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Demand soars for ALLMI Thorough Examination training

C&a

ALLMI focus



ALLMI's Campaign for Competency continues to have a positive impact on the loader crane industry, with demand for the association's Thorough Examination course tripling during the second half of 2012.

Chief executive Tom Wakefield, said: "we have spent a considerable amount of time over the past couple of years highlighting the importance and the legal requirement for thorough examinations and load tests to be carried out by engineers who are 'competent' to perform them.

We've always said that one of the most effective ways for end users to be sure of this is to use an ALLMI accredited examiner from an ALLMI

member company and these engineers are now listed on our website as part of their employer's profile. We find that more end users are insisting upon ALLMI qualified engineers carrying out this kind of work, which has led to a number of new companies joining the association and a further increase in demand for the training. We are very pleased to see that the industry recognises the value of ALLMI accreditation and the benefits that the thorough examination training brings."

The ALLMI Thorough Examination and Load Test course covers the following modules:

- Module 1:** Course Introduction
- Module 2:** Legislation
- Module 3:** Safety Considerations
- Module 4:** Documentation
- Module 5:** Visual Inspection
- Module 6:** Function Check
- Module 7:** Calibration Check
- Module 8:** Overload Test

Module 9: Stability Test

Module 10: Dynamic Test

Module 11: Post Test Inspection

Module 12: Signing Off

Module 13: Practical Session

Module 14: Assessments

Module 15: Course Review & Feedback

Next time your loader crane is subject to a thorough examination, ask for a copy of the examiner's ALLMI card and look for the "T. Exam" category.

Appointed Person training on the increase

Demand for ALLMI's Appointed Person course continues to rise, with a 20 percent increase during 2012. ALLMI technical director, Alan Johnson, said: "The increase in demand for the training not only reflects the quality of the course and the fact that it's the only one of its kind available in the UK, but also the continuing growth in awareness within the wider loader crane industry. The course was developed as a result of the revision of BS7121 Part 4, which clarified the roles within the lifting team hierarchy and reinforced the need for formal lift planning. Since the launch of that document in 2010, ALLMI's Appointed Person course has played a key role in educating fleet owners on this subject and helping them to train the relevant members of their workforce to the highest standards."

Whole vehicle type-approval guidance

Further to an amendment to Directive 2006/47/EC and also extensive consultation with members, ALLMI's Whole Vehicle Type Approval (WVTA) working group has introduced new guidance.

Technical director, Alan Johnson, said: "Whilst many people have been aware of the impending introduction of Whole Vehicle Type Approval, concern or confusion still exists in many quarters with regard to how this will affect specific industry sectors. The WVTA Working Group was set up with the aim of assimilating facts considered relevant to installers of loader cranes. We appreciate that the advice given is somewhat parochial, as we recognise that many ALLMI members are also involved in vehicle bodybuilding or chassis engineering, however, the decision from the outset was that as a lorry loader association, ALLMI's focus should remain solely on how it impacts our core activity as an industry."

The WVTA Working Group Chairman is Les Drage of Palfinger importers, T H White; he comments "at the inaugural meeting of the Working Group, it was decided that some

initial information and guidance should be assembled for circulation to ALLMI members. In 2011, Issue One of the guidance was distributed, yet its main aim was to stimulate debate and create further questions, which inevitably it did."

"The working group met again this year, having collated the various queries raised by members and having reviewed the amendments to the framework directive. Issue Two is a result of our discussions and research on these issues. It is anticipated that further revisions will be provided on a periodic basis in the build-up to implementation."

"The next meeting of the ALLMI WVTA working group is scheduled for early 2013. It is therefore

essential that we continue to receive as many comments and questions as possible, in order to assemble a list of the main issues for the working group to address."

"Whole Vehicle Type Approval will have an impact on all companies involved in the installation of ancillary equipment to vehicles. It is the aim of the working group to ensure that ALLMI members have the best possible understanding at the earliest opportunity in order to grasp the issues raised and to be prepared for any changes they may need to implement within their businesses" added Johnson

If you would like a copy of ALLMI's WVTA guidance, or if you would like to discuss the issue, then please contact ALLMI.

