



Special features - Ascendant Van Mounts

- A spare payload capacity of 370kg
- Kerb Side access to rear doors
- Safe working load of 230kg
- Two boom reverse articulated lift mechanism with mechanical stops
- Full pressure proportional hydraulic controls
- Engine stop start at platform controls
- Stabiliser controls in cab with automatic activation of platform control when set
- DC power pack for emergency operation of booms and stabilisers, plus manual rotation and descent
- Jacks/boom and PTO/handbrake interlocks



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



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

Tel: 0870 017 0606

Web: www.atlascranes.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: 01249 659150 email: enquiries@allmi.com web: www.allmi.com

ALLMI & CPCS reach new agreement

ALLMI has reached an agreement with CPCS that makes current ALLMI cardholders eligible for red CPCS cards, providing the cardholder has passed the ConstructionSkills Health & Safety Touch Screen Test within the two years prior to application.

ALLMI cardholders using this route will then have until the end of the life of their red CPCS card to achieve the relevant S/NVQ which will qualify them for the blue CPCS card. Please note that, under the terms of this agreement, the expiry date on the card issued by CPCS will match the expiry date on the applicant's ALLMI card. However, there are two exceptions to this rule, which are as follows:

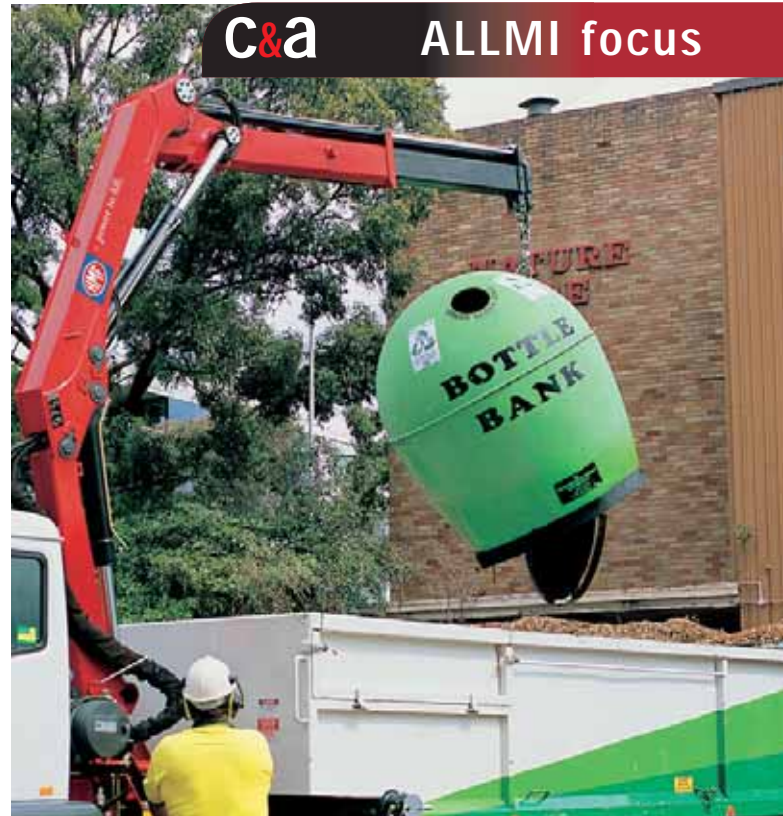
1. Should the expiry date on the ALLMI card be more than two years from the CPCS card's issue

date, then the maximum two year card life will be given by CPCS in order to ensure compliance with standard CPCS rules.

2. Should the remaining life of the ALLMI card be less than six months, then ALLMI refresher training will be required before a CPCS application can be made, this will then result in a CPCS card being issued with a two year life span.

Please note that this agreement applies to ALLMI lorry loader cardholders only (not slinger / signaller cardholders), and that the ALLMI lorry loader categories eligible for CPCS applications are C & D, 1-6. Should applicants hold categories outside of this list then they will need to contact ALLMI for further advice.

In order to apply, cardholders must complete and return the appropriate



c&a

ALLMI focus

application form to ALLMI (available to download from the ALLMI website), together with a cheque for £25 made payable to ConstructionSkills (or a purchase order number if an account is held with Construction Skills).

This agreement is expected to remain in place for the next 12 months, during which time ALLMI and CPCS will hold further discussions in order to continue to support each other's activities and determine the nature of a

permanent agreement.

ALLMI executive director, Tom Wakefield, said: "we're very pleased to have reached this agreement. It represents significant progress and it demonstrates the strength of the relationship between ALLMI and CPCS. The next step is to form a working group consisting of ALLMI, ConstructionSkills and industry representatives, with a view to further aligning the two schemes and formulating a permanent arrangement."



Engine Management Systems project launch review

On the 25th September over 60 representatives from the truck and loader crane industries came together to listen to the findings of ALLMI's Engine Management Systems (EMS) working group, a committee that was put together two years ago to investigate possible solutions to the problems surrounding the wiring and programming of EMS. Delegates received a series of presentations from the working group members, with representatives of truck, loader crane and PTO manufacturers each offering a different perspective on the issues faced by their industry and explaining the benefits they've gained from the documents and communication processes that have been trialled over recent months.

ALLMI's technical manager, Alan Johnson who heads up the project, said: "The turnout for the meeting was excellent and the feedback we've received so far has been extremely positive. We're confident that the meeting will lead to further buy-in from the few remaining truck, PTO and loader crane manufacturers

not currently involved with the project, which will mean that very soon we'll see the solutions we've developed being adopted across the industry with the ALLMI website becoming a one stop shop for all EMS related information. In addition to EMS, we had a very productive discussion on Whole Vehicle Type Approval and as a result, have agreed on the formation of a working group which will be tasked with providing guidance on this subject specifically relating to loader crane installation."



Les Drage, technical & sub-contract manager for T H White speaking at the launch

BS7121 Part 4 - out for public comment

The draft of the new BS7121 Part 4, the British Standard for lorry loaders, was recently made available for public comment by the British Standards Institution (BSI). The draft can be obtained from ALLMI or is available to view on the BSI website <http://drafts.bsigroup.com/>. ALLMI chairman, Mark Rigby, said: "it's pleasing to see the development of the new Standard reaching this stage. As an association we've put a tremendous amount of work into this project and we're encouraging our members to read and comment on the document so that we can collate a formal response. As such an important Standard, it's vital that all those involved with lorry loaders have their opinions heard. The 'Public Comment' phase closes at the end of October and we're expecting to see the document published some time during March or April of next year."

