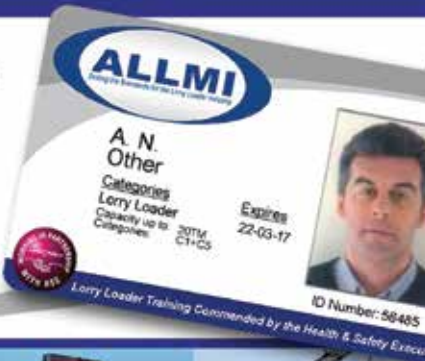




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# New Guidance Note

ALLMI's Technical Standards Committee has released a new Guidance Note covering the subject of provisionally overriding safety systems.

Aimed at owners and operators of loader cranes, as well as those carrying out servicing and repairs, the guidance starts by looking at the legislation relating to this topic, and then goes on to provide examples of how this can be contravened when safety systems are overridden. This is followed by detailed guidance on points that all parties should be aware of, including routine checks that fleet owners should have in place, as well as the safety procedures to be followed and the audit trail to be documented on the part of the fleet owner and service repairer, in the event of needing to temporarily override a system due to a technical fault, with the sole intention of permitting the loader crane to be stowed for travel and returned to its base.



ALLMI technical manager, Keith Silvester said: "This is an important subject. The overriding of safety systems can create serious safety issues for loader crane users, so it is essential that all relevant parties are aware of their obligations, as well as the practices they should adopt in order to protect themselves and their employees."

The guidance note also stresses the importance of training. In many cases where issues are encountered with safety systems, it is due to a lack of understanding on the part of the operator, and fleet owners can help to negate this by ensuring that the manufacturer's handbook, or an appropriate abbreviated guide, is in the vehicle cab at all times, and that product familiarisation training of sufficient duration and detail has been provided. Compared to the expense of downtime, such training will be an investment, not a cost.

For a copy of "GN023 - Protocol for Provisional Overriding of Safety Systems", please contact ALLMI.

# Election Time

ALLMI has concluded the 2016 round of elections for its board of directors and its fleet owner division's Executive Committee.

For the ALLMI board, the process saw Mark Rigby of T H White retaining his place as chairman for the 11th year in a row, and a new addition in the form of Alastair Evans of Hiab. For the Operators' Forum Executive, the election resulted in Steve Frazer-Brown being appointed as chairman for the 11th consecutive year, and Stewart Smith of D Smith Express joining the committee for the first time.

ALLMI chief executive Tom Wakefield said: "The election process is fundamental to the democratic manner in which ALLMI operates. The board and Executive Committee are elected on a biennial basis and this practice provides members with the opportunity to appoint those people who they feel will best represent their interests, as well as those of the wider industry; and who will oversee the efficient and successful running of the association."



Alastair Evans

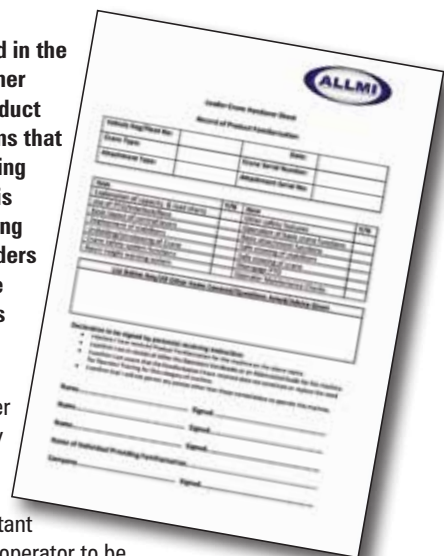


Stewart Smith



# Product Familiarisation Guidance Documents

The findings from ALLMI's Discussion Group sessions held in the fourth quarter of last year, further revealed the importance of product familiarisation, and the problems that can be created when this training isn't provided to operators. This has led to the association issuing additional industry-wide reminders of the comprehensive guidance it has in place in relation to this subject.



Technical manager, Keith Silvester said: "There is a clear legal duty on the part of the employer and the employee for lorry loaders to be operated safely, and an important aspect of ensuring this is for the operator to be fully conversant with the crane being used. Therefore, the operator must not only undergo the appropriate basic training, but also receive machine familiarisation at the point of handover. As part of this, it's essential that the operator is familiarised with the controls and safety systems that are specific to that particular machine, because with manufacturers continually improving their designs and introducing new features, experience of using one make / model of crane does not mean that an operator will be conversant with any other."

ALLMI's guidance is divided into two parts: the first document provides guidance on the required level of information and product familiarisation that should be given to users of the equipment, as well as details of the audit trail that should be put in place, while the second document is a template form that can be used by those delivering the familiarisation training.

For a copy of this guidance, please contact ALLMI.

