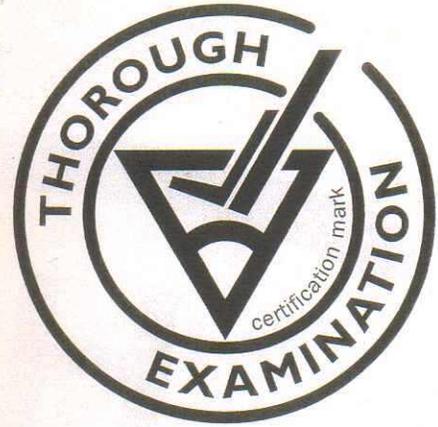


Certificate of Accreditation



This is to certify that
Trucks Direct UK Limited

.....
has been awarded accreditation for the conduct of

Thorough Examination

under the CFTS

Quality Assurance Procedural Code

Commencing ^{for the year} 01/02/2014 – 272

.....
The accredited company has proved itself competent to carry out Thorough Examinations in accordance with the CFTS Quality Assurance Procedural Code. The company must register for accreditation on an annual basis and is obliged to abide by a strict Code of Practice.

Signed

.....
Director, CFTS



Signed

.....
Director, CFTS



Thorough Examination: don't do it by half...

Only a CFTS-accredited Thorough Examination is guaranteed to check the whole truck... so you know it's really safe to use, and you're covered for both LOLER 98 and PUWER 98 regulations.

A CFTS Thorough Examination checks everything overleaf – plus all this...

STEERING

To ensure the truck can be operated safely, all mechanical and hydraulic steering parts are inspected for signs of failure, corrosion, damage or excessive wear. Proper steering response is confirmed by manoeuvring the truck at low speed. ***may not be checked in a non-CFTS examination***

SAFETY SYSTEMS

Safety systems can only protect workers if they operate correctly. Moreover, because operators come to depend on them, any failure can instantly cause serious unsafe practices. Any audible alarms and visible warnings are checked, along with interlocks and seat switches if present. Capacity and data plates must also be present, secure and easy to read. ***may not be checked in a non-CFTS examination***

OVERHEAD GUARD / CAB

As well as compromising protection from falling loads, a damaged overhead guard or cab can be a clue to potentially lethal structural problems. The cab or guard must therefore be sound and securely mounted. Any transparent screens must be clear and undamaged to ensure optimum visibility. ***may not be checked in a non-CFTS examination***

STRUCTURAL FASTENINGS

Important structural fastening components, such as those holding axles, fluid reservoirs and batteries, must be secure and undamaged. ***may not be checked in a non-CFTS examination***

TRACTION SYSTEM

The prime mover and transmission are inspected. On diesel and LPG trucks this extends to the exhaust system and emission levels, to ensure safe operation indoors. On electric trucks, the battery and connections are checked. ***may not be checked in a non-CFTS examination***

SEAT MOUNTING

The seat mounting must be absolutely secure, along with the panel where it is attached. Any anti-vibration mechanism is also checked for signs of damage. ***may not be checked in a non-CFTS examination***

CHASSIS

The chassis is inspected for cracking and signs of damage, with particular attention paid to the welds. ***may not be checked in a non-CFTS examination***

BRAKES

Brake failure is a fork lift truck operator's worst nightmare, but brakes are left unchecked in many inspections. A CFTS examination covers both service and parking brakes – checking all hydraulics, pneumatics, mountings, pedals, levers and linkages to ensure the brakes operate exactly as expected. ***may not be checked in a non-CFTS examination***

SEAT RESTRAINT

Any operator restraint – including seat belts and any other devices designed to keep the operator safely seated in the event of a tipping accident – is checked to ensure it is fully functional and free from damage. ***may not be checked in a non-CFTS examination***

WHEELS

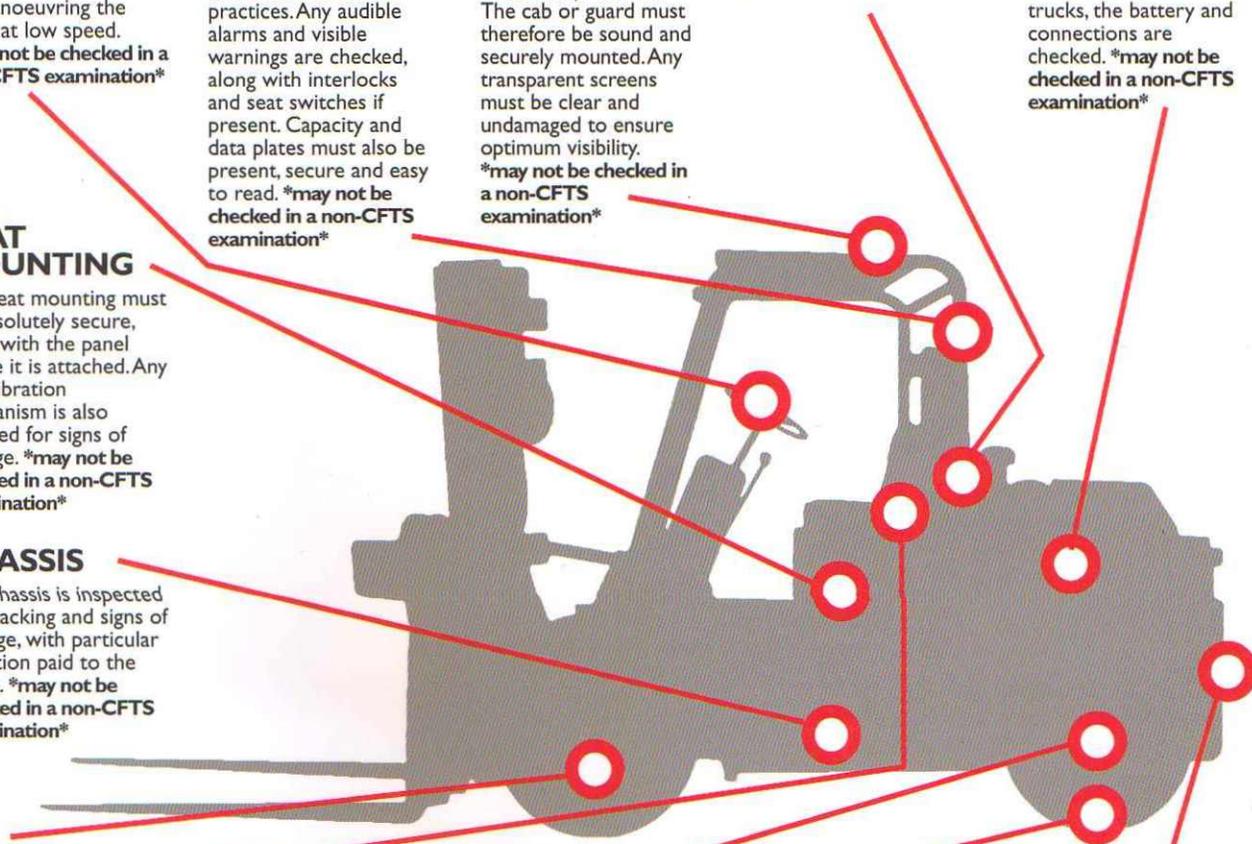
Because of the forces involved, wheel failure not only causes accidents, but can be a fatal hazard in its own right. CFTS Thorough Examination ensures wheels and assemblies are sound and securely fixed. Bearings are given special attention. ***may not be checked in a non-CFTS examination***

TYRES

Tyres are essential for safe and efficient operation. They provide grip for movement and braking and an element of suspension for safety and comfort. Only CFTS-accredited Thorough Examinations are guaranteed to check the tyres are correctly specified and fitted, and free from excessive wear, damage, or bonding issues. ***may not be checked in a non-CFTS examination***

COUNTER WEIGHT

Often a cast iron block of two tonnes or more, the counter weight suddenly coming loose can be catastrophic – both to truck stability and as a hazard in its own right. All fastenings must therefore be safe, secure and undamaged. ***may not be checked in a non-CFTS examination***



...a CFTS-accredited Thorough Examination is **guaranteed** to check all this too.

Thorough Examination: don't do it by half...

IMPORTANT: research shows 93% of fork lift truck managers assume their Thorough Examination checks the whole truck is safe to use. Unless it's a CFTS accredited examination, they're dead wrong... and exposed to prosecution, fines and potentially fatal accidents.

Most non-CFTS inspections meet LOLER 98 requirements...

MAST

The mast must be inspected throughout its full range of extension and movement, to ensure smooth, safe operation and structural integrity. The same applies to the boom on a telehandler.

CHAINS

Lift chain failure is potentially lethal, but the wear, elongation or corrosion that can cause it are gradual, and tricky to spot: a change of just 2% is a cause for concern. Chains must therefore be checked carefully, in at least three places, along with anchors and pulleys.

TILT MECHANISM

To enable safe operation, the tilt must move in an even, controlled way. It must also be checked for damage and scoring, which can indicate more serious issues.

HYDRAULIC SYSTEMS

The hydraulic check is a major task, covering all hoses, pipes, cylinders and reservoir, along with a prolonged load test to rule out unacceptable descent. Filters are also inspected, for any signs of debris.

CONTROLS

As well as the controls themselves, which must all be fully functional, securely mounted and clearly marked, all linkages and cables must be inspected to prevent potential failure through damage, corrosion or wear.

LOAD GUARD

Must be structurally sound and securely mounted; otherwise it may not only cause falling loads, but become a hazard in its own right.

FORKS

Fork arms are subject to constant abrasion and stress, making them particularly vulnerable. They must be of the correct capacity, meet ISO 5057 for wear, and must not be cracked, deformed or damaged. Fork location and end stops are also checked.

ATTACHMENT / SIDE-SHIFT (IF PRESENT)

Any attachment or side-shift must operate smoothly and safely throughout the full range of its movement. It should be mounted securely, and free from damage, distortion and cracks.

NB: attachments and side-shifts that are permanently fitted are included in a

truck's usual Thorough Examination schedule. Ones that can be removed must have a full examination at least twice a year. For clarification, please ask your CFTS-accredited examiner.

CARRIAGE

The fork arm carrier must be free from distortion and cracking, and any load rest extension must be sound and properly mounted.

RATING PLATE

Clear rating information is absolutely critical to the safe operation of any fork lift truck. The plate must be clear, securely attached, and updated to take account of any attachments or side-shifts fitted.



...now, turn over and see what they **don't** check...

Consolidated Fork Truck Services (CFTS) is a collaboration between the UK's leading fork lift truck trade bodies, and supported by the Health and Safety Executive. For more information, see www.thoroughexamination.org, or ask your CFTS-accredited provider.