**EFFER 250 4S**  
4680kg @ 4.48m  
1455kg @ 12.88m



**EFFER 585 6S**  
With Radio Control  
10,700kg @ 4.75m  
2,500kg @ 17.13m



**Mercedes Benz Axor 2543**  
2004 (54). 6x2 Rear Lift. Fitted With New  
EFFER 340-4S (4 Extensions) with Radio  
Control. Rear Stabilisers. 26,000kg GVW.  
44,000kg GTW. Air & Electrics For Drawbar Use.

Other stock available; contact us now  
for immediate installation & delivery

**Contact:** ☎: 01430 871010  
**Brent Carmichael / Adam Day**  
**07831 762683 / 07841 361388**  
[brentcarmichael@britcom.co.uk](mailto:brentcarmichael@britcom.co.uk) / [adamday@britcom.co.uk](mailto:adamday@britcom.co.uk)

Britcom International Limited, York Road, Market Weighton, East Yorks, YO43 3QX. Fax: 01430 872



# ALLMI accredited Lorry Loader Operator Training Providers

## Nationwide

**T H WHITE**

Contact: David Ottaway 01380 722381  
Email: [cranes@thwhite.co.uk](mailto:cranes@thwhite.co.uk)

[www.thwhite.co.uk](http://www.thwhite.co.uk)  
Nursteed Road Devizes  
Wilts SN10 3EA



## Ireland



Church Road, Tullamore, Co. Offaly, Ireland  
Tel: 086 2500 825 Mobile: 086 1042 787

## Nationwide



Wharfedale Road, Euro Way Ind. Est. Bradford. BD4 6SL  
Tel: 0870 017 0606  
Web: [www.atlascranes.co.uk](http://www.atlascranes.co.uk)

## Nationwide



**Hiab Ltd**

Cargotec Industrial Park, Ellesmere, Shropshire, SY12 9JW  
Tel: 01691 626427 Fax: 01691 626472  
e-mail: [training.uk@hiab.com](mailto:training.uk@hiab.com) • Web: [www.hiab.co.uk](http://www.hiab.co.uk)

Are your Lorry Loader Operators properly trained? Call a certified ALLMI training provider and Insist on the ALLMI card.

The training accreditation service of Lorry Loader Manufacturers and Importers  
ALLMI Unit 7b, Prince Maurice House, Cavalier Court, Bumpers Farm, Chippenham, Wiltshire. SN14 6LH  
TEL: 01249 659150 email: [enquiries@allmi.com](mailto:enquiries@allmi.com) web: [www.allmi.com](http://www.allmi.com)

# BS EN 12999 A2 Amendment

c&a

ALLMI focus

It has recently come to ALLMI's attention that clarification is required with regard to the A2 amendment of BS EN12999. The A2 amendment was approved by CEN (the European Committee for Standardisation) on the 16th March 2006 and was entered into the EU Official Journal on the 1st October 2006. The provisions of the amendment are not mandatory for loader cranes manufactured during the 12 months following the date of introduction, but compliance is required for any loader crane manufactured from the 1st October 2007, which has been issued with an EC Declaration of Incorporation and / or an EC Declaration of Conformity stating that the loader crane complies with EN12999.

With regard to the changes introduced as a result of the A2 amendment, of particular relevance is section 5.4.3.2, which relates to manually operated stabiliser extensions:

"It shall be clearly visible to the operator when the manual locking devices are in the locked and unlocked position. In addition, a warning light, visible from the transport driving position, shall indicate when the stabilisers are not locked in the transport position."

Put clearly, this means that all loader cranes manufactured from 1st October 2007, which are supplied with the above mentioned declarations, must be fitted with a visible warning light to indicate when the outrigger beams are not properly stowed. In most cases, the best way to do this may be via the existing boom height warning circuit.



A number of questions have been raised as a result of the requirements introduced by this Amendment. They are listed below with clear and definitive answers:

**Q.** Some of the systems available read off the cam lock and not the leg. Therefore, it is possible to have the leg locked in the out position, yet the warning systems will be off in the cab. Would it not be more practical for the warnings to read off the leg or foot, then the warning would clearly indicate if the leg is stowed safely or not?

**A.** First of all, there is no requirement for the device to confirm that the stabiliser jack leg has been raised (see also below). However, each Manufacturer has its own system. In the event of this type of system (camlock sensor)



being fitted, it is important that the operator has received specific instruction in terms of the leg stowage procedure so he is aware of the need to ensure he has stowed and locked the stabilisers in the transport position prior to travel. This is also a requirement under the Road Traffic Act.

**Q.** Is it acceptable to put the sensors on secondary latches?



**A.** Yes.

**Q.** Are there new regulations that permit only mechanical switches to be used for safety systems and not proximity switches?

**A.** No, either type of switch is acceptable, providing it's effective.

**Q.** What about cranes manufactured prior to the 1st October 2007. Is it a requirement to retrofit these systems?

**A.** No, this is optional.

**Q.** Is there any exemption for smaller cranes, e.g. those under four Tonne/m?

**A.** No, the standard makes no exceptions for smaller cranes. If a crane has been issued with an EC Declaration of Incorporation and / or an EC Declaration of Conformity stating that it complies with EN12999, then it must conform to all of the requirements in place at the date of certification.



Stabiliser beams must be properly locked and a warning light must be located in the cab

**Q.** Is a provision required for ensuring that the stabiliser leg cylinders are also fully retracted? In other words, should the legs be locked up and in, or just in?

**A.** The legs only need to be locked in. The standard requires locking means to prevent uncontrolled movements of the crane and stabilisers. No measure is required to ensure the jack cylinders are retracted.

## ALLMI joins European Community Whole Vehicle Type Approval Working Group

ALLMI recently took part in an inaugural meeting of an Industry Working Group for EC Whole Vehicle Type Approval. The purpose of the Working Group is to establish industry solutions for any of the outstanding issues relating to the forthcoming implementation of Type Approval from the 29th April 2009.

The Working Group will be discussing those elements of Type Approval that the UK Department for Transport (DfT)

and its agencies flag as industry matters. These include Multi-stage and Transmission of Data, together with other matters such as Type, Variant and Version Definition, all of which require there to be a common approach from all parties.

The principal members of the Working Group are the VBRA, SMMT, VCA, VOSA, CHEM, REMSA, NTTA and ALLMI. The activities of this group will be reported to the

DfT, which is interested in its outcomes and any policy changes that it could facilitate to assist in the implementation of Type Approval.

T H White technical manager, Les Drage, represented ALLMI at the inaugural meeting held in January. He said: "This Working Group was formed as a result of two years of strategy and policy meetings between DfT, VOSA, VCA and VBRA. The meetings identified the

need for certain procedural and technical issues to be analysed in greater detail, and the VBRA volunteered to take this on, which led to the formation of the Working Group. The group aims to focus on the process implications and the communication of information between the intermediate stages of a multi stage build, and ALLMI has a continuing and vital part to play at this."