

Safe use of cranes —

Part 12: Recovery vehicles and equipment — Code of practice

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Committees responsible for this British Standard

The preparation of this British Standard was entrusted by Technical Committee MHE/3, Cranes and derricks, to Subcommittee MHE/3/14, Vehicle recovery cranes and equipment, upon which the following bodies were represented:

- Associated British Ports
- Association of Lorry Loaders Manufacturers and Importers
- Construction Confederation
- Construction Plant — Hire Association
- Electricity Association
- Federation of Manufacturers of Construction Equipment and Cranes
- Federation of Wire Rope Manufacturers of Great Britain
- Health and Safety Executive
- Institution of Occupational Safety and Health
- Institution of Plant Engineers
- Institution of Structural Engineers
- Lifting Equipment Engineers Association
- Lloyds Register of Shipping
- Safety Assessment Federation Ltd

The following bodies were also represented in the drafting of the standard, through sub-committees and panels:

- Association of Vehicle Recovery Operators (AVRO)
- Automobile Association
- Central Motorway Police Group
- Department of the Environment, Transport and the Regions — Central Transport Group
- Institute of Vehicle Recovery
- Metropolitan Police
- Ministry of Defence
- Recovery Equipment Manufacturers and Suppliers Association (REMSA)
- Road Haulage Association Ltd
- Road Rescue Recovery Association
- Royal Automobile Club

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Foreword

This Code of Practice has been prepared under the direction of the Engineering Sector Board. It should be used in conjunction with BS 7901,¹⁾ which deals with recovery vehicles and equipment.

This Code of Practice is recommended to owners and users of recovery vehicles and equipment who are encouraged to observe all the provisions, and where possible, upgrade existing equipment and operating procedures accordingly.

Whilst it is recognized that the recommendations given do not relate to design and manufacturing aspects of recovery vehicles and equipment, it is strongly advised that this code of practice is referred to by designers in consideration of such factors.

It has been assumed in the drafting of this British Standard that the execution of its provisions is entrusted to appropriately qualified and experienced people.

As a Code of Practice, this British Standard takes the form of guidance and recommendations. It should not be quoted as if it were a specification and particular care should be taken to ensure that claims of compliance are not misleading.

A British Standard does not purport to include all necessary provisions of a contract. Users of British Standards are responsible for their correct application.

Annexes A to D are informative.

Compliance with a British Standard does not of itself confer immunity from legal obligations.

Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, pages 1 to 9 and a back cover.

¹⁾ Under preparation.

1 Introduction

This British Standard Code of Practice is issued for the benefit of all employers and technicians within the vehicle recovery industry. It sets out clear guidelines and recommendations for ensuring both the health and safety of those working in the recovery industry and of members of the public who may be affected by their activities during recovery operations.

The efficient recovery of any vehicles involved in accidents or breakdowns on the highway is a vital service. It demands a considerable amount of expertise and substantial investment by the recovery industry in trained technicians and suitable equipment.

The costs to everyone concerned in an inefficient recovery operation can be high in respect of personal safety and damage to property. Long delays also cause more congestion and seriously hamper traffic movement. Poor performance often occurs as a result of using inappropriate equipment, or through a lack of sufficient knowledge and understanding by the technicians involved, or inadequate communication.

The vehicle recovery industry has recognized that the responsibility for efficient and safe roadside operations rests with the technicians at the scene of the accident or breakdown. It is therefore essential that all technicians receive adequate information, instruction and training before they operate as technicians.

The ultimate responsibility for devising safe systems of work, providing adequate training, selecting competent technicians and supplying appropriate supervision rests with the employers, to whom this code of practice is primarily directed. It can also be used by recovery customers as a benchmark by which they can assess the performance of their service provider.

The text reflects the importance of good management for health and safety by stressing the need to plan effectively and establish clear policies and procedures at the outset. It goes on to deal with the requirement for capable, well-trained technicians and the need for the employer to supply sufficient information and appropriate protective equipment to enable them to operate safely.

After considering the safety of the recovery vehicle and the equipment that is provided to technicians, it then looks at safe systems of work relating directly to the operations involved in the recovery of vehicles. Annexes provide further information to complement the main text.

General recommendations on the safe use of cranes are given in BS 7121-1 and general recommendations on the safe use of lorry loaders are given in BS 7121-4.

2 Scope

This British Standard Code of Practice gives recommendations for the care and safe use of recovery vehicles and equipment, to ensure the safety of technicians and other persons in the vicinity of recovery operations.

3 Normative references

The following normative documents contain provisions which, through reference in this text, constitute provisions of this part of this British Standard. For dated references, subsequent amendments to, or revisions of, any of these publications do not apply. For undated references, the latest edition of the publication referred to applies.

BS 5426:1993, *Specification for workwear and career wear*.

BS 7121-1:1989, *Code of practice for safe use of cranes — Part 1: General*.

BS 7121-4:1997, *Code of practice for safe use of cranes — Part 4: Lorry loaders*.

BS 7901, *Specification for recovery vehicles and vehicle recovery equipment (including recovery cranes)*.²⁾

BS EN 166:1996, *Personal eye protection. Specifications*.

BS EN 471:1994, *Specification for high-visibility warning clothing*.

BS EN 345, *Safety footwear for professional use*.

BS EN 388:1994, *Protective gloves against mechanical risks*.

BS EN 397:1995, *Specification for industrial safety helmets*.

4 Definitions

For the purposes of this Code of Practice, the following terms and definitions apply.

4.1

accident

when a vehicle has been damaged by collision, or has left the road undamaged but cannot return without assistance

NOTE An accident is not the same as a breakdown.

4.2

breakdown

when a vehicle is immobilized through mechanical failure, which has not been caused by an accident

4.3

casualty vehicle

vehicle which is to be repaired or recovered

²⁾ Currently in preparation — planned publication date Autumn 1999.