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Important Information for Sites: Lorry Loader Documentation and Stabilizer Deployment

Who is this information intended for?

Site Supervisors, Health & Safety Representatives and Gatehouse Staff.

What is the purpose of this guidance?

To help those persons ensure that the Lorry Loader Operator has the correct documentation prior to commencing lifting operations and to avoid common misunderstandings about what level of stabilizer deployment is or is not acceptable.

Documentation Checklist

- **Report of Thorough Examination and Test** for the Lorry Loader carried out within at least the last 12 months as required by LOLER. ALLMI also recommends that a valid Overload Test Report has been issued within the last four years as stated in BS7121-2-4:2013 or that equivalent testing has been undertaken as determined by the competent person. If the last examination was a four-yearly overload test then it should be noted that this automatically incorporates the 12-monthly thorough examination prescribed in LOLER.
- **Report of Thorough Examination** for all lifting attachments and accessories (slings, shackles, chains, etc.) carried out within at least the last 6 months. If it can be demonstrated that the attachment (e.g. clamshell bucket or brick grab) is permanently affixed then it is common for it to be classed as part of the machine, under which circumstances it would fall within the interval requirements for the Lorry Loader of at least every 12 months.
- **Daily Pre-Use Check Sheet** confirming that the Lorry Loader, its safety systems and any attachments/accessories have been checked at the start of the day or shift and are safe for use.
- **Operator Photo ID Card** providing proof of training covering all relevant categories for the equipment being used. This should be checked to ensure it is current.
- **Manufacturer's Handbook or Abbreviated Operating Instructions** for the Lorry Loader.
- **Safe System of Work** e.g. a Lift Plan or RAMS. This would typically be a generic document for basic (one-person) operations but more detailed and probably task and site specific for more complex (multi-person) operations.

Deployment of Stabilizers

The default position is that all stabilizers must be fully deployed at all times. However, there is a limited number of occasions whereby Lorry Loaders can be operated without the need for full deployment of all stabilizer legs (short rigging), but only in the following circumstances:-

1. If the Lorry Loader has a Stabilizer Monitoring Device fitted (check for a 2010 or later manufacturer plate on the Lorry Loader itself, as this is when the device became a legal requirement). Note that some older Lorry Loaders may have a similar system but, importantly, the Manufacturer's Handbook and / or Report of Thorough Examination should clearly state what is fitted, or;
2. if the partial deployment of the stabilizers has been authorised by the Appointed Person who produced the Safe System of Work or Lift Plan document. *This should only be done where there is evidence that the theoretical stability of the machine has been calculated for that specific scenario using a recognised method or software program such as TrailerWIN and that adequate control measures have been incorporated into the Safe System of Work to prevent the radius or load weight being exceeded.*

Note: This situation should only arise where there is insufficient room to fully deploy all stabilizers. Where sufficient room is provided, all stabilizers should be fully deployed at all times to maximise stability of the vehicle and to minimise ground loadings through the stabilizer legs/feet.

Adequate means of support (typically spreader pads) should always be used beneath the stabilizer feet to reduce the loading on the ground and prevent the stabilizer leg/foot from sinking. Relevant stabilizer loadings and/or spreader pad size calculations should be provided by the Appointed Person who prepared the Safe System of Work or Lift Plan, showing this as a maximum force which can then be compared against the ground bearing capacity of the site, which in turn should be provided by the Principal Contractor or site owner.

Example of Lorry Loader with full deployment of stabilizer:



Example of stabilizer fully deployed but without use of spreader pad:



Examples of Lorry Loader with partial deployment of Stabilizers (short rigging):



Beam only partially deployed



Leg deployed but beam not extended

Please note that this document is intended only as a relatively simple guide and does not cover every eventuality. Where there is any doubt, further guidance/clarification should be obtained.

Where can I obtain further guidance/clarification?

In the first instance you should make contact with the Appointed Person who produced the Safe System of Work or Lift Plan document for the lifting operation. In the event of a more generic query, please contact ALLMI. Details of how to contact ALLMI are available at www.allmi.com

Other References:

BS7121 Safe Use of Cranes - Part 4:2010 Lorry Loaders.

ALLMI/CPA Best Practice Guide: Safe Use of Lorry Loaders.

For a range of short topic based videos, visit the ALLMI TV section on www.allmi.com

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