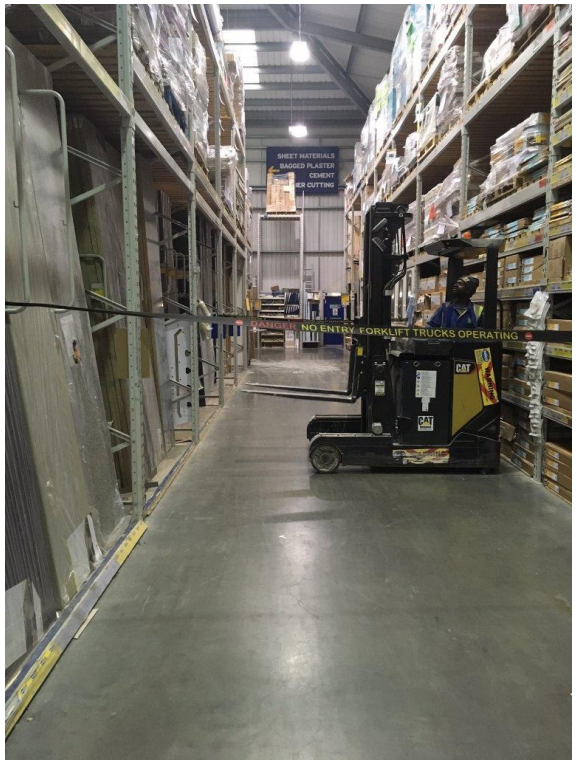
# WORKPLACE TRANSPORT PROJECT 2017/18




**ILONA KELLY**

**HEALTH & SAFETY INSPECTOR**

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# WORKPLACE TRANSPORT – WHAT IS WORKPLACE TRANSPORT?

**WORKPLACE TRANSPORT IS A WIDE VARIETY OF TRANSPORT VEHICLES WHICH MAY BE FOUND WITHIN THE WORKPLACE, AND USED AS PART OF WORK ACTIVITIES.**



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# WORKPLACE TRANSPORT – EXAMPLES OF WORKPLACE TRANSPORT




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# WORKPLACE TRANSPORT – BRENT PILOT PROJECT 2016/17

**BACKGROUND:**

- **On analysing Brent's RIDDOR trends, it was found that many involved FLTs**
- **Brent H&S receive many complaints of illegal FLT operations on the public highway**
- **Brent H&S receive many complaints of dangerous FLT activity**
- **Workplace Transport is one of the projects we will undertake in 2017/18, as part of the HSE's Peer Review**

**PILOT ROLLED OUT JANUARY & FEBRUARY 2017 (to get examples of best practice from large companies):**

- **Selco Builders Warehouse, Honeypot Lane**
- **B&Q, Honeypot Lane**
- **Jewson, Manor Farm Road, Alperton**

**FINDINGS**

- **High standards**
- **Good training, including detailed H&S Handbooks, documenting SSoW**
- **Full H&S Compliance, over and above requirements**
- **Generally a good H&S culture, examples of best practice**

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# WORKPLACE TRANSPORT – BRENT PILOT PROJECT 2016/17

## Looked at:

- Liability Insurance
- Risk Assessments
- If they ever access and operate on the Public Highway, and ensure if so, vehicles are registered with the DVLA, Taxed, and Insured for public highway use
- Training Certificates to operate FLTs and other WT
- Accident book, specifically for WT incidents
- How many WT vehicles they had and what type ie. FLTs, Lorries, Vans, Cherry-pickers etc
- Maintenance records, LOLER Thorough Examination Reports
- Vehicular/pedestrian segregation ie. line-markings, barrier-tape, banksman/marshalls
- Condition of floors/traffic routes
- Documented Procedural Guidance
- Battery charging areas/PPE

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# WORKPLACE TRANSPORT PROJECT 2017/18 - SCOPE

**Workplace transport (WT) is used in both food and non-food premises, mainly in warehouses, however, ALL manufacturers, suppliers, and retailers use workplace transport of some kind for deliveries of goods. WT accidents and near-misses occur on a regular basis due to a lack of:**

- **Training;**
- **Risk assessments;**
- **Pre-use checks (non-reporting of defects);**
- **Servicing/maintenance (LOLER Thorough Examination of Lifting Equipment);**
- **Marshalling; and**
- **SSoW such as vehicular and pedestrian segregation, racking protection, aisle management, hand-picking.**

**Small businesses that use WT and have less than 5 staff, will not have documented RAs or SSoW. They may share FLTs and even staff, from neighbouring businesses, which significantly increases the risk of accident and injury. These are the businesses that should be targeted in the first instance. Advice and guidance shall be given, and recommendations made that they document a WT SSoW. Even if it's only a checklist, all staff must read and sign to confirm that they have understood the risks, and appropriate behaviours expected of them.**

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# WORKPLACE TRANSPORT PROJECT 2017/18 - SCOPE

**Provide advice and support to proprietors to enable improved measures for the prevention of accidents involving workplace transport. Take enforcement action on those who have no trained operatives, or no annual servicing/maintenance of their workplace transport (LOLER Thorough Examinations).**

**Initially 10-15 premises will be inspected.**

**The project aims to determine a correlation between practices and accidents. It will also offer support to put preventative measures in place.**



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# WORKPLACE TRANSPORT PROJECT 2017/18 – COVERED BY:

**The Provision and Use of Work Equipment Regulation 1998 (PUWER 98):**

- **Suitability of work equipment;**
- **Maintenance;**
- **Information, instruction, training;**
- **Risks;**
- **Conformity;**
- **Protection from hazards;**
- **Emergency stop controls; and**
- **Stability.**

**Lifting Operations and lifting Equipment Regulations 1998 (LOLER 98):**

- **Inspection;**
- **Maintenance; and**
- **Thorough Examination.**



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# TRANSPORT AND VEHICLE HAZARDS

- movement of goods/people at work in vehicles – third greatest cause of fatal accidents; over 1,000 serious injuries each year
- work vehicles involved mainly fork-lift trucks, dumper trucks, tractors, mobile cranes
- accidents to drivers and passengers – collisions, overturning or impact
- accidents to pedestrians – being struck, knocked over or crushed by vehicles; being struck by falling loads

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# TRANSPORT AND VEHICLE INJURIES – CAUSES

- using unsuitable vehicle
- driver error due to poor training/lack of confidence
- driver error due to tiredness
- using a vehicle in the wrong area
- driving a vehicle too quickly
- poorly maintained/defective vehicles
- misuse of vehicles/horseplay
- no vehicular/pedestrian segregation

# TRANSPORT AND VEHICLE - HAZARDS & CONTRIBUTORY FACTORS

**Main hazards – people being struck (knocked over), people falling from vehicles, overturning and crushing, falling goods from vehicles, battery acid, becoming trapped/caught in moving parts**

**Contributory factors – speed (travelling too fast for the conditions), turning (turning with a load risks overturning the vehicle or hitting a pedestrian), a too heavy load may cause it to topple, poor maintenance might affect braking or the controls of the vehicle, poor tyres and brakes will make stopping more difficult and may cause it to spin, driver competency, inclines and uneven surfaces make a FLT unstable and may overturn, batteries contain acid and may cause serious burns, pedestrian and vehicular segregation to prevent people getting struck by a FLT. Never ride the forks of the FLT! Risk of the load falling and hitting/crushing someone including the driver!**

# TRANSPORT AND VEHICLE CONTROLS

**Workplace:**

- **plan traffic routes**
- **provide marked parking areas/bays**
- **avoid sharp/blind bends on traffic routes**
- **ensure traffic routes wide enough**
- **ensure surfaces level**
- **provide safe areas for loading and unloading**
- **ensure traffic routes well marked and signed**
- **provide adequate lighting for traffic routes**
- **grit roads and traffic routes in icy conditions**
- **ensure traffic routes free from obstruction/hazards**



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# TRANSPORT AND VEHICLE CONTROLS

**Drivers:**

- **test competence**
- **ensure experience/qualifications**
- **select and authorise named drivers**
- **check drivers follow rules**
- **ensure drivers have sufficient time to do job safely**
- **ensure drivers take breaks**
- **ensure work patterns do not make drivers tired**

# TRANSPORT AND VEHICLE CONTROLS

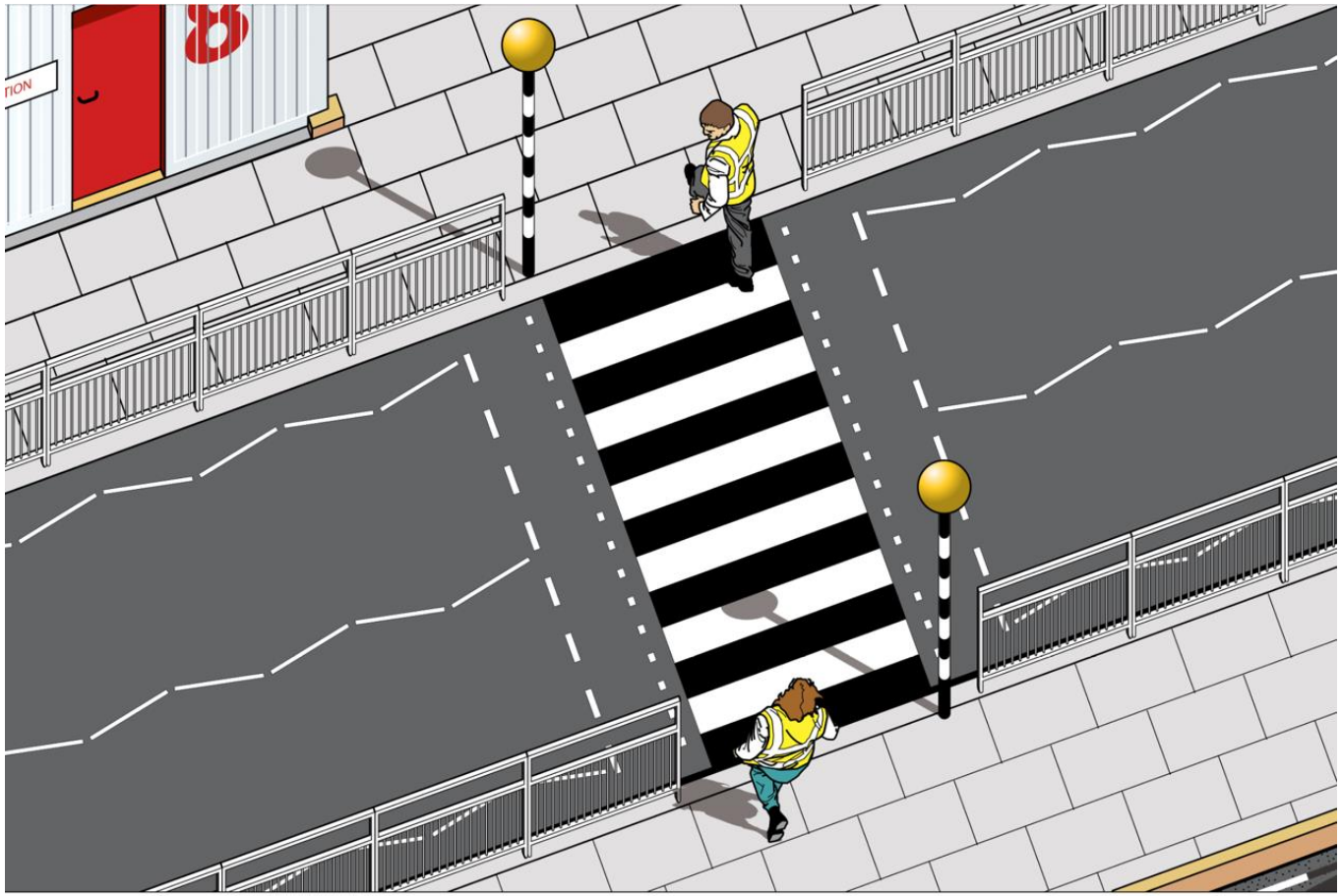
**Vehicles:**

- **make sure in good working order**
- **check for defects and faults**
- **provide safe means for driver to get in and out**
- **ensure good visibility (all round if possible)**
- **provide a horn/lights/reverse warning devices**
- **provide guards on dangerous moving parts**
- **provide protection from environmental factors**
- **provide seatbelts and protection from vehicle overturning**

# PROTECTING PEDESTRIANS

- separation/segregation
- marked walkways for pedestrians
- marked routes for vehicles
- pedestrian crossings
- lights to control traffic/pedestrians
- warning signs and notices
- physical barriers to protect walkways
- training

# PROTECTING PEDESTRIANS



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# FLTS ON THE PUBLIC HIGHWAY

**From time to time it may be necessary to use a FLT on a public road:**

- **To deliver or recover the FLT from an operating location;**
- **To move the FLT from site to site; and**
- **To offload a delivery lorry.**

# FLTS ON THE PUBLIC HIGHWAY

## MYTH:

**FLTs can be used on the public highway, provided the move is just a few metres, or will only take a few minutes.**

## FACT:

**To operate any FLT on the public highway, for any length of time, or distance, it must be registered with the DVLA, displaying a registration plate, insured, serviced and maintained (LOLER Thorough Examination). Failure to comply, even for the shortest of moves could invalidate existing insurance, resulting in expensive and damaging police or civil action.**



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# FLTS ON THE PUBLIC HIGHWAY – REGISTERED VEHICLE




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# FLTS ON THE PUBLIC HIGHWAY – OVERVIEW OF THE RULES

- **If a FLT will travel more than 1000 yards on public roads, between sites or for unloading vehicles, it must comply with Construction and Use Regulations, or have Type Approval. This may involve major modifications to the vehicle (not just lights!), and compliance will become complex, enforced by the police and DVLA.**
- **If a FLT needs to travel less than 1000 yards, there is a special dispensation, but the vehicle must still be registered (displaying a registration plate) and insured.**

# DIFFERENT TYPES OF FLT

- **Industrial Reach FLT**
- **Industrial Counterbalance FLT**
- **Rough Terrain FLT**
- **Industrial Side Loader FLT**
- **Telescopic Handler FLT**
- **Pedestrian Operated Pallet Trucks**

# DIFFERENT TYPES OF FLT

**Industrial Reach FLT**

**Industrial reach forklift trucks are renowned for their extended lift height, making them ideal in any warehousing situation with high rise storage pallet racking. There are different types of reach forklift truck that are best suited to a range of scenarios:**

**Stand-up trucks are the most common and are often used where there's only one load per bay. The two forks on the front of the truck slide underneath palletised loads, to lift and transport safely.**

**Double-deep trucks are similar, but with longer forks, making them perfect for areas where multiple pallet loads are stored in each bay as they will reach right to the back of the bay. Straddle trucks also have long forks to slide under the load, while they also have the ability to grip onto the edges for increased stability and ease of access. This is ideal if you have multiple loads in one bay that you can access from different angles, as the truck can grab loads further back.**

# DIFFERENT TYPES OF FLT

## Industrial Reach FLT




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# DIFFERENT TYPES OF FLT

**Industrial Counterbalance FLT**

**Industrial counterbalance forklifts are the most common trucks used in indoor warehouses and stores, although they can be used outdoors, on stable, even surfaces. They offer straightforward operation and have dual forks at the front of the truck that lift and transport the loads.**

**There are different types available, including three-wheel models that provide better manoeuvrability, making them perfect for narrow aisles.**

# DIFFERENT TYPES OF FLT

## Industrial Counterbalance FLT




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# DIFFERENT TYPES OF FLT

**Rough Terrain FLT**

**For outdoor construction and with difficult terrain, a rough terrain forklift is ideal. It has inflatable tyres with thicker threads, allowing stability on uneven ground, as well as a more powerful engine so it can reach higher speeds, and better manoeuvrability, making them must more robust and durable.**

**This means that they are perfect for transporting heavy loads across rugged terrain, with some models handling up to 3 tonnes per load. The carefully calibrated counterbalance at the back of the truck prevents overbalancing, with it being easily operated in mud, ice or even snow.**

# DIFFERENT TYPES OF FLT

## Rough Terrain FLT




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# DIFFERENT TYPES OF FLT

**Industrial Side Loader FLT**

**Side loader forklift trucks are ideally suited to working in narrow aisles.  This is because the forks are mounted to the side of the truck and can pick up wide or long loads that would be awkward or inaccessible with a straight forward forklift.**

**There are two main types of side loader forklifts, the enclosed cab that is most commonly used outdoors, and a stand up version that is more suited to indoor tasks. There's also a multi-way version, where the wheels all rotate by 90°, allowing ease of transportation in any direction.As a result, they are especially useful for lifting and transporting tubing, pipes and sheet materials safely and efficiently.**

# DIFFERENT TYPES OF FLT

## Industrial Side Loader FLT




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# DIFFERENT TYPES OF FLT

**Telescopic Handler FLT**

**Telescopic handler forklifts are ideal for use in agriculture and all kinds of industry that require high lifting. They offer a whole range of features that make them much more useful in a range of situations, so much so that they are often thought of as small cranes, rather than forklift trucks.**

**Telescopic handlers have the additional advantage of a single telescopic boom that allows the truck to become a much more powerful and flexible piece of machinery. There are a number of practical attachments available, including a lift table, bucket, pallet fork and muck grabber.**

**These attachments, and the ability to extend the lifting capabilities with front outriggers, enable the tele-handler to complete work at heights that normal forklifts can't reach.**

# DIFFERENT TYPES OF FLT

## Telescopic Handler FLT



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# DIFFERENT TYPES OF FLT

**Pedestrian Operated Pallet Trucks & Lift/Stacker**

**Pedestrian operated lift trucks and pallet trucks are most commonly used in warehouses and storage facilities for the easy transportation of pallets. All pedestrian operated trucks have forks that slide beneath the pallet and use a hydraulic jack to lift the load from the ground for easy manoeuvrability.**

**There's a wide variety of styles and designs available, some capable of moving loads of 5000lbs, but the main difference is between the lift and pallet trucks.**

**The pallet truck is simply for moving loads from one place to another at ground level, but it has limited reach, while the lift truck is more complex and is capable of transporting and lifting a palletised load onto a higher level or for stacking loads on top of each other.**

# DIFFERENT TYPES OF FLT

## Pedestrian Operated Pallet Trucks & Lift/Stacker





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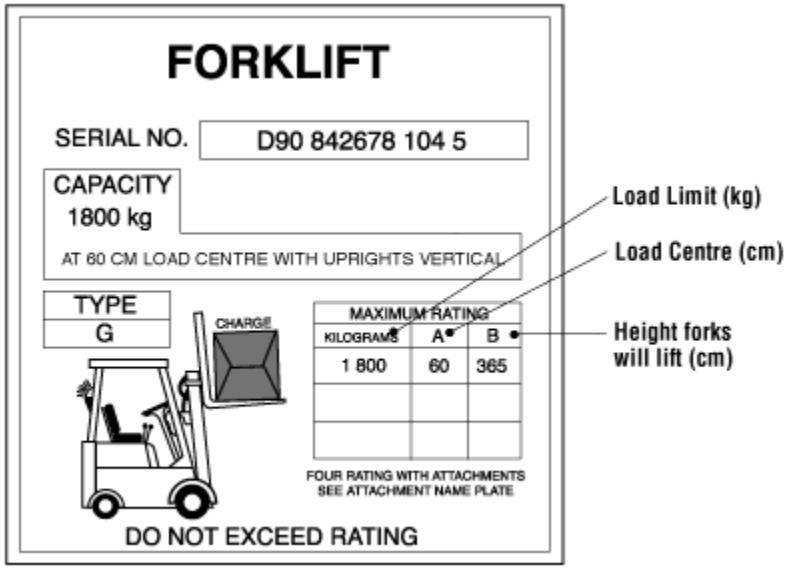
# FLTS AND THE USE OF MOBILE PHONES

- **The use of a hand-held phone or similar hand-held device whilst driving on the public highway is prohibited by law.**
- **No specific regulations for WT on private land, but best practice to ban its use whilst operating any vehicle or dangerous machinery.**
- **There are special communication systems available to assist with activities such as order-picking and stock-taking. Mobile phones should not be used for this activity.**
- **Working platforms: this requires suitable communication between the WT operator and person on the working platform. It is advisable to use hands-free mobile phones, in preference to shouting, or hand-signals.**

# LOAD RATING OF FLTS

- **FLTs are designed to lift specific weights to specific heights. Every FLT will have a rating plate. This plate will show the maximum weight that can be lifted, to a given height, and at a given load centre.**
- **All FLT operators must know this, so ask them!**
- **It is safe to lift lesser weights. It is unsafe to lift greater weights.**
- **When an attachment is used ie. carpet-roll forks, this extra equipment has a weight, and is part of the load the FLT is lifting. Therefore the weight of the actual load must be reduced.**
- **Only a manufacturer can de-rate the load level with the additional attachment. A new rating plate must be attached to the FLT, showing the rating detail that applies when the FLT is used with and without the attachment.**
- **There must be a rating plate to cover each attachment.**

# LOAD RATING OF FLTS – RATING PLATE



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# LOAD RATING OF FLTS – RATING PLATE




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# LOAD RATING OF FLTS – FLT ATTACHMENT



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# SAFE STORAGE OF LPG CYLINDERS

**Liquid petroleum gas (LPG) is either propane or butane, and is a colourless liquid which evaporates into a gas. It has no natural smell, so an odour is added to detect any leaks. When mixed with air, the gas can burn or explode when in contact with an ignition source, so safe storage is essential.**

**LPG cylinders MUST:**

- **be kept in a safe, well-ventilated place, preferably open air, away from occupied buildings, boundaries, and ignition sources, including heat;**
- **be stored upright and secured;**
- **be in a clean, tidy area, free of rubbish. Nearby weeds must be cut down (chlorate-based weed-killer can also be a fire hazard). "No Smoking" signs should be displayed.**



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# SAFE STORAGE OF LPG CYLINDERS


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# ROPE EVACUATION FROM MECHANICAL HANDLING EQUIPMENT

**Some mechanical handling equipment is designed to work at heights of over 3m. There is a requirement to provide a safe means of escape for the operator should the equipment be stuck in the raised position.**

**Lifting Operations and Lifting Equipment Regulations 1998 (LOLER 98) ACOP states in relation to lifting of persons: *"You should ensure that in the event of failure of the lifting equipment that the persons being lifted are not exposed to danger and a reliable means of rescue is available".***

**LAC 20/3 (section 20) gives guidance for the RA that must be carried out, to include the types of equipment to be used, and the specific training required.**

**If the RA determines that rope evacuation is a far greater risk than getting stranded in the air, it must make clear how any stranded person will be rescued.**



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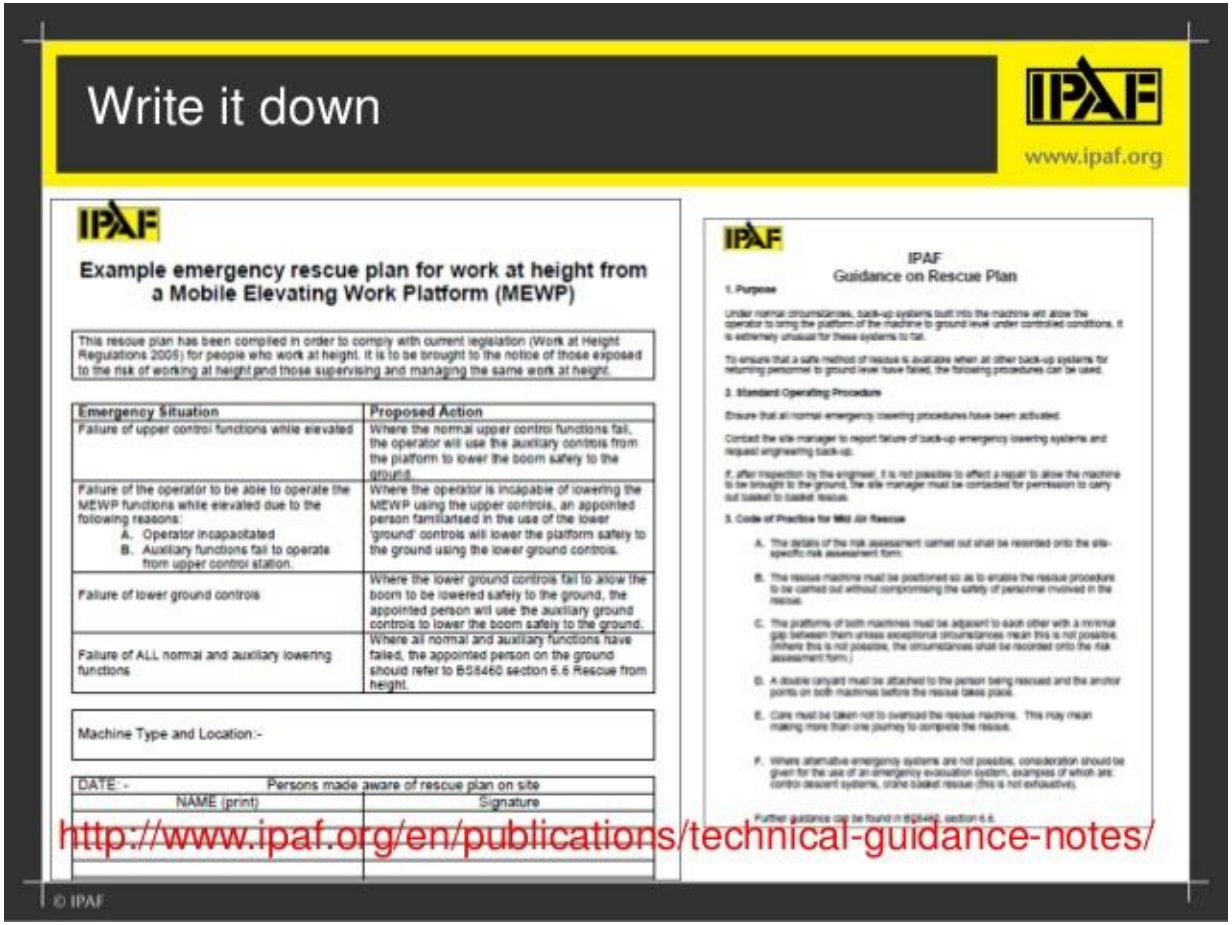
# EVACUATION PLAN FROM MECHANICAL HANDLING EQUIPMENT

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# THE USE OF WORKING PLATFORMS ON FLTS

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# THE USE OF WORKING PLATFORMS ON FLTS

**This type of equipment is specially designed to allow a FLT to be used to raise one or more people to a working position. The "platform" must have sides and requires specific safety devices. Use of such equipment is restricted to occasional use.**

**Platforms such as pallets, skips, stillages or any "home made" improvised device must never be used to lift people.**

**Circumstances for use are restricted to:**

- **Checking for damage at height; and**
- **Changing essential light fittings or clearing blocked gutters.**

**They do not include routine maintenance, stock-taking, or order-picking.**

**Any FLT used with a working platform, and all working platforms must have a Thorough Examination every 6 months.**



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# FUMES ASSOCIATED WITH FLT OPERATIONS

**Use of FLTs in confined spaces produce dangerous levels of poisonous fumes.**

**DIESEL: produce white smoke when cold. Blue/black smoke indicates maintenance is required. Even invisible smoke contains carcinogenic substances. Obvious health issues include eye irritation and respiratory problems.**

**LPG: generally produce CO2 and water vapour. If there's poor ventilation or vehicle not serviced, toxic CO may be produced.**

**BATTERY: charging facilities for electric FLTs will produce potentially explosive gases.**

**SOLUTION = adequate ventilation!**



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# SUPERVISION OF FLT OPERATIONS

**LOLER 98, Regulation 8 makes it clear an employer has a responsibility to ensure that all lifting operations are properly planned and supervised.**

**PUWER 98, Regulation 9 makes it clear any supervisor must be adequately trained.**

# SPEED AND FLTS

**FLTs are not designed to travel at speed. Steering and braking characteristics are different from other types of vehicle, so if travelling at speed, the FLT may become unstable, shed it's load, and turn over.**

**ACTIVITY MAX. SPEED LIMITS:**

- **3 mph - in racking**
- **5 mph - in transit aisles**
- **10 mph - in the yard**

**ACTIONS:**

- **Carry out a RA to determine maximum speeds to be used;**
- **Communicate this to operators, and use signs where appropriate;**
- **Ensure limits are enforced by managers and supervisors, that have sanctions imposed ie. "3 strikes and you're out";**
- **Physically control the speed of FLTs by installing "restrictors".**



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# TOWING WITH A FLT

- **FLTs are not designed to tow a trailer.  If a tow-hook or bar is fitted, it is there to aid recovery, and not tow.**
- **Most FLTs have rear-wheel steering, and front wheel braking.**
- **Towing is likely to result in the FLT tipping over!**
- **FLT manufacturers produce a range of tugs or tractors designed for towing, however if towing is part of the operational requirement, then appropriate equipment should be used.**



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# TOWING WITH A FLT – WRONG!

# TOWING WITH A FLT – CORRECT




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# PALLETS AND FLT OPERATIONS

- **Damaged pallets are a general hazard in the workplace, as well as dangerous for FLT operations, and others working nearby. When pallets are used with a FLT, they form part of the lifting system.**
- **Damaged pallets should be immediately taken out of service. Where a pallet is still laden, there needs to be a safe system for goods to be transferred to a serviceable pallet.**
- **Pallets should only be repaired by the pallet manufacturer, agent, or specialist pallet repairer.**

# WHAT IS THE MINIMUM AGE FOR OPERATING FLTS

**Children under minimum school leaving age should never operate lift trucks.**

**Operators of FLTs on docks premises, must be at least 18.**

**Young persons under 18, often lack experience and maturity and are at greater risk than older employees and should not be allowed to operate FLTs without adequate supervision.**

**Many trainers will not accept trainee operators under the age of 17.**

**On the public highway the legal minimum age for operators are:**

- **Age 17 for trucks up to 3.5 tonnes gvw**
- **Age 18 up to 7.5 tonnes gvw**
- **Age 21 for heavier equipment.**

***gvw = gross vehicle weight = the weight of the FLT + the load***

# HOW LONG DOES A FLT DRIVERS LICENCE LAST

- **There is not such thing as a FLT drivers licence.**
- **There is no central licensing authority.**
- **PUWER 98, Regulation 9 – ensures that all employees have adequate training.**
- **Training may be provided by an in-house instructor, or external trainer. The training provider must issue a certificate giving details of the results of that training. This document is not a licence.**



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# FLT OPERATOR TRAINING – RECOGNISED ACCREDITING BODIES

**The Accrediting Bodies Association 2012 (ABA) was established following a review by the HSE, and the HSE have an advisory role in the association.**

**Under the ABA's Code of Practice, there is a mandatory requirement for each accrediting body to hold a national register of all operators trained under their accreditation.**

**All ABA training providers notify the Association of training delivered under the accreditation. Each accrediting body applies a fee for delegate registration to cover administration costs.**

# TRAINING REUIREMENTS FOR HAND PALLET TRUCKS

- **Use of hand pallet trucks (manual pump trucks, electric counterbalance stackers)" still require training.**
- **PUWER 98, Regulation 9 – makes clear an employer must provide adequate training for all persons who use work equipment, and those who supervise or manage the use of such equipment, must also receive similar training.**
- **In-house training is sufficient, but must be documented.**

# THE LEGAL REQUIREMENTS FOR FLT OPERATOR REFRESHER TRAINING

**Re-testing or refresher training is required to maintain competence.**

**ACOP Rider-Operated lift trucks: Operator training and safe use (L117):**

***"There is no specific time period after which you need to provide refresher training or formal assessment. However, you may decide that automatic refresher training or re-test after a set period (3-5 years) is the best way to make sure your employees remain competent. You will still need to monitor performance in case operators need extra training before the set period ends".***

**Refresher training:**

- **Maintains good habits;**
- **Teaches new skills, where appropriate; and**
- **Reassess abilities.**

**Re-testing is required if operators:**

- **Have not used FLTs for some time;**
- **Are occasional users;**
- **Appear to have developed unsafe working practices**
- **Have had an accident or near-miss; and**
- **Have a change to their working practice or environment.**



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# OVERSEAS LICENCES

- **No such thing as a FLT licence, so a FLT licence issued in any other country cannot be valid in the UK.**
- **An overseas employee with an overseas licence should be treated as though the licence was a certificate from an unaccredited trainer, so the employee should be assessed and provided with additional training.**

# MEDICAL STANDARDS FOR LIFT TRUCK OPERATORS

**Must have an appropriate level of medical fitness for the work.**

**HSG 6:**

**"*it is good practice for all operators and potential operators to be screened for fitness before employment and again at regular intervals in middle age. Examination at age 40 and thereafter and 5-yearly intervals up to age 65 is recommended. Operators over 65 should be screened annually. Examination is also recommended in all cases after an accident or sickness absence of more than one month, or after a shorter period if it appears likely that the illness may affect fitness to operate".***



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# FLT OPERATOR TRAINING

**PUWER 98, Regulation 9:**

***"Every employer shall ensure that all persons who use work equipment have received adequate training…"***

**3 STAGES OF OPERATOR TRAINING:**

- **Basic Training – the basic skills and knowledge required for safe operations;**
- **Specific Job Training – Knowledge of the workplace and experience of any special needs; and**
- **Familiarisation Training – Operation on the job under close supervision.**

**On completion of training, the operator will be given a certificate, and this will show the type of truck they may operate.**



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# OPERATOR TRAINING FOR FLT ENGINEERS AND SALES PERSONNEL

- **Anyone who operates a FLT needs to have received operator training to a recognised standard, including engineers and sales persons.**
- **Many engineers and sales persons are not required to carry out the full range of tasks, so complete a “restricted” course.**
- **A “restricted” course for one category of FLT takes 2 days to complete, and additional truck categories can be added, taking half a day per category. Refresher training is also a requirement.**



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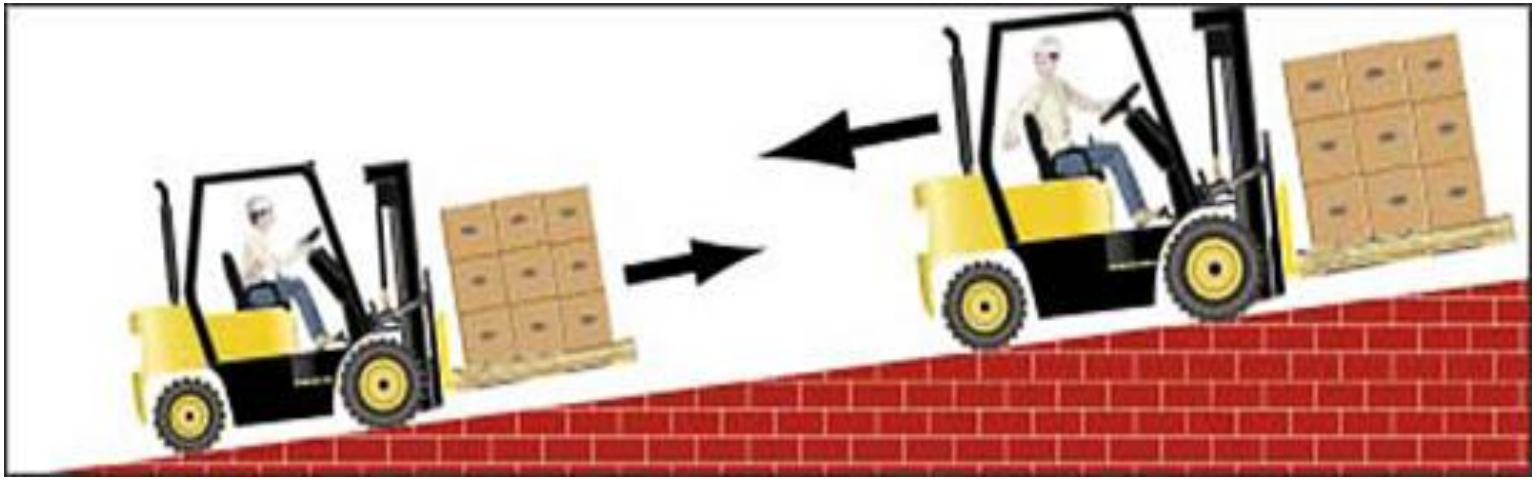
# WHAT IS THE MAXIMUM GRADIENT FOR A FLT





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# WHAT IS THE MAXIMUM GRADIENT FOR A FLT

- **Gradients should be avoided.**
- **If they cannot be avoided, then the gradient must be met head-on, straight up, or down the slope.**
- **If the slope is icy, wet, uneven, or soft, the hazards increase.**
- **Laden counterbalance trucks can cope with a gradient of 5%.**
- **Crossing a gradient sideways increases the risk of overturning.**
- **Loading and unloading should take place on firm, level ground.**
- **If difficult operating conditions cannot be avoided, use of equipment designed for rough terrain or off-road use should be considered.**



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# WHAT IS A THOROUGH EXAMINATION FOR A FLT AND IS IT A LEGAL REQUIREMENT

**A Thorough Examination is like an MOT for a car or lorry.**

**It is a legal requirement under LOLER 98, Regulation 9. It has the same purpose as an MOT by providing a report which identifies the lifting equipment is safe to use.**

**It must be carried out on FLTs at least once a year, or every 6 months if occasionally using a platform to lift persons, or above persons.**



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# IS THE INSURANCE INSPECTION OF A FLT ALSO A THOROUGH EXAMINATION

**Some are, some are not:**

**Only a report that complies with Schedule 1 of LOLER 98, carried out by a competent person is considered a Thorough Examination**

# FLT MAINTENANCE IS A LEGAL REQUIREMENT

**PUWER 98, Regulation 5:**

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

**Hired FLTs must be maintained by the hire company.**



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# FLT TYRE SAFETY

- **Most WT vehicles have pneumatic tyres (contain compressed/pressurised air). They must have a minimum 1mm tread over the centre, 75% of tread around the complete circumference.**
- **Most FLTs have solid rubber tyres, and may be used until they are worn to the wear indicator or "60J line".**
- **Press-On Band, Moulded Direct, and Conical Base Tyres maybe used until 2/3rds of the original thickness remains.**
- **All tyres should wear evenly, if not, they must be changed, remoulded, or re-grooved professionally.**
- **Not all tyres have a tread. Tyres with a tread can be re-grooved professionally but never below the "60J line".**



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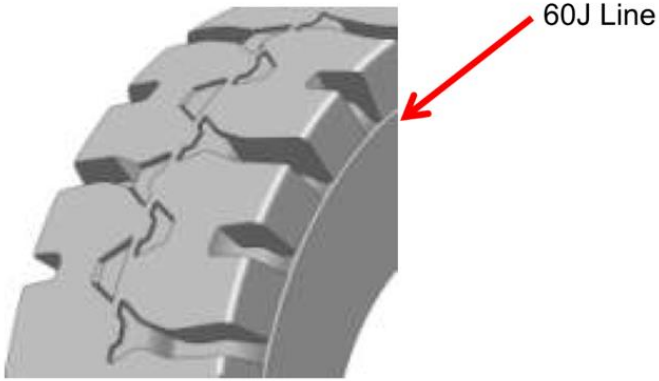
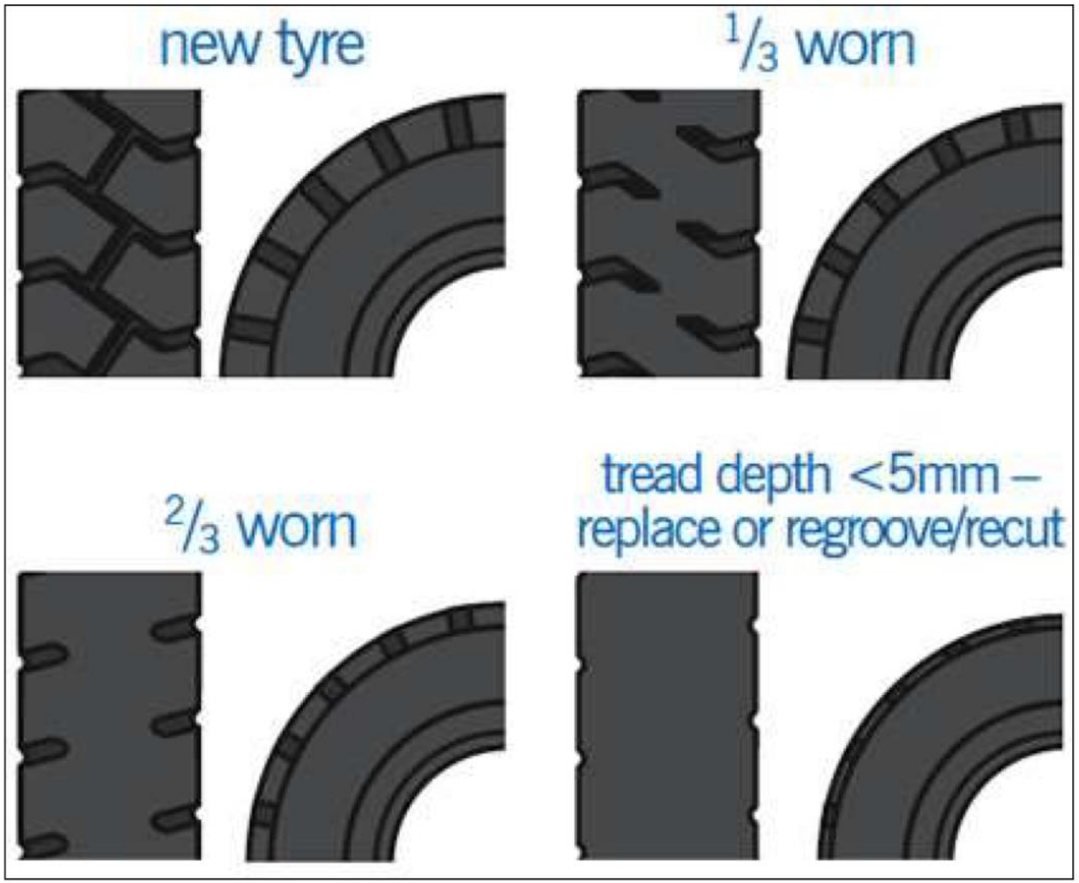
# FLT TYRE SAFETY

## SOLID TYRES – THE J LINE




The 60J line marks the top of a solid tyre sidewall and the start of the tread. Tread depth is measured from this point.

# FLT TYRE SAFETY



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# CLEANING FLTS

**Most FLTs operate in clean, dry areas, so require little cleaning.**

**FLTs that operate in dusty, muddy conditions, or with loads that shed fibres require careful cleaning.**

**FLTs have chains, cylinders, valves, and seals which are vulnerable to ingress of dirt.**

**FLTs exposed to corrosive materials will also get damaged.**

- **Do not steam clean or power-wash chains. Chains require lubrication.**
- **Bearings, seals, gaiters, electrical parts are not designed for contact with water or steam cleaning equipment!**
- **Sidewalls of pneumatic tyres can be damaged/weakened by high-pressure water, especially if heated. Strong soaps also damage rubber.**
- **Substances impossible to remove ie. cement, or corrosive substances ie. salt, should be washed off asap.**
- **The vehicle cleaner should wear appropriate PPE, and consider electrical safety issues.**



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# OPERATOR DAILY CHECKS

- **Managers and supervisors hold ultimate responsibility if operations go wrong.**
- **However the operator is responsible to carry out pre-use checks and to operate the FLT in the correct and safe manner.**

# SMOKING IN FLTS FITTED WITH CABS

Ilona Kelly, H&S Inspector, Brent Council

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# SMOKING IN FLTS FITTED WITH CABS

- **From 1 July 2007, it became illegal to smoke in a FLT fitted with a cab, and should be fitted with a "No Smoking" sign.**
- **All enclosed vehicles used by more than one person at work, at any time, must be smoke-free.**
- **However, having a roof alone, would not deem the cab to be enclosed. A roof includes any fixed or moveable structure or device which is capable of covering all or part of the vehicle, including canvas, fabric, or any other covering.**

# FINALLY….

## Workplace Transport Project 2017/18

**Tools you will be provided with:**

- **Scope of the WT project;**
- **Aid memoire for WT Project 2017/18, with a list of pointers;**
- **Legislative guidance notes;**
- **HSG 136 and Checklist to refer businesses to online (or hand out to them), to assist them with their SSoW; and**
- **Presentation slides as your background notes.**

# REFERENCES AND ACKNOWLEDGMENTS:

- *Lifting Operations and Lifting Equipment Regulations 1998*
- *Provision and Use of Work Equipment Regulations 1998*
- *HSG 136 and LAC 20/3 www.hse.gov.uk*
- *The Forklift Truck Association www.fork-truck.org.uk*
- *The Accrediting Bodies Association www.abawt.co.uk*
- *Association of Industrial Truck Drivers www.aitt.co.uk*
- *Independent Training Standards Scheme and Register www.itssar.org.uk*
- *National Plant Operators Registration Scheme www.npors.com*
- *Road Transport Industry Training Board www.rtitb.co.uk*
- *Driver and Vehicle Licensing Agency (DVLA) www.gov.uk/government/organisations/driver-and-vehicle-licensing-agency*
- *Vehicle and Operator Services Agency (VOSA) now known as the Driver and Vehicle Standards Agency (DVSA) www.gov.uk-contactDVSA*



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## ANY QUESTIONS?

# THE END

Ilona Kelly, H&S Inspector, Brent Council

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