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For a view of the latest new products, no other UK show tops
SED 2007 Cranes & Access.

The high-profile names are here, like NRC, Mantis, Vanson, Genie Europe, JLG, SkyKing, Russon Access, UpRight and Versalift. Catch two new Manitowoc Potain models – the MCT 88, a new top slew top-less tower crane, and the IGO T70, the first in a range of self-erecting tower cranes, as well as the Teupen Leo50GTX, the world's largest tracked platform, and the Manitou MRT3050, the highest reaching telehandler on the market. Along with the latest in powered access, including mounted and self-propelled platforms, scissor and boom lifts, as well as scaffolding and support gear.

Pre-register by visiting the SED website at www.sed.co.uk and booking your Fast Entry Badge. This is where you'll get the big picture and as you'll see, the prospect is stunning.



SED 2007 – 22, 23 & 24 MAY

Rockingham Motor Speedway
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IN THE INTERESTS OF SAFETY, NO ADMITTANCE TO CHILDREN UNDER 12 YEARS, THOSE OVER 12 YEARS AND UNDER 16 YEARS SHOULD BE ACCOMPANIED BY AN ADULT. ENTRY TO THE SHOW IS BY REGISTRATION AND FREE OF CHARGE.

Register at www.sed.co.uk or call 0870 429 4374



ALLMI accredited Lorry Loader Operator Training Providers

Nationwide

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Nationwide



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Tel: 01691 626427 Fax: 01691 626472

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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 Second Floor Suite, 9 Avon Reach, Monkton Hill, Chippenham, Wiltshire. SN15 1EE

TEL: 01249 659150 email: enquiries@allmi.com web: www.allmi.com

Thorough Examination and Load Test Training



c&a

ALLMI focus

On May 3rd ALLMI launched its new 'Training Scheme and Competency Assessment for the Thorough Examination and Testing of Lorry Loaders.'

Designed for engineers employed by ALLMI members, the course is tailored for individuals wishing to perform Thorough Examinations and Load Tests or for those already performing functions in this area, but who wish to sharpen their skills and achieve certification.

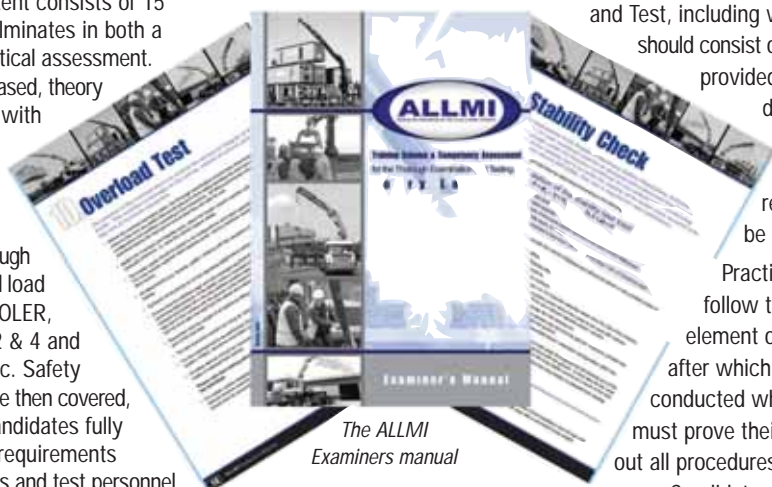
ALLMI general manager, Tom Wakefield said: "The content of the course is extremely comprehensive and very involved. Due to the nature of this kind of work, it's not a course for a complete novice and as such there are strict entry criteria relating to experience and qualifications, which all candidates must meet."

The course content consists of 15 modules and culminates in both a written and practical assessment. The classroom based, theory session, begins with a look at the relevant standards and legislation surrounding thorough examinations and load tests, such as LOLER, BS 7121 Parts 2 & 4 and BS EN12999, etc. Safety considerations are then covered, ensuring that candidates fully understand the requirements for site conditions and test personnel. Risk assessments and method statements are also covered under this module.

Next comes documentation, which explains the importance of having the previous test certificate and the manufacturer's manual, and also in some cases, the need to have

stability calculations, axle load calculations, sub frame specification and information on any special features that the crane might have.

Candidates are then taken through the requirements for the visual inspection and the points that must be examined on the crane, the function check is also fully explained. This is where the crane is tested with no load in order to check the satisfactory operation of every control device and each crane motion. The crane functions are operated throughout the full range of permitted movements and up to the maximum speeds.



Calibration checks are covered before the course moves on to the subject of overload testing. The overload test is intended to confirm the structural integrity of the lorry loader, including the anchorages of the crane to the vehicle, the vehicle structural parts, the stabiliser legs and all hydraulic equipment.

For new installations, a full stability test must be carried out. Candidates are given instruction on calculating the stability test load, how to perform the stability test and the importance of body consideration.

Dynamic tests are also covered, the object of which is to subject

the hydraulic system and structural members to dynamic conditions and fluctuating loads in order to check each powered function through its full range of travel and operating speeds, and to confirm the operation of load decelerating valves.

The highly important post-test inspection comes next which looks for any signs of structural damage affecting the safe use of the crane.

Finally, candidates are given instruction on preparing and issuing a Report of Thorough Examination and Test, including what the report

should consist of (candidates are provided with template documents to use) and to whom the report should be sent.

Practical sessions follow the classroom element of the training, after which a test is conducted where candidates must prove their ability to carry out all procedures covered in the course. Candidates are then given a final theoretical test paper, which assesses their knowledge in relation to all issues surrounding the subject, including the calculation of stability test loads.

Ken West of Ken West Hydraulic Engineering attended the first course. "It's a very intense two days as the course covers the subject in so much detail, but I thoroughly enjoyed it and came away feeling very well informed on a subject for which I already had a great deal of experience," he said.

All successful candidates are issued with an identity card and certificate,

and are registered on the ALLMI Examiner's Database and receive the ALLMI Examiner's manual, a 26 page document that serves as a reference guide throughout their career.

For further information on the course, contact Tom Wakefield at ALLMI email tom@allmi.com

ALLMI General Meeting Update

April was a busy month for ALLMI and its members with General Meetings being held for both the manufacturers/service agents and members of the Operators' Forum.

Both meetings approved plans for a joint, annual meeting and social event for all members and training providers, the first of which is planned for early 2008. Significant website developments were announced for the secure members' area, which include the addition of regulations relevant to lorry loaders, HSE safety bulletins and draft standards for comment.

Barbara Edwards of AIPS attended both General Meetings to present the benefits of using ALLMI's insurance facility, whilst Lyndon Noon of GB Oils (Shell's largest distributor) spoke on the supply of oil and lube products to ALLMI members, and Alan Lines of Line Industries on the effective use of Trailerwin software. PC Bill Slater of the West Midlands Police discussed road safety with lorry loaders, while Brian Szukala from the Freight Transport Association, demonstrated an innovative loader crane simulator.

