



The view from up there: inspection of non-integrated working platforms

New member finder: Helping customers find you

The Examiner is the newsletter of Consolidated Fork Truck Services Ltd (CFTS). CFTS was formed as a collaboration between the Fork Lift Truck Association (FLTA) and British Industrial Truck Association (BITA). In consultation with the Health and Safety Executive (HSE), CFTS developed the materials handling industry's national accreditation scheme for Thorough Examination. The CFTS Thorough Examination scheme was officially launched in 2004 and continues to be administered by CFTS. For further information visit the CFTS website:

www.thoroughexamination.org

From strength to strength



Chas Day

Chas Day
Technical Manager, CFTS

May I welcome you all to issue 4 of the Examiner.

The last 18 months have seen the most difficult trading conditions I think we have all experienced. Let us hope that 2010 brings an improvement for both the economy and our industry.

However, having said that, CFTS continues to go from strength to strength. In fact, we have seen a 12 per cent increase in pack sales which has enabled us to make significant enhancements to the service we can offer to our accredited companies.

We have made a major improvement to the CFTS website with the added facility of a customer postcode finder, which you can find out about on page 4.

A few weeks ago you will have received a free leaflet advising prospective customers of the advantages of choosing an accredited company to examine equipment.

Importantly, in these difficult times, the board has once again agreed not to increase the price of the documentation packs: for the seventh consecutive year.

I am also pleased to report that we have accredited 21 new companies in the past year.

Of course, none of this could have been achieved without the support of our accredited member companies. I would like to take this opportunity to thank all of you for your continued support.

Welcome to new members

We are pleased to welcome the following companies to CFTS:

SW Engineering Services
Acclaim Handling
Doosan Infracore
Unilift South Wales
B&K Lift Trucks
Genesis Forktrucks
SWFT Hire Ltd
BLC Forklift Services
R&S Forklift Services
Trucks Direct UK Ltd
Carville Engineering
Complete Handling
Jordans Materials Handling

Speedhire Ireland
P & D Engineering Ltd
Cranworth Farm Services
Yale Materials Handling UK Ltd
NM Forktrucks Ltd
CBL [Clive Barford Ltd]
Rod Gaskin Ltd
F Bugler Ltd
Denis Barnfield Ltd
Selwood Ltd
Brodyr Evans Bros
PJ Forktrucks Ltd
JDL Fork Truck Services Ltd

Beech Forklifts Ltd
Sheaf Materials Handling Ltd
Surelift Services
Crown Lift Trucks Ltd

The following companies have been de-accredited:

Manley Forktrucks Ltd
JJL Associates
Wating JCB
Waveney Fork Trucks Ltd
Certek Ltd
R L Services
B Mac Forklift Training

Thorough support

We, at CFTS, are frequently asked by prospective companies to explain the advantages of becoming accredited and using CFTS documentation.

In short, becoming accredited to the CFTS Thorough Examination scheme demonstrates your company's commitment to upholding the highest standards. Importantly, it should be understood that not every company operates to the standards necessary to achieve this.

For this very reason, every company seeking accreditation must provide details of its engineers (Competent Persons) and quality control procedures when seeking accreditation. This information is then confirmed every year before a new accreditation certificate can be issued.

Accredited companies do belong to an elite group but we are by no means elitist. We make every effort to work with those companies that are unable, initially, to meet the required standards.

Part of our commitment to the Health and Safety Executive requires that we carry out technical visits and audits to ensure accredited companies maintain the quality standards set out in the CFTS Procedural Code. You will be interested to learn that in the pursuit of maintaining our standards we have de-accredited a total of 26 companies.

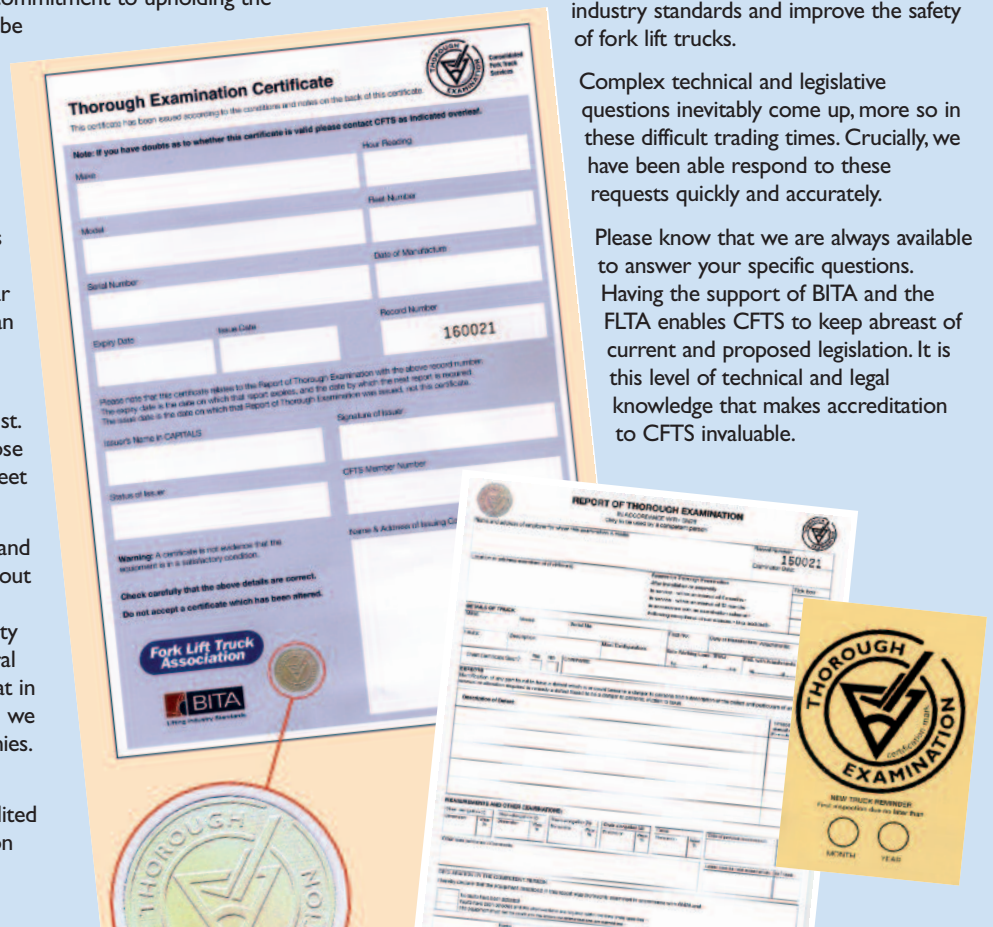
Since CFTS was formed in 2002, the arguments in favour of becoming accredited through the CFTS Thorough Examination scheme have increased greatly.

There are numerous, clear advantages in working to a Procedural Code set out by BITA and the FLTA. With the support and guidance of the Health and Safety Executive, we have been able to produce a Code of Practice which is acknowledged as the industry standard.

This very code has enabled CFTS to raise industry standards and improve the safety of fork lift trucks.

Complex technical and legislative questions inevitably come up, more so in these difficult trading times. Crucially, we have been able to respond to these requests quickly and accurately.

Please know that we are always available to answer your specific questions. Having the support of BITA and the FLTA enables CFTS to keep abreast of current and proposed legislation. It is this level of technical and legal knowledge that makes accreditation to CFTS invaluable.



Winter (and cold store) proofing of lift chains

When a forklift truck is used in a cold store, or exposed to temperatures below freezing point for long periods, it is a requirement to replace the lift chains more frequently.

For trucks operating in hostile and aggressive environments, irrespective of the results of the inspection, chains and anchor pins should be replaced after a period not exceeding 4,000 operating hours or two years, whichever is the shorter.

For further details, please see BITA guidance note GN15.



Non-integrated working platforms

High up on the list of subjects on which callers ask for technical and legislative advice from CFTS is the use and inspection of working platforms fitted to fork lift trucks. In this article, we will attempt to answer these questions and remove the mystery surrounding the legislation governing their use.

Primarily, fork lift trucks are intended for lifting materials – not people. However, they can be used with working platforms to allow people to work at height.

It is accepted that, in conjunction with a fork lift truck, an integrated working platform provides a higher level of safety than a non-integrated type. Nevertheless, a non-integrated working platform may be used when it provides a safer means of access than, for example, improvised stairs or a pallet fitted to fork tines.

The definition of a non-integrated working platform is as follows:

An attachment for use in conjunction with fork lift trucks to elevate a person, enabling him or her to work at height. That person has no controls available on the platform to allow control of the platform height or the truck itself. In other words, all fork lift truck and working platform movements are controlled by the truck operator.

It is, of course, the responsibility of the owner or user of the fork lift truck to choose the correct equipment in order to carry out any operation safely. Working at height is a high risk activity and must always be subject to a risk assessment.

Now, let us look at the legislation and CE Marking. With regard to CE Marking, the legislation has changed. Non-integrated working platforms are not required to be CE marked. The supply and design of new equipment is covered by the Machinery Directive.

Following communications from the working group to the Committee of the Machinery Directive, it was agreed by all member states that working platforms without controls do not meet the

requirements of the Machinery Directive. This means that non-integrated working platforms do not meet the Supply of Machinery (Safety) Regulations. As there is no free trade in Europe for non-integrated working platforms, any used must not carry a CE mark.

Non-integrated working platforms may be supplied in the UK provided they are for use in exceptional circumstances and they meet the requirements of the Health and Safety at Work Act.

You must be aware that you will find working platforms in existence that carry a CE mark. This kite mark should be disregarded and not taken to mean that the equipment complies with a given standard. However, nor does it mean that the platform cannot be used.

Of course, CFTS is concerned with the Thorough Examination of the fork lift truck and working platform combination, as well as the working platform as an individual attachment.



Regulation 9 of LOLER requires that lifting equipment for lifting people, which includes trucks and working platforms used to lift people, must be thoroughly examined by a competent person at least once every six months.

The Competent Person will need to ensure that the correct data plate is attached to the fork lift truck relevant to the working platform. The working platform identification plate needs to include:

- a. Name and address of the manufacturer or authorised representative
- b. Serial number and year of manufacture
- c. Unladen weight of the platform
- d. Maximum allowable load in kg
- e. Maximum number of persons that the platform is intended to carry

He or she should also ensure that the working platform is positively locked onto the truck in accordance with the platform and truck manufacturers' recommendations. If the platform is fork-mounted, the fork arms on the truck shall preferably extend fully into the fork pockets. If this is not possible, they shall extend to a distance of at least 75% of the platform length measured parallel to the axis of the fork arms.

You may also come across working platforms that are specifically designed for direct attachment to the fork truck carriage, with the fork arms removed. In this case, the attachment points must conform to ISO 2328: Any platform fitted directly to the carriage shall be to the manufacturer's specification.



The Competent Person shall also check the following.

- a. Locating points on carriage-mounted and fork-arm-mounted platforms
- b. Safety harness anchorage [BS EN 795]
- c. Dimensions (the width of the platform shall not exceed the outside width over the truck load wheels by more than 250 mm either side)

When checking rails and toe boards, the Competent Person should check that all platform edges are guarded by:

- a. A top rail being between 1000 mm and 1100 mm from the platform floor
- b. A toe board, having a minimum height of 150 mm
- c. At least one intermediate rail, equally spaced between the top rail and floor

He or she should also ensure that any gate provided opens inwards, upwards or sideways and returns automatically to the closed position. It is a strong recommendation that a device is provided that locks the gate automatically or that the gate is self-locking in the closed position.

This might seem an awful lot of information for such a relatively simple item of equipment, but it does highlight the vigilance required when inspecting working platforms or indeed any attachment.

We have deliberately not detailed all of the standards and directives involved in the use and design of working platforms, but hope this information proves both informative and useful.

If you do require further detailed information, BITA, the FLTA and the Health and Safety Executive publish specific guidance on the subject of working platforms.



Competent Persons & revalidation training

It is not a legal requirement to attend a revalidation course, but CFTS recommends that **Competent Persons attend a revalidation course** at least every five years.

The course should be provided by a body approved by Consolidated Fork Truck Services Ltd.

This is also the view of HSE and therefore in complying with that recommendation your company would be demonstrating best practice.

Website update: Signposting customers to you

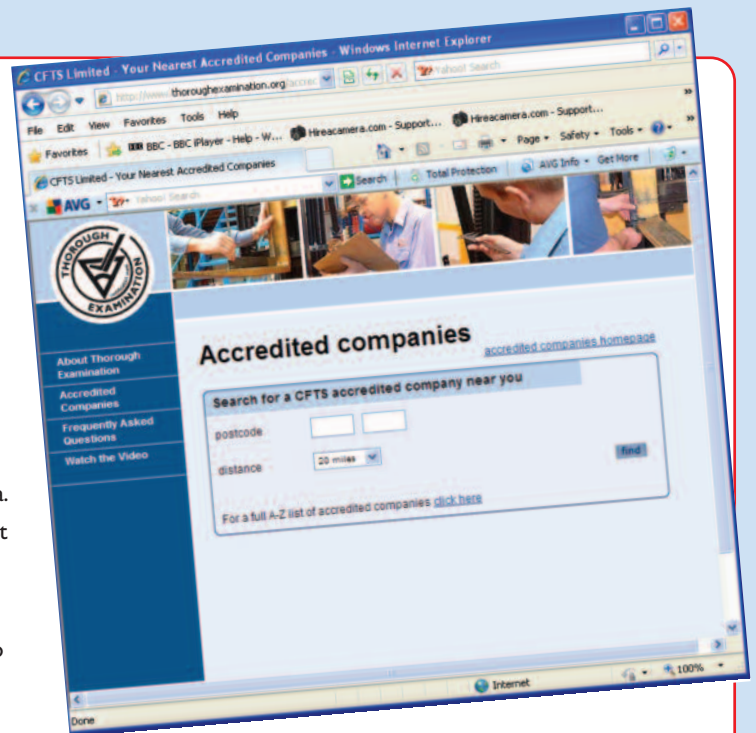
This month sees the launch of a new, user-friendly enhancement to the CFTS website: a postcode search facility.

The quick and simple search tool has been designed to 'introduce' prospective customers to the CFTS member companies in their area.

Previously, visitors to the site had to scroll through an alphabetical list of all member companies in the hope of finding a local provider of CFTS Thorough Examinations.

The addition of the tool to the CFTS homepage, www.thoroughexamination.org, means that customers simply have to enter their postcode and a search radius in miles. The tool then displays – in order of proximity – the names and details of CFTS-accredited companies.

Important: Give it a try. If the details we have for you online are not correct, or if your web address is not included, please copy the back page of this edition of The Examiner, complete it and fax it to 01344 291197.



Going for personal best

As one of the original architects of CFTS and the Procedural Code, Neil Marley, the UK Technical Manager at Barloworld, has an expert knowledge that often makes him our first port of call when dealing with queries about legislation. But when work finishes for the day, Neil starts work on his 'second career': swapping fork lift trucks for the fast pace of the racing circuit.

Neil explains: "I have always been interested in motorsport, especially the engineering aspects. I first got involved, helping Bob Hine, BITA's technical manager, with his Autocross special, in 1976. But marriage and children got in the way there for a while.

"So, when my friend Paul asked me if I would like to help him rebuild a Sports 2000 car he had just bought, the opportunity was quickly seized."

In 1996, Neil began working on the complete rebuild of a Rawlson S2000. The project took two years and the car entered its first race in 1998. Neil adds: "We raced the car in the UK Sports 2000 Championship Class C with some success until 2001. But the car was a little unpredictable when pushed really hard, so Paul decided to move it on and invest in a more established marque.

"In 1999 my friend made a stealth purchase while his wife was visiting relatives in Australia: a Lola T492. It was developed from the Lola T280 Group 6 sports car as an 'affordable' sports racing car. The drivers who first raced the Lola T490 and T492 in the new UK Sports 2000 Championship were Derek Bell and Divina Galica.

"This car was originally built for Carl Haas in the US, but passed through several hands before it was eventually brought back to the UK. When it



was unloaded from the container, you could say that there was a considerable gulf between the advertised condition and what was received.

"Life is full of challenges, so we set to work. The engine, although in reasonable condition, was found not to conform to UK regulations, so a new one had to be built. The gearbox casing was cracked, the bodywork was very tired and the monocoque tub was held together with silicone. The new tub took three months of painstaking cutting, folding and riveting to produce.

"The acquisition of loads more parts, and many late nights, saw the car return to the track in 2001 at Nurburgring, coming home in one piece and with a first place. That certainly made the pain worthwhile.

"In 2002, the car was involved in an oblique head-on crash at Brands Hatch, causing extensive damage. The rebuild commenced, including another monocoque tub (luckily we

kept the patterns), rear space frame and bodywork repairs, as well as many suspension and other parts."

The Lola T492 returned to the track again for a couple of 'shakedown' runs in 2004 and it has been campaigned regularly in the UK Sports 2000 Class H championship since. Its best results have been placing 2nd in the championship in 2006 and 3rd in 2007.

Neil sums up his other job by saying: "Over the last 14 years there have been many more challenges, disasters and triumphs than the few incidents listed, but above all it's the taking part not the winning that matters. Whenever someone needs help, the vast majority will lend a hand, advice or parts to help you get your car out on the track."

Contacts

Reminder

May we take this opportunity to remind all companies accredited to the CFTS scheme that documentation should be ordered from the FLTA and invoice queries should be directed to BITA. The relevant contact details are given below.

Documentation pack orders

Please use the CFTS order form that is sent out with every re-accreditation. This can be sent to the FLTA by post or fax, or by email as a PDF. Order processing is managed by Tricia. Contact details are:

The Fork Lift Truck Association

Manor Farm Buildings
Lasham, Alton
Hampshire, GU34 5SL

Tel: **01256 381441**
Fax: 01256 381735
Email: mail@fork-truck.org.uk

Invoices and credit control

Invoices are raised by Julie at the BITA office. Contact details are:

The British Industrial Truck Association

5-7 High Street
Sunninghill, Ascot
Berkshire
SL5 9NQ

Tel: **01344 623800**
Fax: 01344 291197
Email: julie.herbert@bita.org.uk

Technical advice & other queries:

CFTS Technical Manager Chas Day oversees all aspects of administration and is happy to deal with any queries. His contact details are:

Consolidated Fork Truck Services Ltd

5-7 High Street
Sunninghill, Ascot
Berkshire, SL5 9NQ

Tel/Fax: **01276 502930**
Mobile: 07771 848519
Email: chas.day@thoroughexaminations.org



Shout about it

By becoming accredited to the CFTS Thorough Examination scheme you have demonstrated your company's commitment to upholding the highest standards. So why not let the public and potential customers know about it?

The John Knowles Company, which handles the publicity for CFTS, can prepare and issue a press release to your local media, warning of the dangers of poor examinations and pointing to you as a source of high quality service. It won't cost you a thing but it may well bring you some positive exposure.

Similarly, the John Knowles Company can draft a letter on the same subject for you to send to potential customers.

If you would like to take up this offer, please email mail@jkc.co.uk

CFTS Board Members & Officers

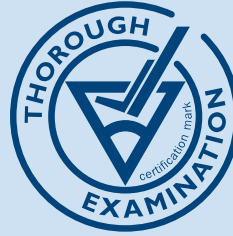
Simon Emery Chairman	Crown Fork Lift Trucks Ltd
Richard Hayes	Brindley Lift Truck Services Ltd
Bill Goodwin	Jungheinrich UK Ltd
John Chappell	Rushlift Mechanical Handling Ltd
James Clark Secretary	BITA
David Ellison	FLTA
Chas Day Technical Manager	CFTS

New contact information

As part of continuing improvements at CFTS, we now have a dedicated email and mobile phone number:

chas.day@thoroughexaminations.org
Mobile: 07769 166884

CFTS Accredited Company Finder amendments



The Fork Lift Truck Association

Manor Farm Buildings
Lasham, Alton
Hampshire, GU34 5SL

Tel: **01256 381441**

Fax: 01256 381735

Email: mail@fork-truck.org.uk

The new Accredited Company Finder facility on the website collects its information from the original CFTS database which is quite a few years old. Some details may have changed and quite a few companies have never provided details of their website. It is in your best interests to ensure the details are correct. If changes are needed, please copy this page, write in your company name and any amendments very clearly, and fax the completed page to 01344 291197.

Changes