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ALLMI Guidance Note 002 - Second-hand Lorry Loaders

Readers may be aware that Guidance Note 002 (Second-hand Lorry Loaders) was temporarily withdrawn by ALLMI, the primary reason being that, at the time, there was a lack of clarity over what constituted a "significant change in use". Subsequently, since the latest version of the Machinery Directive came into force on 29th December 2009, it has also been the case that the change in definition of a loader crane (from its previous status as a "partially completed machine" to a "completed machine" in the latest version) may have an effect on how a second-hand crane is treated when it is remounted, depending on who issued the original Declaration of Conformity and when.

As a result, the ALLMI Technical Standards Committee, with assistance and guidance from the Health & Safety Executive, has produced an updated version of Guidance Note 002. This new document seeks to explain some of the main legislative requirements and considerations to be made by all parties when buying or selling used

loader cranes, or when dealing with loader cranes subjected to a significant change in use; as well as providing a number of examples to illustrate where particular rules or practices may apply.

The new Guidance Note is now available and can be downloaded



from the ALLMI website (free of charge to all ALLMI members). Whilst the guidance is relatively self-explicit, the examples shown may not necessarily provide an

answer to every foreseeable scenario. Should you require additional information or guidance in relation to this matter then please contact ALLMI.

Operators' Forum General Meeting Review

On 26th November, ALLMI held its second General Meeting of the year for its fleet owner/operator division. Forum chairman, Steve Frazer-Brown, opened the meeting with an update on the Forum's executive committee's activities, including its ongoing dialogue with manufacturers over the use of loader crane hooks as anchoring points for fall arrest equipment, and its work on the subject of health and safety requirements for sub-contractors, as well as supplier approval questionnaires. Executive director, Tom Wakefield, followed with an update on ALLMI's negotiations with CPCS and the facilitation of a discussion on the possible content of a training DVD which will be produced by the Association in 2011.

Technical director, Alan Johnson provided an update on the development of ALLMI's Appointed Person training course and the draft guidance on tipping with a lorry loader, as well as a report on the release of Annex L to the ALLMI / CPA Best Practice Guide, ALLMI Guidance Note 002 on second-hand loader cranes and a toolbox talk template for members to utilise. The meeting finished with a presentation from Brian Sutherland of Elliott Hire on the safety of loads on vehicles, following a recent fatal accident.

Frazer-Brown said: "the General Meeting content has always been good, but the feedback suggests that members are finding them increasingly beneficial in terms of being kept up to date on issues affecting lorry loaders and as a means of networking with their peers. The growing attendances certainly reflect this."

Thorough Examinations - ALLMI's Campaign for Competency continues

In the previous issue of Cranes & Access, we announced the campaign to highlight the competency requirements for those conducting Thorough Examinations and Load Tests, and to promote the correct methods for carrying out these procedures. This issue of ALLMI Focus looks at the different safety systems / features on loader cranes and the importance of these being checked as part of the Thorough Examination / Load Test procedure. ALLMI technical director, Alan Johnson, explains: "The requirements for safety systems on loader cranes will vary depending on the date of manufacture or installation. Obviously it's crucial that the safety systems are tested as part of the procedure, but for this to happen it's essential that the person conducting the examination has an understanding of which systems should be fitted and an in-depth knowledge of how they work."

The systems / features that should be fitted to loader cranes are stipulated by the various amendments to the European product Standard, EN12999, which ensures compliance with the Essential Health and Safety Requirements of the Machinery Directive. The table below provides examples of these (note – this is a non-exhaustive list).

Event Timeline - Main Effects of EN12999 Amendments / Machinery Directive

Original Version - EN12999	Original Version - EN12999 A1	Original Version - EN12999 A2	Machinery Directive 2006-42-EC
Entry onto Journal Date*: 01/09/2002 Adopted Date**: 01/03/2003	Entry onto Journal Date*: 01/08/2004 Adopted Date**: 01/02/2005	Entry onto Journal Date*: 01/10/2006 Adopted Date**: 01/10/2007	Entry onto Journal Date*: 29/12/2009 Adopted Date**: 29/12/2009
Requirement for slew restriction/slew limitation systems.	Requirement for hoses within 1 metre of the Operator to be shrouded. Allowable to fit emergency lowering facility with intervals no greater than 5 seconds.	Requirement for "stabiliser not locked" warning visible from transport driver's position. Applies to manual stabilisers only. Manually operated stabiliser extensions may not be used for a stroke of more than 0.75 metres.	Requirement for position of stabiliser legs to be monitored by RCL system (stabiliser interlocks). Requirement for noise testing of completed installation.
Requirement for safety envelope to be fitted to stand-up control stations.	Acoustic warning e.g. a klaxon to be fitted if boom system has an outreach of more than 12 metres. Emergency stop must lock-in when used.	Hydraulic hoses on interchangeable devices designed or identified to prevent incorrect coupling. Requirement for hoists and manual extensions to be incorporated into the function of the Rated Capacity Limiter.	Requirement for boom height/not stowed and "manual stabiliser not locked" devices to be visual and audible. Requirement introduced for "hydraulic stabiliser not locked" warning device. Requirement for manufacturer to ensure pressure exerted through stabiliser foot does not exceed 4 Mpa.

* Entry onto Journal date. This is the date on which the amendment was officially entered onto the Official European Journal, thus effectively becoming "the Standard" (or legislation in relation to the Machinery Directive 2006-42-EC).
** Adopted Date. In some cases, the amendment had what is termed a "soft" entry or introduction. This means that it was considered acceptable to allow manufacturers / installers a period of grace within which to introduce the new changes.

A competent Examiner will be someone who has a full understanding of the amendments to EN12999 and the Machinery Directive, and who has the experience, product specific knowledge and expertise to check that the required systems are working correctly. If you're a fleet owner and have any queries or concerns over this subject, then please contact ALLMI for further assistance.

