



Are you properly trained to work at height?

For a complete range of IPAF Operator, MEWPs for Managers and Instructor courses, join us at one of our IPAF accredited training centres. Our indoor training facilities provide year round, all weather training. More than 30,000 delegates successfully trained across the UK. Call our training team to book your course **0844 26 44 360**

Facelift Access Hire, Sales and Training | T 0844 22 54 360 | E hire@facelift.co.uk | W www.facelift.co.uk



ALLMI accredited Lorry Loader Operator Training Providers

Nationwide

T H WHITE

Contact: David Ottaway 01380 722381

Email: cranes@thwhite.co.uk

www.thwhite.co.uk

Nursted Road Devizes

Wilts SN10 3EA



Ireland



Church Road, Tullamore, Co. Offaly, Ireland

Tel: 086 2500 825 Mobile: 086 1042 787

Nationwide

ATLAS CRANES UK LTD

Wharfedale Road, Euro Way Ind. Est. Bradford. BD4 6SL

Tel: 08444 996688

Neale Martin: 07836 238281

Web: www.atlas-cranes.co.uk

Nationwide



Hiab Ltd

Cargotec Industrial Park, Ellesmere, Shropshire, SY12 9JW

Tel: 01691 626427 Fax: 01691 626472

e-mail: training.uk@hiab.com • Web: 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: 0844 858 4334 email: enquiries@allmi.com web: www.allmi.com

Pre-operational checks



The effective maintenance of a loader crane is an essential part of the equipment's safe operation and pre-operational checks are a crucial element of this regime. Pre-operational checks are also a legal requirement (HSA, MHSWR, LOLER, PUWER and RTA) and the Vehicle & Operator Services Agency (VOSA) has the authority to issue on the spot fines for non-compliance. For these reasons, it's imperative that pre-operational checks are carried out and that lorry loader operators undergo the necessary training in order to fulfil this part of their job.

The following guidance is provided for operators as part of ALLMI's campaign to raise awareness of this important topic. The information below is not an exhaustive list and the manufacturer's handbook/recommendations should always be checked against the advice provided.

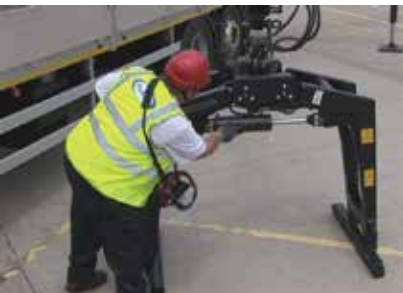
handbook and proof of your own training? Is the boom height warning sign present and correct? Does the PTO engage properly and is the handbrake interlock working?

- **Stabilisers:** Deploy the stabilisers. Do they work satisfactorily (in/out/up and down)? Are the locks working correctly and do the hoses look ok? Are there signs of any leaks?
- **Loader Crane:** To prevent the need for working at height, the loader crane can be moved into a suitable position for the remaining visual items to be checked. This includes looking for leaks, damage to the structure or pipework and the condition and level of the hydraulic oil. Before manoeuvring the loader crane check that all control levers are returning to neutral and that the emergency stop buttons are working.
- **Attachments:** Are there any cracks or leaks? Are the capacity plates intact and legible? Are the grab rails secure and rubbers intact? Are the wear blades secure and serviceable? Are the hooks intact, fitted with safety catches, and marked with their rated capacity? Do the hoses and fittings look ok? Are the rotator bolts tight? Is the 'A' link pin secure and are all pivot points well lubricated?
- **Function Check - Safety Systems:** You can now check whether additional safety systems/features are operating correctly. The first item to check is the Rated Capacity Limiter, the manufacturer's handbook will explain how to do this specifically.

Other safety systems can then be checked – these may include legs locked warning, leg deployment systems, stand-up controls and slew limitation, as well as the height warning indicator of course. Remember - if it's fitted, it must be working. The attachment functions should also be checked, along with all other loader functions for a second and final time before stowing the crane.

- **Other checks:** You may also need to check whether you have cones, stabiliser footpads, PPE and wet weather gear, lifting plans and appropriate accessories such as slings or chains. Slings and chains must also have a pre-operational inspection and should be checked after each use to ensure no damage has occurred.
- **Signing off:** When all points have been checked, the form should have a tick, cross or N/A against every item. Remember - blank boxes cause doubt! The form should be signed by both you and your manager. Copies should then be kept in the cab and the office.

ALLMI technical director Alan Johnson said: "The operator is the person responsible for ensuring the lorry loader is safe to use and that in the event of any defects being discovered, these are reported to management. Should any defects be found which are detrimental to the safe operation of the machine then it must not be used until repairs have been completed and signed off by a person who is suitably competent." Contact ALLMI for further information and a free template form to assist with pre-operational checks.

What are pre-operational checks?

- Pre-operational checks record whether the lorry loader is safe to use and that any defects have been reported to management.
- The process should be carried out at the start of the working day or shift (in the depot - to avoid arriving on site, only to discover that a fault prevents the machine's use) or when taking over the lorry loader for the first time (e.g. mid-shift).
- A form, designed for the purpose, should be used to help ensure that all appropriate checks are carried out and recorded.

What to check:

- **In-Cab:** Do you have the documentation you require, e.g. current Reports of Thorough Examination for the crane, attachments and accessories, the loader crane manufacturer's

ALLMI meetings

The next ALLMI Operators' Forum meeting will take place on 13th November and will include a presentation from the Suffolk Constabulary, covering a manslaughter case concluded earlier this year following a fatality with a loader crane. The manufacturer/service company members will meet on 3rd December during which Mike Protheroe of the Vehicle Certification Agency, will talk about Whole Vehicle Type Approval. Both meetings will be held in Coventry. Non-members are welcome to attend but should contact ALLMI for further details.

Increasing demand for remotes

ALLMI's market statistics for the first six months of 2013 show that 60 percent of all loader cranes were delivered with remote control units, and were as high as 84 percent in some market sectors.

