

# ALLMI accredited Lorry Loader Operator Training Providers

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**Call a certified ALLMI training provider and Insist on the ALLMI card.**

**The training accreditation service of Lorry Loader Manufacturers and Importers**

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# Five-A-Day

**Every year in the UK there are over 2,000 incidents involving 'Bridge Bashing', which equates to an average of over five a day.**

One of the main causes of these accidents is the failure of lorry loader operators to correctly stow their cranes for travel. This is the operator's responsibility and the potential effects of such negligence run from major inconvenience, such as creating delays on the road and rail networks, to serious risk to personal safety, not only for the driver and the pedestrians in the vicinity of the accident, but also the possibility of causing the derailment of a train, which would have disastrous consequences.

The estimated cost of a bridge bashing incident is considerable, with repairs sometimes reaching over one million pounds. Add to this the various hidden costs associated with this kind of accident – increased insurance premiums, personal injury claims, the cost of management time spent on dealing with the administrative aftermath, disgruntled customers resulting from the late or non-delivery of goods – and it's easy to see why an incident such as this could prove ruinous for any business.

The legal obligations with respect to Bridge Bashing are made clear by the requirements stated in the Road Vehicles (Construction and Use) (Amendment) Regulations 1997:-

1. From the first of October 1997, all relevant vehicles over 3 metres in height must have a notice in the cab indicating the vehicle's normal travelling height.
2. From the first of April 1998, all relevant vehicles put on the road for the first time, must be fitted with devices to warn the driver that the travelling height stated on the notice in the cab, has been exceeded.
3. From the first of October 1998, all relevant vehicles first put on the road after the first of April 1993 must be retro-fitted with devices to warn the driver that the travelling height stated on the notice in the cab, has been exceeded.

In addition to this, for CE marked machines, the European Standard for Loader Cranes (BS EN12999) calls for an indicator to warn the operator when the crane height exceeds a predetermined maximum.

So why do these accidents occur at such an alarming rate when the problem of incorrect stowage of the

loader crane is properly recognised and even legislated for?

Unfortunately the answer to that lies with the operator and more often than not, the insufficient training that he/she has received. For this reason, the ALLMI Training scheme devotes an entire module to the subject of stowing and securing the crane for travel. Clearly warning devices without the knowledge and training simply do not work.



*In this incident the driver was in a hurry and said he forgot to put the crane in the transport before leaving the site... He hit the bridge at 56mph and both front tyres blew out causing him to loose control, skidding down the road to it's final resting place.*

## ALLMI train 46% more in 2004

ALLMI saw its training levels soar by 46 percent in 2004, with over 2,200 operators gaining the ALLMI card. The upward trend in activity has continued into 2005, general manager Tom Wakefield said 'We're extremely pleased with the take up of the ALLMI Training scheme. I believe it reflects the quality of the training programme and the fact that the customers appreciate that it is developed by people who specialise in lorry loaders. The scheme will go from strength to strength.'

The ALLMI training programme is the only lorry loader training programme in the UK to be commended by the Health & Safety Executive.

## Transloader invest in ALLMI training facilities.

Transloader Services, the ALLMI Training Provider based in Hertfordshire, has opened a new purpose built classroom facility specifically for training. In addition, the company has invested in a brand new training vehicle. Installed onto an Iveco truck, the rear mounted Fassi F45A-21 is equipped to handle most attachments including a Clamshell bucket and Brick Grab, both with rotator.

Traditional manual controls are fitted to the side of the vehicle with the additional option of full Scanreco radio remote control. The vehicle will be used at the company's Harpenden training base, but will also be available for on site training sessions nationwide.

*Bob Oakes holding a course with the new ALLMI training vehicle*



*The ALLMI stand at SED*

## ALLMI at the SED Show

Another first for ALLMI, was a stand at the SED show in Milton Keynes in May. The stand, manned by General Manager, Tom Wakefield; was similar fashion to the ALLMI presence at the Commercial Vehicle show. The main focus was on the ALLMI Training scheme as well as the technical documents produced by the ALLMI Technical Standards Committee.

There was a high level of interest in the ALLMI Operators' Forum, which is a new division of the Association currently being formed specifically for owners of lorry loaders. An inaugural meeting for the Operators' Forum has already been attended by several interested parties, but due to the increased level of interest from companies representing a broad range of industries, the next meeting will be held on a much larger scale and will provide companies with the opportunity to become a founder member of the Forum.