

ALLMI Engine

Management Systems - project launch

For the past two years ALLMI has been working closely with a number of truck, loader crane and Power Take Off manufacturers in order to resolve the issues surrounding the wiring into and the subsequent programming of Engine Management Systems (EMS) by loader crane installers.

The Association held an open meeting in September 2007, which facilitated debate on the subject and which led to the establishment of the EMS working group. Since then, the group has met on a regular basis in order to develop new systems, procedures and template documents for those involved with EMS, and to create a new secure area of the ALLMI website which will play a major role in improving the flow of information between all parties concerned.

September 25th Launch Meeting

With all of the hard work now coming to fruition, ALLMI will hold another open meeting on the 25th September in Coventry, the purpose of which will be to update the industry on the progress that's been made over the last two years, and to try and obtain further buy-in from the few remaining manufacturers that aren't currently involved with the project. ALLMI's technical manager, Alan Johnson, will chair the meeting and presentations will be given by various working group members including: Phil Rootham of Scania, Les Drage of T H White (Palfinger), Julian Sharpe of Stallion Hydrocar, Robert Oakes of Transloader Services and Ian Roberts of Massey Truck Engineering.

Each of the working group members will be explaining why they decided to participate in the project, what they've gained from it and how the new systems / processes will work from their own perspective. A demonstration of the EMS area of the ALLMI website will also be included.

Johnson said: "The meeting will start with a look at the background surrounding the issue, which mainly revolves around communication problems between the loader crane installer and the truck dealer.

We'll also be looking at what long terms solutions exist, which is where CANbus comes into play. However, although discussions on CANbus are already taking place at European level between truck and crane manufacturers, it's likely to be at least a couple of years or more before anything is implemented and so for that reason, the focus of the meeting will be on the interim solution, which is mainly what the working group has been looking at over the last two years. The solution we are proposing involves the use of a variety of documents and communication methods which are used in conjunction with each other to form a single procedure for dealing with the EMS process."

"This includes: guidance for ordering the correct chassis for the loader crane, a crane installer fax-back form to confirm programming settings, an installer's fusebox / door sticker and an area of the ALLMI website containing instructions and electrical drawings from chassis, crane and PTO manufacturers. In addition to the discussions on EMS, we'll also be having a debate on Whole Vehicle Type Approval in relation to loader crane installation, which might lead to a new working group being formed in order to create a tailored approach to this issue."

If you would like to know more about the meeting in September or the EMS project in general then please contact ALLMI.



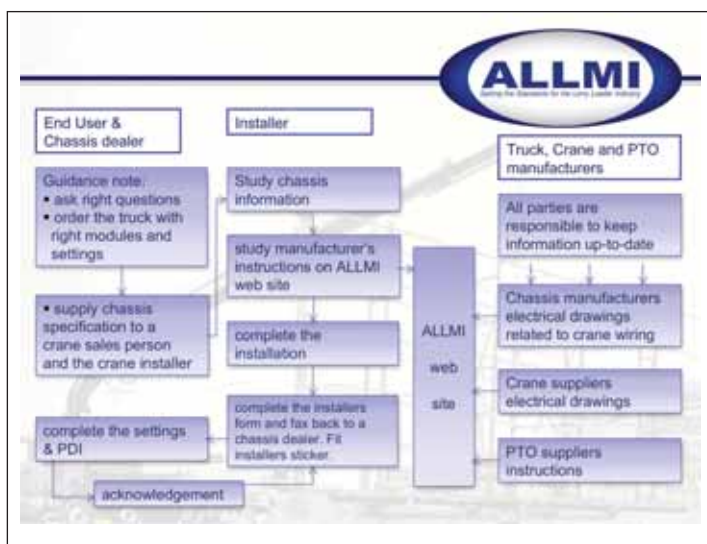
ALLMI Code of Practice Development

A recent ALLMI Technical Committee meeting reached agreement on a new format for the next edition of the ALLMI Code of Practice (COP), which is currently under development.

The Committee plans to alter the structure of the document and to develop it into a broader and more detailed publication, which will include sections on the various aspects of the lorry loader industry.

Proposed Sections for the Code Of Practice:

- Part 1: COP for Crane Providers & Purchasers
- Part 2: COP for Installers
- Part 3: COP for Service Providers
- Part 4: COP for Examiners & Testers
- Part 5: COP for Training Providers
- Part 6: COP for Fleet Operators & Users



ALLMI's technical manager, Alan Johnson, who heads up the project, says: "The current Code Of Practice is an excellent publication which continues to serve the industry, acting as a valuable guidance document for all companies involved with lorry loaders. However, we do feel that with loader crane technology becoming more advanced and lifting operations becoming increasingly complex, there's scope for an even more in depth publication which breaks down into sections focusing on different areas of the lorry loader industry. We're currently consulting members on the sections that should be included and the format in which the Code of Practice should be made available."