



Bridge Bashing Regulations

ALLMI Guidance Note 008

Under Statutory Instrument No. 530/1997, The Road Vehicles (Construction and Use) (Amendment) Regulations 1997, the following apply: -

- 1 From the 1st of October 1997, all relevant vehicles over 3 metres in height must have a notice in the vehicle cab, indicating the vehicle's overall travelling height.**
 - 1.1 The notice must be in a prominent position where it is clearly visible to the driver of the vehicle.*
 - 1.2 The notice must (as a minimum) be stated in feet and inches. It can be in metres as well as, but not instead of, feet and inches.*
 - 1.3 The notice is required to display either the predetermined height or a height not exceeding the overall travelling height by 150 mm, whichever is the greater.*
 - 1.4 Where the overall travelling height of the vehicle can vary, the notice should be of the adjustable type. It is envisaged that this would apply to practically all vehicles fitted with Loader Cranes.*
 - 1.5 The height of the lettering of any in-cab notice must be at least 40 mm.*

- 2 From the 1st of April 1998, all relevant vehicles put on the road for the first time, must be fitted with a device to warn the driver that the overall travelling height stated on the notice in the cab, has been exceeded. There is a caveat which states this is unless the equipment can be fixed in position by a locking device which cannot be interfered with by the person in the cab. However:**
 - 2.1 Earlier versions of the product standard for Loader Cranes BS-EN12999 (section 5.6.1.3), called for an indicator to warn the Operator when the crane height exceeds a pre-determined maximum. The latest revision of EN12999:2011 mandates that this should be both visual and audible. It is permissible for the audible warning to have the means to be silenced by an acknowledgement button or a signal that the handbrake is engaged.*
 - 2.2 Although the Road Vehicles (Construction and Use) (Amendment) Regulations 1997 only states the device must be visual, ALLMI recommends the fitting of both audible and visual alarms to all Lorry Loaders, even those which can be fixed in position by a locking device. This is a failsafe, as human error, or a fault with either the locking device or a sole warning device, are all foreseeable occurrences.*
 - 2.3 The device should give warning if the highest point of any part of the high level equipment exceeds a predetermined height, which shall not be more than 1 metre above the overall travelling height.*
 - 2.4 It is a legal requirement to carry out pre-operational checks on the lorry loader at the start of each working day or shift; or when taking the machine over for the first time. The function and serviceability of all locking and warning devices should be incorporated into such checks and documented accordingly.*

- 3 From the 1st of October 1998, all relevant vehicles put on the road after 1st April 1993, must be fitted with a visual device to warn the driver that the overall travelling height stated on the notice in the cab, has been exceeded. This is unless the equipment can be fixed in position by a locking device which cannot be interfered with by the person in the cab.**
 - 3.1 This means that all comments and points listed under Section 2 of this document also apply to any vehicle first put on the road after 1st April 1993 i.e. the legislation was retrospectively applied.*

Implications of a bridge strike:

Apart from having the potential to cause death or serious injury, the cost of a bridge strike can run into hundreds of thousands of pounds, when taking into account the inspection costs and train delays.

ALLMI endorses the Network Rail Bridge Strike avoidance campaign. A free copy of the Network Rail presentation entitled "Bridge Strikes – Risks & Consequences" can be downloaded free of charge from:

www.allmi.com

or

www.networkrail.co.uk/bridgestrikes

where significant further information is available.

Disclaimer: *This note is for guidance only, it should be studied and the information applied with the assistance of expert advice as necessary. Every effort has been made to ensure the accuracy of the information provided, but no legal liability can be accepted by ALLMI for any errors or omissions, nor for any consequences thereof.*

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