



Interim Maintenance & Inspection of Lorry Loaders

ALLMI Guidance Note 019

In addition to thorough examination and load testing, Lorry loaders also require interim service/inspections. This Guidance is aimed at owners and operators of lorry loaders.

What the Regulations & Standards Say:

Regulation 5.1 of The Provision & Use of Work Equipment Regulations (PUWER) 1998 states:-

“Every employer shall ensure that work equipment is maintained in an efficient state, in efficient working order and in good repair.”

Regulation 3(b) of The Lifting Operation & Lifting Equipment Regulations (LOLER) 1998 states:-

“Every employer shall ensure that work equipment exposed to conditions causing deterioration which is liable to result in dangerous situations, if appropriate for the purpose, is inspected by a competent person at suitable intervals between thorough examinations.”

Section 13.2.3 of BS7121 Safe Use of Cranes Part 4:2010 Lorry Loaders states:-

“Intermediate inspections should be carried out in accordance with the manufacturer’s instructions. These may be supplemented by additional inspections specified by a competent person. The results of the checks should be entered in the record of inspections.”

There are further references to such responsibilities contained within Sections 2 and 6 of the Health & Safety at Work Act 1974 and the Road Traffic Act.

What this means to the Owner of a Lorry Loader:

The owner of a lorry loader is responsible for devising a suitable maintenance regime to accommodate their needs. A number of factors should be taken into consideration, including: -

- What are the Manufacturer’s recommendations?
- What application is the lorry loader being used for? For example, lorry loaders used for builders’ merchant or muck-away application are typically subjected to a far higher number of operating (load) cycles than a machine being used for lifting cabins.
- What environment is the lorry loader being used in? For example, if it is based in a quarry, port or other similar environment there may be separate or additional rules and regulations.

As a general rule, most maintenance regimes are currently based on a periodic approach depending on the factors defined above. However, many manufacturers have sufficient parameters within their safety systems to allow either programmable service intervals based on load-cycle analysis or on an hours-used basis.

When periodic (interim) service/inspections are carried out, the owner of the lorry loader should ensure he receives documentation from the service provider. This normally consists of a multi-point inspection sheet. The owner is responsible for ensuring these records are securely kept for at least two years but preferably for the lifetime of ownership of the lorry loader; at which time they should be given to the new owner (if applicable).

What you should expect from an ALLMI Member:

ALLMI members involved in the service/repair of lorry loaders are committed to the following key principles:-

- To ensure their staff are appropriately trained and suitably competent to carry out the type of work required.
- To ensure that Customers are kept updated in relation to any agreed maintenance schedules and given sufficient notice to make the lorry loader available for the maintenance to be carried out within the required period and timeframe.

- To ensure that site rules and any other requirements are established with the customer prior to attendance in order to eliminate/reduce the need for aborted visits.
- To ensure that any previously reported non-urgent follow-up repairs are taken into account when forward booking service inspections, in the interests of minimising costs and downtime to the Customer.
- To keep customers informed of any foreseeable delays (or reasons for possible delays) in advance and to advise customers of the reasons for and implications of such delays.
- To keep customers aware of the progress of work and of any likely fluctuations in previously estimated costs as soon as they become apparent.
- To advise customers of the completion of work as early as possible. This should also include a documented i.e. signed confirmation that the lorry loader is or is not safe to use and of any possible follow-up work required.

An ALLMI Member will be able to assist in providing the advice you require, relevant to the product and application being used; and support you in achieving compliance on this important issue.

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