

Time flies!

It's been quite some time since we distributed the first issue of *The Examiner*. Over the months we have continued to grow in size – we now have 232 companies accredited to the CFTS Thorough Examination scheme – and in profile. Awareness of our scheme, and of the important safety issues that lie behind it, is clearly growing... and as you will discover in this issue, our influence has been far-reaching.



The more people look at Thorough Examination, the more questions are raised. In this issue we have some advice – and references to further information – on

explosion proofing, fork arms and attachments, solid tyre fitting and FLTA Technical Bulletins.

We hope you will find the recent changes to our documentation useful, and that the administrative procedures are running smoothly for you. If you have any comments or suggestions they are always welcome – so please don't hesitate to contact me.

Chas Day

Chas Day
Technical Manager, CFTS

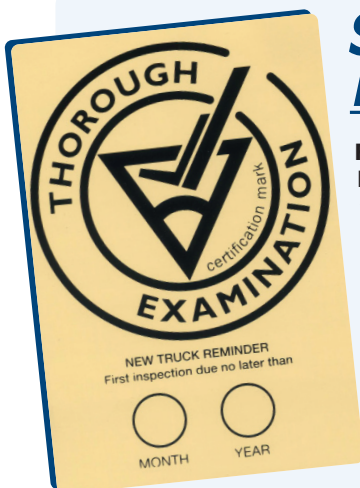
FLTA Technical Bulletins

The Fork Lift Truck Association (FLTA) produces a range of Technical Bulletins as part of its service to the members. These bulletins are not generally available to non-members.

The bulletins listed below have a relevance to Thorough Examination. Copies of these bulletins are provided to all engineers who attend the FLTA Thorough Examination course, as part of the course documentation.

- TB01 Restraining Systems (Seatbelts) on Lift Trucks.
- TB02 Inspection of Leaf Chains – Chain Elongation.
- TB04 Damage to Protective Structures on Fork Lift Trucks.
- TB05 Thorough Examination of Fork Lift Trucks – Some Frequently Asked Questions.
- TB05A Sideshifts – Frequency of Thorough Examination.
- TB07 Fork Lift Truck Safety – Fitting of Lights, Flashing Beacons, Reversing Alarms and Mirrors.
- TB08 Fork Lift Truck Safety – Thorough Examination. Reporting Unsafe Equipment to an Enforcing Authority.
- TB09 Chain and Fork Test Certificates and Thorough Examination.
- TB11 Working Platforms (Non-integrated) on Fork Lift Trucks.
- TB12 Inspection and Repair of Fork Arms.
- TB13 Inspection and Thorough Examination of Workshop Lifting Equipment.
- TB14 Leaf Chain Specifications.

Technical Bulletin 08 will be of particular interest to non-member companies accredited to CFTS. A complimentary copy will be made available to all such companies on request to the FLTA office. Please email your request to mail@fork-truck.org.uk or call 01256 381441.



Sticker for new trucks

For some time now customers have been telling us that it would be useful to attach a CFTS Thorough Examination sticker to new trucks. The idea would be to make the operator and/or owner of the truck aware of when its first Thorough Examination would be needed.

We know that several accredited companies do already carry out Thorough Examinations of new trucks and attach the current CFTS sticker. We have therefore decided to offer

a special sticker specifically for new trucks – in a different colour and format to the existing one.

When the time comes for a Thorough Examination, we hope this will encourage the owner or user to contact the CFTA accredited company.

The cost of the New Truck Sticker Pack will be £5.00 (plus postage) for 22 stickers and a date sheet. This works out at just 23p per truck!

New BITA Guidance Notes

Two new guidance notes published by BITA could prove of particular interest to CFTS members. They are:

GN 62 'Maintenance, Inspection and Repair of Fork Arms and Attachments'

GN 63 'Solid Tyre Fitting Guidance'

GN 62

This is a comprehensive nine-page document giving guidance to those involved with the maintenance, inspection and repair of fork arms and attachments. It segregates the subjects of fork arms from attachments.

The fork arm section, covering examination for defects and measurement of wear, includes an explanation of rejection criteria enhanced with pictographs to aid clarification of terminology. In addition, an example of fork arm design with a thickened heel is shown to enable a greater understanding of accepted measurement methods.

The attachment section is categorised into useful headings, including:

**Maintenance • Inspection & Examination • Fasteners
Bearings & Bushes • Damage & Abuse
Sacrificial Wear Parts • Cylinders • Set-up & Operation**

GN 63

This guidance is intended for personnel involved in the fitting and removal of solid tyres to/from wheel rims. With the aid of colour photographs it describes various types of press stools and tools, highlighting those that need to be withdrawn from service immediately and those with a withdrawal date of 31st July 2008.

It comes as a double-sided, A4, laminated sheet – durable enough to use at the work station.

Guidance is given on maintenance, inspection and minimum safety checks on hydraulic tyre presses and associated tools, as required by regulations 5 & 6 of the Provision and Use of Work Equipment Regulations 1998, as well as general fitting instructions.



New documentation

As you will all be aware, we have been using the CFTS documentation packs in their present form for almost four years now. While there has been no serious problem with them, we are always on the lookout for ways of improving these materials... as well as the service we give to you, our CFTS accredited companies. Having considered the issues, and taken on board the various comments you have made, we have come up with some changes.

Most importantly, we have added a hologram of the CFTS Certification Mark to both the Report of Thorough Examination and the Thorough Examination Certificate. This will make these documents virtually impossible to replicate without the aid of sophisticated equipment.

Thankfully we have had very few reports of rogue companies attempting to photocopy them, but from now on the hologram will make it perfectly obvious to any recipient if a Thorough Examination document has been copied.

In response to requests from a number of members we have increased the size of the Thorough Examination Certificate (analogous in many ways to an MOT Certificate) from A5 size to A4. As a result, all of our documentation is now A4 size.

We have also increased the size of the FLTA and BITA logos to increase the profile of their brands within the documents.

Finally, we have added the following note to the bottom of the Report of Thorough Examination: 'Report in accordance with Schedule 1 to LOLER 98.' This reinforces the fact that BITA Guidance Note GN28 and the CFTS Procedural Code are based on LOLER 98 AND PUWER 98.

We hope these continuing developments will improve the service to you and your customers.



Explosion proof trucks

We are indebted to Malcolm Davis of Pyroban for the following information and advice on explosive situations closer to home!

It is widely accepted within industry that the Thorough Examination of a fork lift truck, in line with the GN 28 Guidance Note, ensures that operators and those responsible for their health and safety are able to comply with the LOLER and PUWER regulations. Often less understood is the very real danger to fork lift drivers, and all those operating within their immediate vicinity, when battery powered and diesel engine trucks are being used in areas where flammable materials are stored or processed.



Imagine a situation in which an explosion proof truck has been incorrectly repaired, leaving ignition sources active in operation. The truck is then driven into an area where solvents are being decanted into 45 gallon drums, or LPG cylinders are being filled. The results of the gas or vapour being ignited may be fatal to the forklift operator... and may also bring risk of injury or death to those in the process building.

How can we ensure we eliminate as far as is reasonably practicable these very real risks? To start with, if we are supplying, servicing or using fork

lift trucks we need to ensure that those being operated are safe and suitable for the application. The European directive ATEX 94/9/EC, in force since 1st July 2003, controls the supply of explosion proof and compliant equipment such as fork lift trucks.

However, we need to ensure that following maintenance and repair this equipment remains explosion proof and compliant. To do this it is essential we refer to standards such as BS EN 60079-17-2007 "Explosive atmospheres – Part 17: Electrical installations inspection and maintenance".

Some of the key points in BS EN 60079-17 are:

- It helps clarify matters such as necessary competences, training, Equipment Protection Levels (EPL), grades of inspection and inspection intervals.
- It applies to combustible dusts and powders in addition to gases and vapour hazards.
- It highlights the higher risk of moveable equipment and recommends a minimum detailed inspection every 12 months.
- It requires the clear separation of those tasked with undertaking the service maintenance and those responsible for carrying out the inspection audits.
- It stipulates that a maintenance log should be provided and that those carrying out the maintenance and repair work must be provided with sufficient training to enable familiarity with the equipment they are attending.
- It also requires personnel with executive function to have a more detailed knowledge of the standards involved.

Using guidance note GN28, the ATEX directive and BS EN 60079-17, Pyroban has been able to update its series of training courses and Explosion Proof Annual Safety Audits (EX-ASA) checklists to complement the requirements of Thorough Examination of the truck. The EX-ASA is carried out annually by Pyroban's own COMP-EX trained and accredited service engineers who are strategically located within the UK.

Truck maintenance of a fork lift truck made explosion proof by Pyroban is normally carried out by the truck service provider. Training courses are offered by Pyroban at its Cannock and Shoreham by Sea training schools. This will permit the Competent Person to carry out a Thorough Examination on an explosion proof machine.

In summary, there is absolutely no excuse for any explosion proof truck undergoing a Thorough Examination to become, itself, the source of an explosion.



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.



Thorough Examinations in Iraq and Afghanistan

As well as covering all four corners of the UK, you may be surprised to learn that CFTS Thorough Examinations are being carried out as far afield as Iraq and Afghanistan – by accredited member company KBR.

KBR approached us about a year ago with a request that would have involved sending an accredited Competent Person to Iraq and Afghanistan to carry out Thorough Examinations on equipment that was owned by KBR and leased to the Ministry of Defence..

In the event it proved too dangerous and logistically difficult to send a civilian to a theatre of war, so KBR decided to bring its own engineers back to the UK so they could be trained to carry out Thorough Examinations themselves. I was very pleased to be able to assist KBR in the training of four engineers at the company's facility in Bicester.

As you can imagine, inspection and Thorough Examination of their equipment is carried out in conditions that are extremely arduous

and hazardous – to say the least! In most cases the work has to be carried out in makeshift accommodation and in tented areas. It goes without saying that the sand and the extremes of heat and cold add to the difficulty.

Some of the locations where the equipment is used require transportation of engineers by military helicopter to remote bases – so routine work that would normally take one or two days can often be extended to three weeks due to operational difficulties with the helicopters.

Having spent a number of days with the KBR engineers Chas Day had nothing but admiration for what they are managing to achieve under almost impossible conditions.



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: info@bita.org.uk

Technical advice & other queries:

As CFTS Technical Manager, I oversee all aspects of administration and am happy to deal with any queries. My 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: charles.day1@ntlworld.com

CFTS Board Members & Officers

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John Chappell	Rushlift Mechanical Handling Ltd	
Stephen Hodkinson	Toyota Industrial Equipment (UK) Ltd	
Richard Hayes	Brindley Lift Truck Services Ltd	
Chas Day	CFTS	Technical Manager
James Clark	BITA	Secretary
David Ellison	FLTA	

New carriage charges

Following some recent losses the CFTS Board has agreed that the Post Office will no longer be used for the carriage of CFTS packs. In future all packs will be dispatched via Interlink. The minimum charge, which will be the same for 1, 2, 3 or 4 packs, will be £6.77 + VAT. This change takes place immediately.