



Photo 1 - Alimak 650 23/32FC Driverless Passenger/Goods Hoist

PASSENGER/GOODS HOISTS

ALIMAK 650 23/32FC – Modular Hoist

CAGE SIZE – 3.2M X 1.5M - SWL CAPACITY – 2300KGS As Photo

CAGE SIZE – 3.9M X 1.5M - SWL CAPACITY – 2000KGS Extended Version Available

TRAVEL SPEED FC variable 0>40 mtrs/min

FC CONTROL – Soft Start lower power requirements – programmed landing levels

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HOISTS by Benchmark Scaffolding Limited



Photo 2 - Alimak 650 23/32 - shows C door 2.5m wide in side of cage for side loading at base level

Benchmark use only Alimak Driverless Hoists and are fitted with a range of control measures that were established after a detailed risk assessment of the additional hazards involved in not having a permanent dedicated driver.

These include an in-cage emergency brake release mechanism which is simple to operate, backed up by the motor brakes fitted with centrifugal brakes for controlled lowering speed and instructions on proper use of the hoist are included in safety signage in the cage.

A site induction on safe use of the Driverless Hoist in CD Rom format is supplied to all sites using the Driverless Hoist and this is incorporated in to the daily site induction process for all new starters. This is supplemented by prominent safety & instruction signs fixed to both cage & landings

DRIVERLESS HOISTS – MANAGEMENT OF USE ON SITE – QUESTIONS & ANSWERS

Q - *Who reports defects; in the event of a component failure do all site personnel have the ability to determine the continued safe operation of the hoist? Who carries out the daily and weekly site checks and record these as legally required?*

A- In the absence of a dedicated Hoist operator the site management team must appoint a competent person who is responsible for carrying out the daily/weekly visual & operational function checks prior to commencing work. There must also be an effective reporting system on site to ensure that any defects arising whilst in use or as a result of these inspections/checks are reported to the site competent person and attended to by site or the Hoist Supplier – this is no different to the practice adopted for driver operated Hoists and is covered in the hoist induction DVD

Q - *Who takes the responsibility for the correct and safe loading/un-loading of the hoist?*

A- Benchmark Driverless Hoists are fitted with over load sensing which warns of an overload condition & cuts off the Hoist control system in the event of overload, until the overload condition is rectified.

There is also a requirement from BS7981 Safe Use of construction hoists, for site management to ensure that the trade contractors have a planned safe system of work including any lifting plans for awkward or heavy lifts and movements under manual handling requirements. Under CDM this should be a requirement for any loads to be lifted, be they by driver controlled or driverless hoists.

ISG have a booking system for deliveries which record trade contractor details & loading requirements?

Statement - More to the point how do sites manage the process today with drivers who have to assess the load being carried, without the benefit of overload sensing? Isn't this a potential risk without an overload sensing device?

There are many benefits from using Driverless Hoists in terms of efficiency and cost savings. The Hoist supplier must be able to provide a safe system to include the necessary additional control measures noted above, but there is still a requirement of the contractor to manage the process on site. **This is no more or less onerous than the existing requirements for Driver operated Hoists.**

What ISG Plc will do to 'raise the bar' is set a minimum standard for any Driverless Hoists used on their sites.

All Driverless Hoists should have as a minimum:

- 1.** A safe means of emergency lowering fitted inside the Hoist cage to eliminate the need to access the cage top to release the motor brakes – this should be supplemented with centrifugal brakes to control the lowering speed.
- 2.** Overload sensing fitted as standard with either or audible/visible warning and cut out in the event of significant overload condition.
- 3.** 2 modes of operation controlled by a key switch – mode 1 being full driverless operation with cage & landing controls & mode 2 non-driverless with cage only control for material deliveries & also any awkward lifts.

Benchmark Hoists already meet these standards – we will provide a DVD/CD Rom training aid to be included in the site induction process – detailed signage for cage and landings and Hoists incorporating the latest ALCII ‘automated logic control’ system from Alimak, which is the computerised control system.