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# ALLMI

## the builders' merchants' first choice

**Time is money! And in a business with in excess of £3 billion a year up for grabs, competition is stiff among the UK's builders' merchants. For this reason, ALLMI has seen demand for lorry loader operator training explode as merchants strive for the most effective handling of materials through their yards.**

Today, most building materials are palletised or banded to enable mechanical handling, which not only applies to delivery to the merchant's yard, but also to customer sites.

It is therefore the rule these days, rather than the exception, that almost all merchants' delivery vehicles are equipped with mechanical handling equipment. And in most cases, this will be a lorry loader crane.

The explosion in the use of lorry loaders, together with the introduction of increasing health and safety legislation, has led to exceptional growth in the demand for lorry loader operator training.

As well being adopted by many local merchants, ALLMI Training has become the standard chosen by one national group in particular, Jewsons (part of Saint-Gobain Building Distribution).

"ALLMI Training is totally committed to best practice," says Ian Berrill, Fleet Manager at Saint-Gobain Building Distribution, "and, as such, is ensuring that our operators stay both productive and safe. So far over 1000 of our staff have successfully completed the ALLMI course."

Also nudging ALLMI's training tally is Paul Bevis of Hertfordshire-based decorator suppliers, T Brooker & Sons, who recently got his first feel for a lorry loader through ALLMI Training.

"I had never used a lorry loader before and was surprised at how much there was to learn," says Mr Bevis, "but I now feel I have the knowledge to operate the crane safely and efficiently, and I feel very confident that the training will allow me to do a good job for my employer and their customers."

ALLMI is the UK's only accreditation scheme to be dedicated to lorry loader training and is the only scheme to be fully supported by both the manufacturers and the Health and Safety Executive (HSE), which recently awarded it the "Working in Partnership" logo – the only lorry loader training scheme in the UK to have obtained this award.



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Jewsons  
part of Saint-Gobain Building Distribution recently adopted ALLMI Training as its training standard scheme.

**c&a ALLMI training**



## Guidance notes

ALLMI is the UK's only Trade Association devoted exclusively to advancing safety and standards in the lorry loader industry. It has a Technical Standards Committee, which consults upon technical and legislative developments affecting the industry.

The committee recently published its first set of Lorry Loader Guidance Notes, which are available to download free of charge from the ALLMI Training web site. The Guidance Notes cover the following areas;

1. Life Expectancy of a Lorry Loader
2. Second Hand Lorry Loaders
3. Second Hand Lifting Attachments
4. Regulations and Standards
5. Installation and Operation
6. Hiring Lorry Loaders
7. Lorry Loader Purchase
8. Bridge Bashing
9. Trailer Mounted Knuckle Boom Cranes

ALLMI also publishes an Industry Code of Practice for the Installation, Application and Operation of Lorry Loaders. For further details, please contact ALLMI Training.

## BS 7121 Part 4 - JUST FOR THE RECORD

Following much confusion among industry members over the BS 7121 Part 4 Safe use of loader cranes standard, crane safety expert and chairman of British & European Crane Standards Committees, Peter Oram, tells it as it is.

BS 7121 Part 4 was issued in 1997 and there have been a number of changes in the industry since the standard was written that need to be addressed, but it will be some time before we [British Standards committee] are able to carry out this work.

In the meantime, in my role as chairman of the British Standards Committee, responsible for this standard, I would like to clarify what we intended when we wrote the definition of lorry loader in clause 3.1 of the standard. We were addressing those machines whose prime purpose was the transportation of goods, but happened to be fitted with a crane to facilitate loading and unloading.

Today, this means that the capacity of the crane should be commensurate with the load carrying capacity of the vehicle to which it is fitted, while the reach of the crane

should only enable the load to be placed in the close proximity of the vehicle.

This means that the very large cranes that are being fitted to vehicles, where the crane takes up the majority of the vehicle's load carrying capacity and has a reach that far exceeds the requirement to simply unload the vehicle, are outside of the scope of Part 4. These, therefore, have to be looked upon as mobile cranes and subjected to Part 3 of BS 7121 of the standard.

The consequence of this is that the crane operator cannot take on any other role than driving the crane. The lifting operations that these larger lorry loaders perform must be supported by written plan, be supervised, and have slingers and signallers as defined by Part 3 of the standard.

