

CPA Voluntary Roadworthiness Scheme for mobile cranes

The CPA hosted an introduction event at Vertikal Days to discuss its new voluntary roadworthiness scheme for mobile cranes on bespoke chassis. More than 30 delegates attended representing equipment manufacturers, crane owners and operators.

The overall aim of the meeting was to explain the background and details of the scheme, to instil the importance of roadworthiness inspections as part of the maintenance process and express the importance of training roadworthiness inspection personnel.

Former CPA chief executive Colin Wood gave an overview detailing the background to the scheme. The majority of vehicles on the road in Britain are required by law to have an annual roadworthiness inspection 'MOT test' to ensure that vehicles are roadworthy and meet the requirements of the regulations governing construction and use. Some large vehicles, including mobile cranes mounted on bespoke chassis, are not included - mobile cranes have been exempt since the introduction of commercial vehicle MOT testing in 1962.

Wood referred to the Department for Transport's consultation in 2009 about bringing mobile cranes into scope. At the time, the CPA's Crane Interest Group highlighted concerns about practical and logistical issues such as the availability and size of testing stations and the fact

that mobile cranes are not always available for fixed test dates, but agreed that they should be brought into scope providing the practical issues were addressed.

The Department consulted with the European Commission on a new roadworthiness directive and issued a second consultation on the removal of exemptions in December 2014 to which the CPA responded positively. It transpired that it only intended to remove the exemption for mobile cranes on commercial chassis and recognised that 95 percent of mobile cranes on UK roads would continue to be exempt.

At this point the CPA suggested a voluntary roadworthiness inspection scheme would be appropriate which could address the issues of testing station unsuitability and the need for test date flexibility. The department was highly supportive of this approach and a working group was established, with a working draft of the scheme completed in May 2017. A few months later, the Department published The Goods Vehicles (Plating and Testing) (Miscellaneous Amendments) Regulations 2017, removing the exemption from plating and testing for mobile cranes on 'lorry-based chassis' with testing required from May 2018.

The 'Good Practice Guide: Annual Roadworthiness Inspection Scheme for Mobile Cranes Mounted on Non-Standard Chassis' is now available on the CPA website and fully supported by the Department and



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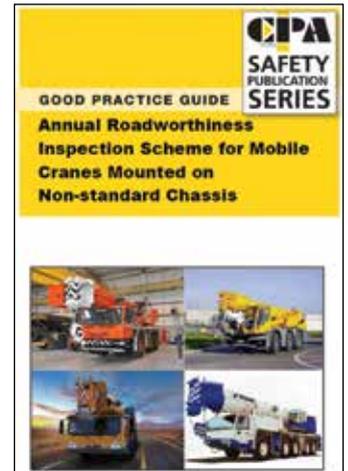
the Driver and Vehicle Standards Agency (DVSA).

John Miller, Crane Care director at Manitowoc UK spoke next on the importance of roadworthiness inspections and machine records as part of the maintenance process, adding that training will be a major part of the voluntary scheme and highlighting how it will benefit the industry as a whole through a growth of knowledge and understanding.

CPA consultant Tim Watson then outlined the need for the voluntary roadworthiness scheme and how it works, mirroring the HGV MOT with annual roadworthiness inspections. It is recommended that these are carried out by a third party inspection body, however if crane owners wish to carry them out in-house the scheme imposes stringent criteria to ensure independence and freedom from commercial pressure. The scheme's inspections and tests are set out in the DVSA HGV Inspection Manual and have pass/fail criteria. Vehicle preparation is required much the same as for an MOT.

He also referred to the new HGV Inspection manual, which incorporates the requirements of the EU Roadworthiness Directive and includes changes such as new definitions of insecure and unsafe modification, amendments to emission testing standards and changes to how defects are defined so that they are now categorised as minor, major and dangerous.

The final presentations of the day were made by Graham Weights, engineering manager at Ainscough Crane Hire and Neil Peveller, operations director at Mammoet UK, both members of the working group.



Weights talked about the training of inspection personnel, both in-house maintenance inspection personnel and independent examiners. Both need to clearly understand what roadworthiness legally represents and what would constitute an MOT pass or failure, or a roadside check PG9 Prohibition Notice for example. Peveller reviewed a number of high profile incidents surrounding the roadworthiness of vehicles, and stressed that the industry has to have some compulsory elements of responsibility and be seen as being proactive as opposed to reactive.

CPA chief executive Kevin Minton closed by stating that this was just the start of introducing the concept of the voluntary roadworthiness scheme. And that while it is primarily aimed at mobile cranes it may also be applied to other vehicle mounted equipment such as large truck mounted platforms operating under STGO rules.

The 'Good Practice Guide: Annual Roadworthiness Inspection Scheme for Mobile Cranes Mounted on Non-Standard Chassis' can be downloaded free from www.cpa.uk.net/crane-interest-group-pu



CPA consultant Tim Watson outlines the need for the voluntary roadworthiness scheme