

Free web tools keep fork truck users legal

With so much legislation to consider, ensuring a fork lift truck is up to the law can be a full-time job. For many managers out there, however, keeping their trucks legal is just one small aspect of a multi-functional role.

Considering the needs of supervisors and managers, we have launched a new interactive guide to Thorough Examination this month. Our new-look website: www.thoroughexamination.org features a number of interactive tools which have been designed to simplify and encourage compliance among fork lift truck users.

In just a few clicks of a button, users can find out the answers to the questions most commonly asked about Thorough Examination.

What does a Thorough Examination cover?

An interactive guide to Thorough Examination identifies 19 key components covered by a CFTS Thorough Examination.

By hovering a mouse over a spot on the counterbalance drawing, such as the brakes, the user learns

more about the legislation governing this part of the truck, what is inspected and whether this part of the truck is covered by every Thorough Examination.

How often is Thorough Examination required?

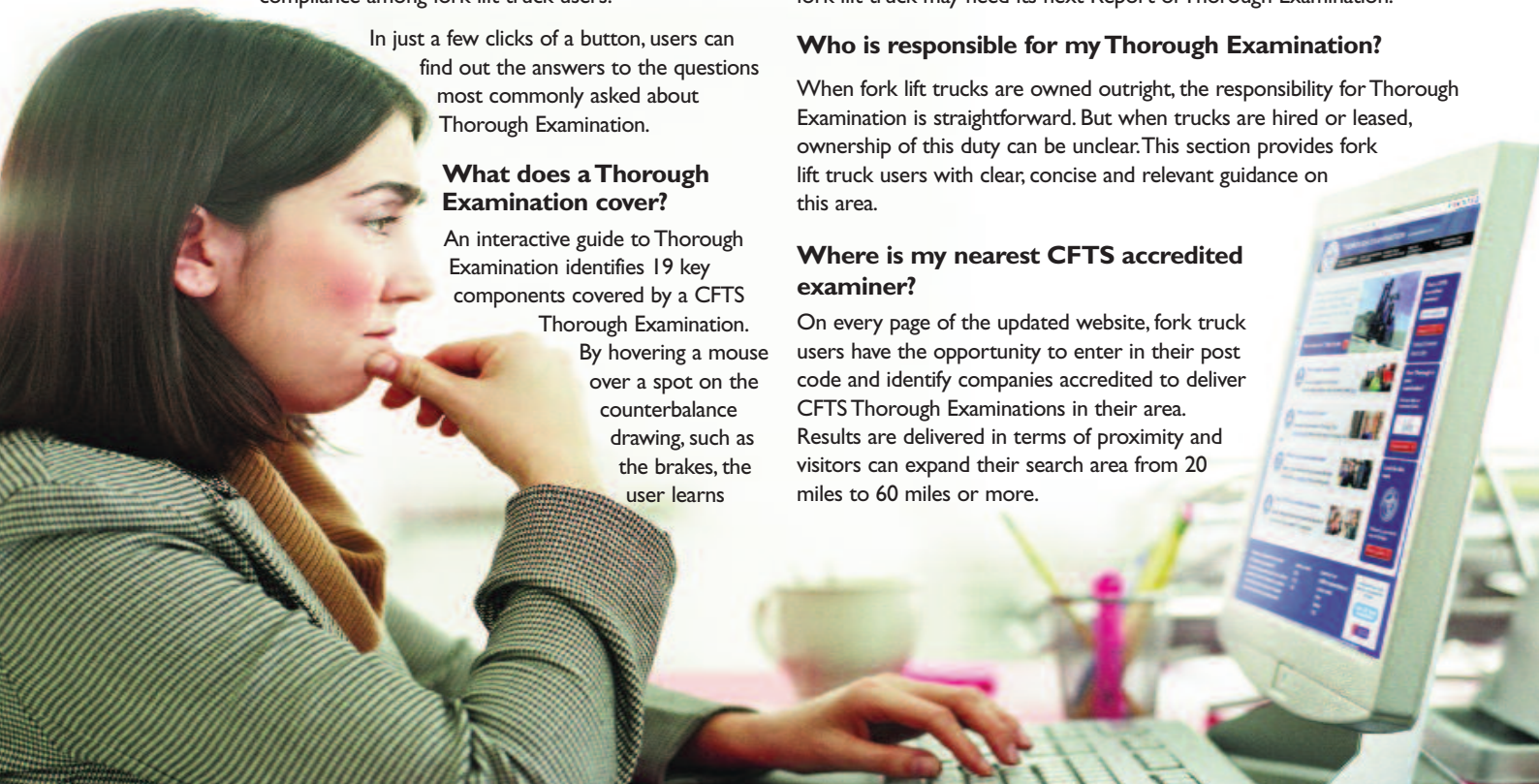
While the law clearly identifies that every fork lift truck must have a Thorough Examination at least once a year, LOLER 98 makes it clear that it may need to be done more frequently – depending on the type of truck, its use and environment. By answering five multiple-choice questions, our Thorough Examination calculator will provide a general guide for when a fork lift truck may need its next Report of Thorough Examination.

Who is responsible for my Thorough Examination?

When fork lift trucks are owned outright, the responsibility for Thorough Examination is straightforward. But when trucks are hired or leased, ownership of this duty can be unclear. This section provides fork lift truck users with clear, concise and relevant guidance on this area.

Where is my nearest CFTS accredited examiner?

On every page of the updated website, fork truck users have the opportunity to enter in their post code and identify companies accredited to deliver CFTS Thorough Examinations in their area. Results are delivered in terms of proximity and visitors can expand their search area from 20 miles to 60 miles or more.



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Website update

The CFTS website is perhaps the most important tool that we provide to support our accredited companies. Recently, the CFTS Board approved a major update of the website (see cover page). I am sure that you and your customers will agree that our new web portal offers greater accessibility to the information you require. For our members, this means an enhanced ability to alert you to changes in legislation and technical updates.

While CFTS has not been immune from the economic problems that we are all experiencing, I am encouraged with the continued growth in CFTS membership. We will soon be accrediting our 400th company.

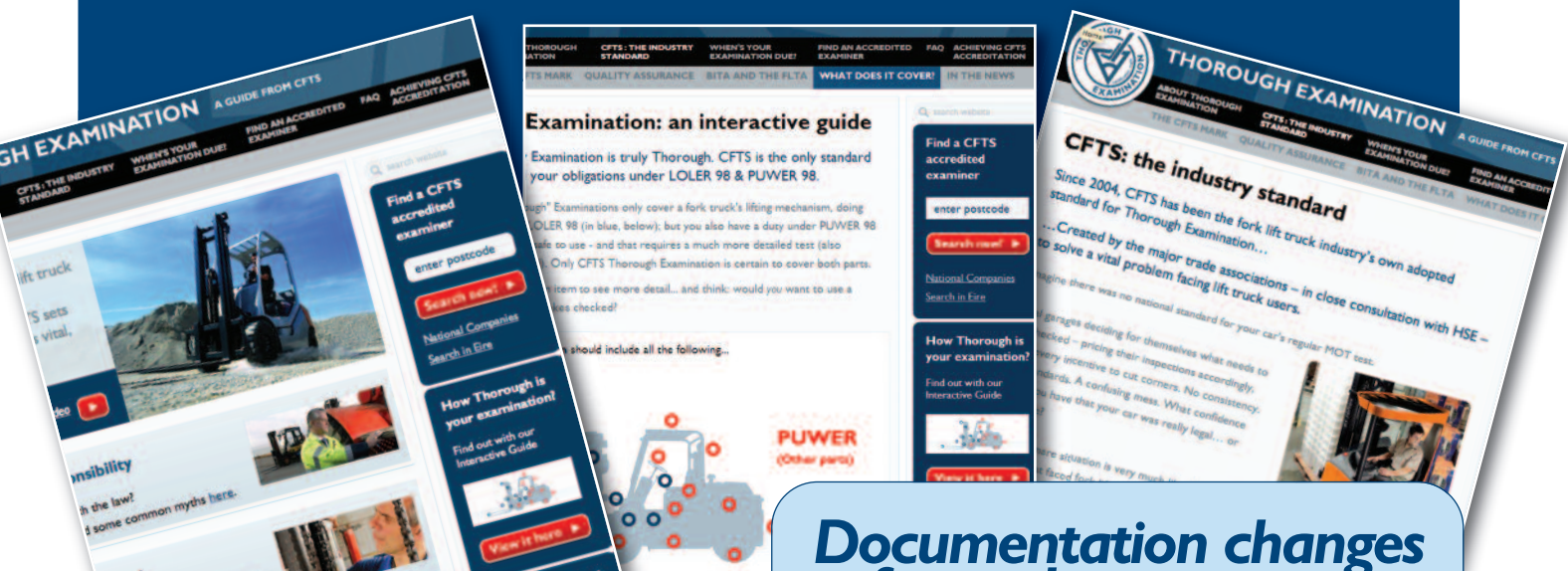
My technical visits indicate that although trading is still very difficult, most member companies have indicated that business continues to pick up slowly.

This positivity is echoed by a recent survey commissioned by BITA which indicates that truck sales have improved by 25% in the last quarter.

Let us hope that the trend continues and we may be starting to see the signs of sustained growth.

Chas Day

Chas Day
Technical Manager, CFTS



Are your details correct?

The CFTS Member Finder, available at www.thoroughexamination.org, assists fork lift truck users in finding Accredited Companies in their area. This postcode search engine provides potential customers with full contact details for your business – including email and web address.

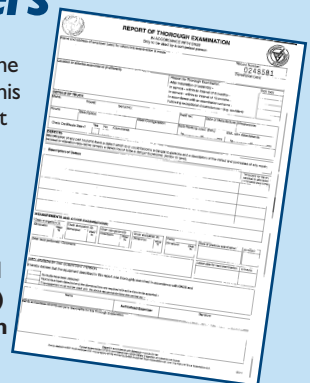
Please review your company's listing on the website to ensure they are correct. If you should have any additions or changes to make to your web entry, email Chas Day (chas.day@thoroughexamination.org)

Documentation changes safeguard users

We are always seeking to improve the clarity of the documentation. With this in mind we have made two small, but significant, changes to the Report of Thorough Examination document:

- **'User'** has been added to the top of the document, so it now reads: **Name and address of employer (user) for whom this examination is made.**
- **'CFTS'** has been added to the bottom of the document, so it now reads: **Name and address of CFTS company responsible for this Thorough Examination.**

These two changes ensure that names and addresses are entered correctly.





FAQ

Seat Switches

I am often asked about the legislation surrounding the fitting of seat switches to fork lift trucks and whether this is retrospective. Strictly speaking, the term 'seat switch' is not technically correct. Read on and you will understand why.

But first, let's look at the question of whether it is retrospective. The Machinery Directive and compliance with EN 1726: Part 1 (Safety of industrial trucks. Self-propelled trucks up to 10,000 kg capacity) and the recently published ISO standard, ISO 3691-1 (Industrial trucks – safety requirements and verification – Part 1: Self-propelled industrial trucks, other than driverless trucks, variable-reach trucks and burden carrier trucks) **ARE NOT RETROSPECTIVE.**

The requirements quoted in EN1726:1 apply to fork lift trucks manufactured between 1998 and the introduction of the new Machinery Directive (29th December 2009):

Internal combustion engine powered trucks shall be fitted with a device which prevents the engine being started whilst the transmission is engaged.

Travel controls on internal combustion powered trucks shall be so arranged that on level ground the truck will not move from rest until the transmission has been engaged.

When the transmission is engaged the internal combustion engine powered truck shall not move faster than 2.5 km/h as long as the controls for the driving speed are not activated

On rider controlled trucks, means shall be provided to prevent powered travel when the operator dismounts from the truck. On internal combustion powered trucks, the parking brake and neutral travel control applied by the operator may be used to satisfy the requirement.

However, I am pleased to say that, since the new Machinery Directive came into effect, the current legislation is much simpler.

ISO3691- 1 Industrial Trucks: Safety Requirements and Verification states that powered travel movement of the truck with a ride-on operator should only be possible if the operator is in the normal operating position. Powered travel shall not occur automatically when the operator returns to the normal operating position without an additional operation, such as resetting the directional control or reactivating speed control.

So, in essence, you will not see any requirement for a 'seat switch'. Instead you will find requirements that can be achieved by a seat switch or, as it is now more commonly referred to, a 'person present switch'.

Conclusion

If a truck has been fitted with a seat switch to fulfil a function, then it should be maintained in full working order, regardless of whether its fitment or function is required by constructional standards of the day or not.

I have purposely kept the references to standards and directives in this article to a minimum, but I am happy to go into more detail if you should have any specific questions.

FB Chains celebrates 25 years



I was pleased and honoured to be presented with a gold numbered chain gauge by Peter Church, managing director of FB Chains. The limited-edition item was specially created to celebrate 25 years in business.

FB Chains is a wonderful supporter of CFTS and its Accredited Companies (as many of you know firsthand). We have always recommended the chain gauge they supply when carrying out Thorough Examinations.

We would like to wish Peter and FB Chains continued success in the future and are already looking forward to their 50th anniversary celebrations.

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: **07769 166884**

Email: chas.day@thoroughexamination.org

Newly accredited companies

CFTS would like to welcome the following accredited member companies:

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|--------------------------|-------------------------------|----------------------------------|
| H Curtis & Sons | Pro-mech Forklift Services | Martin Lee Forklifts |
| Advanced Handling | Knapton Plant Services | Liftruck Services |
| G C Hurrell | T A G Forklift Truck Services | Cheshire Bobcat & Plant Services |
| PUWER LOLER Surveying | Central Forklift Services | Agri Plant Services |
| Chisletts | Westexe Forklifts | Mercury Forklift Services |
| DP Technical Services | L B Mechanical Handling | PV Dobson |
| Northfield Agri Services | J G Paxton & Sons | JT Friskey |
| Liftsafe Solutions | Masterlift Forklift Training | S J Mechanical |
| Ness Plant | R C Boreham | GNH Agri |
| SJD | DM Forklifts | CT Hayton |
| Ace Handling | | |

