

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

PALFINGER



East



HMF (UK) Ltd.

Empson Road, Peterborough. PE1 5UP

Tel: 01733 558145 Fax: 01733 565869

Nationwide



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

Tel: 07860 414782

Web: www.atlascranes.co.uk

East Anglia



Contact: Tony Williams

Harford Centre, Hall Road, Norwich, Norfolk. NR4 6DG.

Tel: 01603 259900. Fax: 01603 259444.

e-mail: twilliams@norfolktraining.co.uk

Web: www.norfolktraining.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

Nationwide



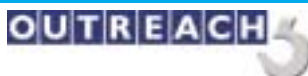
Train-A-Lift Ltd

TAL Centre, Charter Avenue, Coventry. CV4 8AF.

Tel 02476 469027 Fax 02476 462005

Email david@train-a-lift.co.uk • www.train-a-lift.co.uk

Scotland



Abbots Road, Middlefield Industrial Estate,
Falkirk. Scotland FK2 9AR

Tel: 01324 889000 Fax: 01324 888901

e-mail: mailbox@outreach.plc.uk

Web: www.outreach.plc.uk

East Midlands



Contact: Brian Pitts

Plant Equipment Limited, Clover Nook Road, Clover
Nook Ind. Park, Alfreton, Derbys. DE55 4RF

Tel: 01773 836060 (ext.17). Fax: 01773 833816.

Mobile: 0796 3004345. Web: www.plantequip.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 Second Floor Suite, 9 Avon Reach, Monkton Hill, Chippenham, Wiltshire. SN15 1EE

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

Training for attitude

Editor Ian Boughton, recently attended an ALLMI training course in Devizes and reports back on his findings and impressions.

What exactly is modern lorry-loader training and assessment intended to achieve? Here is a surprise for deskbound managers – today's kind of training produces a far more well-rounded, efficient member of staff than ever before. Ian Boughton of Cranes&Access experienced part of a two day ALLMI course first hand and was impressed to find that instead of simply being

about putting people in the position to go on site and feel confident about assessing a job and deciding how to do it.

"I try not to even talk about 'failing' anyone," he adds casually. "That's not the point of training. Although part of my job is to assess them, I also want to build them up to the point where they are capable and confident of taking responsibility."



Dave explains the emergency stop and control panel

told 'this is how to work a lift', the trainee can now expect to leave an ALLMI training course feeling good about the way he does his job.

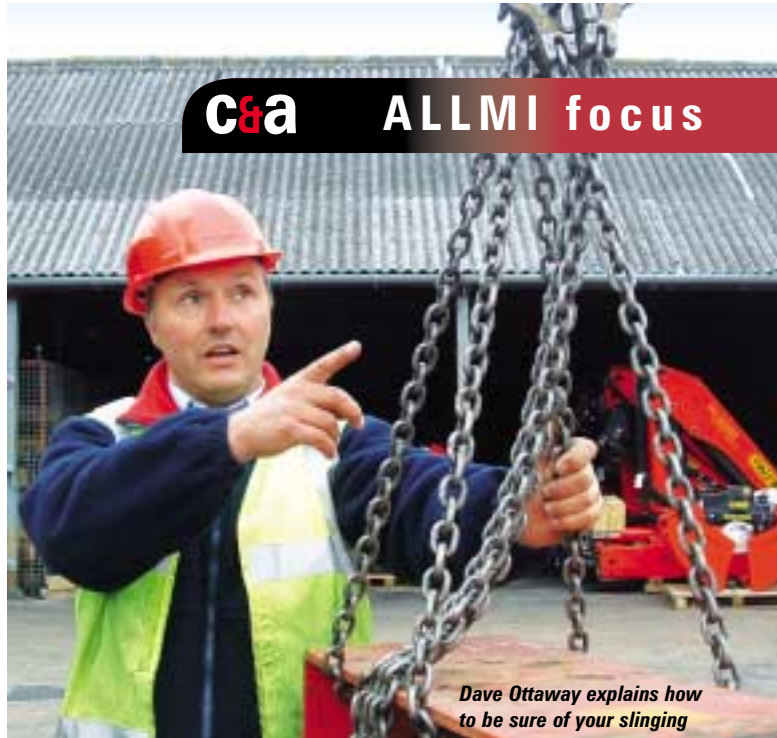
Certainly, training still involves theory and practical work, written papers and practical tests, and there are still certificates and proficiency cards to be won. The ALLMI training manual in itself is a superb piece of work in the conventional way of training. The big difference is that pass-marks and a piece of paper are seen as only part of the end result, second to the main aim of producing a capable and assured operator.

"Training is now about much more than just showing someone how to put a crane up and down," explains assessor Dave Ottaway. "It is now

Ottaway is a training manager for TH White, and is one of the experienced hands qualified to train and assess on behalf of ALLMI. He is politely insistent that the whole point of his job is about making crane operators feel confident to work in practical site conditions.

It's because of this that he dislikes even talking about the concept of one-day or two-day courses.

There is, he says, more to it than concentrating on the number of days, "It's about getting them to go away with the skills that will allow them do their job with confidence. Why does he put such stress on that word 'confidence'?" It is, says Ottaway, because lifting involves a lot of responsibilities, and what a trainee really needs to know is how



Dave Ottaway explains how to be sure of your slinging

to cope with the all-round situation of his job. This will almost certainly involve hazards which are not usually covered in exercise books, such as standing up for himself on site.

"There can be massive pressure on site," says Ottaway sympathetically. "If the customer says 'put that load over there', and the driver knows it can't be done, he has to have the confidence to say 'no'.

"It can be intimidating. One operator against half a dozen senior site engineers is a very difficult situation, and as 90 percent of clients have no lifting plan, there's a lot of responsibility placed on the driver. He needs to be confident enough to assess a site and decide what to do, knowing that nobody else can tell him what he should or should not do with his crane.

"A typical line he is always faced with is: 'well, the last guy did it'. This can be very difficult – but if we produce an operator well-trained enough to know that it's impossible or unsafe to put a pack of Sugar Puffs where the customer wants it, never mind a load of bricks, then he can confidently say 'I won't do that, but here's a suggestion...'



This, says Ottaway, is the key to modern training. Trainers who can show that they understand the real world can develop a better relationship with their students, and as a result, students appreciate the real value of the everyday processes, and come to understand how fluency in good basic procedures and best-practice habits will equip them well in the hurly-burly of life on a real site. Training in a peaceful classroom simply doesn't equip an operator to deal with clients, the police, traffic, and uncontrolled kids, when it's pouring with rain and the daylight isn't good.

It is this realistic support which Dave Ottaway believes will best repay the employer's cost of training by producing operators who will do a really valuable job for their company.

Do employers appreciate all this? Do they see the benefits of creative modern training, or do they simply still bellyache about the cost of losing a man for two days?

"It is very important for employers to realise that we are training a guy to get the best out of his crane, which means he is giving the best productivity, and giving the customer the best impression of his company," says Dave Ottaway.

"For the employer, there's a lot more benefit to be had from training than thinking you're paying for it just because you have to!"

A confident lift - Dave closely watches a couple of tonnes of scrap.