

Infrastructure Commercial Vehicle and Trailers Minimum Standards

Contents

**1.0 Introduction ..... 2**

**2.0 General Minimum Requirements ..... 4**

**2.1 Index Listing (A to Z) of Acronyms Used and Definitions ..... 7**

**3.0 Small Vans – Car-Derived..... 8**

3.1 Small Van CDV (Car-Derived Van) – Diesel ..... 8

3.2 Small Van CDV (Car-Derived Van) – Electric ..... 9

**4.0 Small Van ..... 10**

4.1 Small Van (SWB) – Diesel..... 10

4.2 Small Van (SWB) - Electric..... 11

**5.0 4x4 Pickups ..... 12**

5.1 4x4 Pickup Standard – Diesel ..... 12

5.2 4x4 Pickup – Overhead Line (OHL) Specification ..... 14

**6.0 Welfare Vans..... 16**

6.1 3.5 tonne Welfare Van – Standard ..... 16

6.2 3.5 tonne Welfare Van - Overhead Line (OHL) ..... 18

**7.0 Minibuses..... 20**

7.1 Minibus (nine seats) - Diesel ..... 20

7.2 Minibus (nine seats) - Electric ..... 21

**8.0 Dropside Flatbed (3.5 tonne and 7.5 tonne) ..... 22**

8.1 3.5 tonne Dropside Flatbed ..... 22

8.2 7.5 tonne Dropside Flatbed ..... 24

**9.0 Tippers ..... 26**

9.1 3.5 tonne Standard Tipper..... 26

9.2 7.5 tonne Tipper – Utility Specification ..... 28

**10.0 18 tonne 4x4 Flatbed with Crane ..... 30**

**11.0 26 / 32 tonne Tipper Grab..... 32**

**12.0 26 / 32 tonne Beavertail ..... 34**

**Appendix 1: Swing Up Stabiliser Safety ..... 36**

**Appendix 1: Swing Up Stabiliser Safety (continued)..... 37**

**Appendix 2: Commercial Vehicle Minimum Standards – Poster..... 38**

Document Reference		Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03		PET PRO 01	02	Stephen Kirby		Dec 2024	1 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions	Magnor Plant

Infrastructure Commercial Vehicle and Trailers Minimum Standards

1.0 Introduction

**Objective**

To provide a consistent standard across Morgan Sindall Infrastructure’s **commercial vehicle** fleet and ensure compliance with our safety standards and legislation.

This document is subject to ongoing improvement as new vehicles and technologies are developed.

**Definition of a commercial vehicle**

A commercial vehicle is any vehicle used solely for business use. These vehicles include livered cars, car-derived vans, pick-up vehicles, tractors (refer to PET STD01), vans, LGVs, and HGVs.

**Minimum standards**

This document sets out the minimum standards for all commercial vehicles provided by Magnor Plant or our Morgan Sindall Approved supply chain to Morgan Sindall businesses.

Delivery vehicles entering Morgan Sindall sites must also comply with these standards.

All vehicles must align with and support our commitment to protecting people and responsible business approach, enabling us to adopt best practice.

These minimum standards will form part of our expected standards for commercial vehicles used by subcontractors. In some cases, transitional action plans will need to be agreed upon and implemented to achieve the Morgan Sindall Infrastructure minimum standards.

The general minimum standards – Section 2 and each specific minimum standard is split into five sections:

1. **Base vehicle:** type of / specification details
2. **Vehicle:** minimum requirements the vehicle must include including semi-cap options
3. **Livery:** branding requirements including safety elements
4. **Operator / driver:** training / competency requirements and any guidance for operator / driver
5. **Hazards / Risks:** Significant known hazards associated with the vehicle

**Operator / driver**

Any operator / driver of a commercial vehicle must ensure they comply with the details in Section 2, ‘General Minimum Requirements,’ as well as any specific requirements set out in each vehicle section. These may not apply to every situation but must be used when applicable.

**Driving licence and categories**

All drivers must have a valid driving licence and be approved on DAVIS. The document references the requirement for specific driving licence categories throughout, which must be abided by.

**Driver CPC**

Drivers of **most** vehicles over 3.5 tonnes will require a Driver Certificate of Professional Competence. Refer to PET1 GUID03.

**Hazards / Risks**

Significant hazards / risks are identified in Section 2, ‘General Minimum Requirements,’ with details provided for each vehicle in their specific section. The safe operation and use of each vehicle on site must be subject to a fully documented risk assessment.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	2 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Infrastructure Commercial Vehicle and Trailers Minimum Standards

**Legislation**

The document references legislation throughout; it is not intended to list all legislative requirements relating to driver / vehicle legislation:

- Road vehicles (construction and use) regulations
- Construction plant and equipment (harmonisation of noise emission standards) regulations
- The control of noise at work regulations.

For all vehicles, the content of the Traffic Signs Manual Chapter 8 Part 2 (Chapter 8) must be adopted as directed by Morgan Sindall.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	3 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

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Infrastructure Commercial Vehicle and Trailers Minimum Standards

## 2.0 General Minimum Requirements

### Introduction

- Information (text) contained in this ‘General Minimum Requirements’ section is relevant to the safe management, operation and use of all commercial vehicles – as applicable
- The information (text) detailed below **applies to all vehicles** within this document and, therefore, has been removed for each individual section to:
  - Streamline the document
  - Provide a summary listing of ‘common’ elements relevant to all commercial vehicles (as applicable).
- Each specific vehicle section must be read in conjunction with the information in this section – General Minimum Requirements

### General

- All commercial vehicles to be inspected before first use, completing (PET1 FRM 30 (LGV) or PET1 FRM 31 (Van) and daily recorded inspections thereafter
- All hire companies and subcontractors providing their vehicles must demonstrate it is ‘fit-for-purpose’ through relevant certification, regular planned servicing, and maintenance in line with manufacturers’ recommendations
- All commercial vehicles must be inspected and recorded on delivery and collection by the appropriate person using (PET1 FRM 30 (LGV) or PET1 FRM 31 (Van)
- Minimum Euro 6 emission standard for cars and vans, Euro VI for trucks.

### Environmental protection

- Be considerate to our neighbours and minimise noise pollution. This may include electric vehicles. Switch off engines when not in use.
- Do not damage environmental protection measures, i.e., fencing, water courses, etc.

### Base vehicle specification

#### Under 7.5 tonnes only

- Safety Safety-tested base vehicle with the latest available safety technology, ABS, stability control systems, etc.
- Full electric vehicles should be chosen where operationally viable.

### Vehicle

#### • All vehicles

- Breakdown and service repair information
- Fully taxed and tested
- Telematics and dashcam
- Morgan Sindall Safety Pack
- Vehicle weight and payload stickers

#### • Under 7.5 tonnes

- Spare wheel or inflation kit
- Speed limited (70mph)
- Reverse camera.

#### • 7.5 tonnes and over

- Speed limited (56mph)
- Vehicle height sticker / height indicator for variable height vehicles.
- Vehicles fitted with hydraulic stabiliser legs must comply with BS EN 12999:2020. Refer to Appendix 1: Swing Up Stabiliser Safety.

#### • All vehicles

- Bluetooth.

#### • 7.5 tonnes and over

- Forward / Rear / Cab camera monitoring system or 360° system.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	4 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Infrastructure Commercial Vehicle and Trailers Minimum Standards

**Livery**

• **All vehicles**

- Morgan Sindall livery as per branding guidelines
- Cab multi-warning decal
- Nearside (N/S) pedestrian warning decal
- No smoking decals cab and body
- Van excellence decal N/S.

**Optional**

- Contract livery as required
- Reflective markings in line with Chapter 8 of the Traffic Signs Manual where temporary traffic management measures are put in place.

• **Under 7.5 tonnes**

- Rear speed limiter indicator decal (70mph).

• **7.5 tonnes and over**

- Rear speed limiter indicator decal (56mph)
- Rear cycle warning decal.

• **All electric vehicles**

- EV side flashes – See branding guidelines.

**Operator**

• **All vehicles**

- Be briefed on the site-specific Plant, Vehicle and People Management Plans and check for overhead obstructions and hazards.
- Be signed onto the appropriate Safe System of Work documentation for the task.
- Comply with Pre-use and Defect Reporting System
- Complete all driver authorisations and declarations and have a driving competency assessment before being put to work.

- Report all unsafe conditions.
- Abide by all company policies, procedures and permits
- Always operate/use the vehicle and any ancillary equipment in accordance with the manufacturer's instructions / recommendations
- Must ensure all loads are adequately secured and the vehicle is not overloaded
- Must not use any vehicle in an unsafe or non-compliant condition
- Must observe all laws related to driving and operation of the vehicle
- Attend full induction before starting work.

• **Under 7.5 tonnes**

- Satisfy all requirements of Morgan Sindall Commercial Vehicle policy PET1 GUID02 Transport Guidance (Van)
- Must have completed the MSI Work Related Road Risk Driver Induction and Awareness e-learning training module within the last 12 months
- Carry out a pre-use check and record it in the DDR book
- Must adhere to and record driving hours under GB Domestic rules to be authorised by Company Nominated Transport Manager.

• **7.5 tonnes and over**

- Satisfy all requirements of Morgan Sindall Commercial Vehicle policy PET1 GUID03 Transport Guidance (Operator Licence)
- Attend full induction before starting work.
- Must adhere to and record driving hours, rest periods and breaks. Applicable regulations, either GB Domestic or EU drivers' hours rules to be authorised by Company Nominated Transport Manager
- Must hold the appropriate CPCS / ALLMI qualification for vehicles with specialist equipment.

A summary poster of these minimum standards can be found in Appendix 2 (under development).

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	5 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Infrastructure Commercial Vehicle and Trailers Minimum Standards

**Hazards / risks**

Significant hazards / risks identified when operating / driving commercial vehicles and for those adjacent to the vehicle:

- Plant / People Interface – working alongside
- Injuries from opening vehicle doors / falling items.
- Do not use if the vehicle or equipment is or appears to be damaged

Note: All persons preparing risk assessments involving commercial vehicles are encouraged to visit the proposed work area and review previous risk assessments undertaken for similarities.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	6 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

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Infrastructure Commercial Vehicle and Trailers Minimum Standards

2.1 Index Listing (A to Z) of Acronyms Used and Definitions

ACRONYM	Full phrase or title
ABS	Anti-lock Braking System
CDV	Car Derived Van
CLOCS	Construction Logistics Cycle Safety
C&U Regs	Construction and Use Regulations
DDR	Driver Defect Report
DVSA	Driver and Vehicle Standards Agency
DQC	Driver Qualification Card
ECE	Economic Commission for Europe
EV	Electric vehicle
FORS	Fleet Operator Recognition Scheme
GTW	Gross Train Weight
GVW	Gross Vehicle Weight
ICE	Internal Combustion Engine
LWB	Long Wheel Base
MWB	Medium Wheel Base
MPH	Miles Per Hour
N/S	Nearside
N/S/F	Nearside front
O/S	Offside
POA	Price on Application
PTO	Power take-off
SWB	Short Wheel Base
SWL	Safe Working Load
TfL	Transport for London
W/B	Wheel Base

Definitions

**Semi-Cap**

A term used by vehicle hirers to cover any additional requirements on a vehicle, either as standard or extras billed as a one-off charge as part of each vehicle hire.

Document Reference	Process Parent	Rev Status	Doc Owner	Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby	Dec 2024	7 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail
				Engineering Solutions	Magnor Plant

Infrastructure Commercial Vehicle and Trailers Minimum Standards

3.0 Small Vans – Car-Derived

3.1 Small Van CDV (Car-Derived Van) – Diesel



Sections 1 and 2: 'Introduction' and 'General Minimum Requirements'

- Sections 1 and 2 (above) contain information common to all commercial vehicles covered by this standard, as applicable, and text has been removed from the individual commercial vehicle sections to streamline the document
- Content of sections 1 and 2, as applicable, must be followed to promote and ensure safe operation and use, in addition to the details contained below for this commercial vehicle item.

Base vehicle

- SWB diesel van
- Typical make / models
  - Ford Fiesta
  - Peugeot Bipper.

Vehicle

- **General**
  - Manufacturer-fitted steel bulkhead (full or mesh top)
  - Ply-lined
  - **Vehicles greater than 2000kg GVW Only:** Audible reverse warning (white noise).
- **Semi-cap**
  - Slow pulse beacon
  - Armorgard lock security
  - Small racking
  - Welfare facilities (various)
  - Reverse sensors
  - Forward / Rear / Cab camera monitoring system.

Operator

- Must hold a valid licence category as below:
  - B < 3500kg driving licence (minimum).

Hazard / Risks

- People in the operational exclusion zone.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	8 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant



Infrastructure Commercial Vehicle and Trailers Minimum Standards

3.2 Small Van CDV (Car-Derived Van) – Electric



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Base vehicle

- Small electric vehicle
- Typical make / models
  - BYD Dolphin.

Vehicle

- **General**
  - Reverse sensors
  - Manufacturer-fitted steel bulkhead (full or mesh top)
  - Ply-lined.
- **Semi-cap**
  - Slow pulse beacon (airport standard)
  - Armorgard lock security
  - Small racking
  - Welfare facilities (various).
  - Forward / Rear / Cab camera monitoring system

Operator

- Must hold a valid licence category as below:
  - B < 3500kg driving licence (minimum).

Hazards / risks

- People in the operational exclusion zone.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	9 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

**\*\*Uncontrolled when printed\*\***

Infrastructure Commercial Vehicle and Trailers Minimum Standards

4.0 Small Van

4.1 Small Van (SWB) – Diesel



Sections 1 and 2: 'Introduction' and 'General Minimum Requirements'

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Base vehicle

- SWB Diesel van
- Typical make / model
  - Citroen Berlingo L1
  - Peugeot Partner.

Vehicle

- **General**
  - Manufacturer-fitted steel bulkhead (full or mesh top)
  - Ply-lined
  - **Vehicles greater than 2000kg GVW Only:** Audible reverse warning (white noise).
- **Semi-cap**
  - Reverse sensors
  - Roof rack (full or bars)
  - Racking
  - Beacons
  - Forward / Rear / Cab camera monitoring system
  - Armorgard lock security
  - Welfare facilities (various).

Operator

- Must hold a valid licence category as below:
  - B < 3500kg driving licence (minimum).

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	10 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Infrastructure Commercial Vehicle and Trailers Minimum Standards

4.2 Small Van (SWB) - Electric



Sections 1 and 2: 'Introduction' and 'General Minimum Requirements'

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- Content of sections 1 and 2, as applicable, must be followed to promote and ensure safe operation and use, in addition to the details contained below for this commercial vehicle item.

Base vehicle

- SWB / MWB Electric Van
- Typical make / model
  - Citroen e-Berlingo
  - Peugeot Partner
  - Renault Kangoo.

Vehicle

- **General**
  - Manufacturer-fitted steel bulkhead (full or mesh top)
  - Ply-lined
  - **Vehicles greater than 2000kg GVW Only:** Audible reverse warning (white noise).
- **Semi-cap**
  - Reverse sensors
  - Roof rack (full or bars)
  - Racking
  - Beacons
  - Forward / Rear / Cab camera monitoring system
  - Armorgard lock security
  - Welfare facilities (various).

Operator

- Must hold a valid licence category as below:
  - B < 3500kg driving licence (minimum).

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	11 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Infrastructure Commercial Vehicle and Trailers Minimum Standards

5.0 4x4 Pickups

5.1 4x4 Pickup Standard – Diesel



Sections 1 and 2: 'Introduction' and 'General Minimum Requirements'

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- Content of sections 1 and 2, as applicable, must be followed to promote and ensure safe operation and use, in addition to the details contained below for this commercial vehicle item.

Base Vehicle

- 4x4 capable vehicle - double cab
- 3.5 tonne towing capability
- Typical make / models
  - Isuzu D-Max
  - Mitsubishi L200
  - Nissan Navara.

Vehicle

- **General**
  - Wheel nut indicators
  - Audible reverse warning (white noise)
  - Rear work light
  - Manufacturer-approved towbar rated 3.5 tonne with 3.5 tonne pin and eye standard hitch plate (Dixon & Bate / Witter preferred, with riser plate fitted. Full electrics to EU standard)
  - Roof-mounted 16" light bar with twin beacons
  - Spare number plate
  - Rear proximity sensors
  - Non-slip load area floor
  - Un-laden weight / carrying capacity indicator decal.
- **Semi-Cap**
  - Single cab option
  - Reverse sensors
  - Slow pulse beacons
  - Forward / Rear / Cab camera monitoring system
  - Truckman Top
  - Toolbox
  - Ladder rack
  - Front mounted XD9000 winch unit
  - Extra work lights to rear body.

Livery

- Rear towing decal.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	12 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Infrastructure Commercial Vehicle and Trailers Minimum Standards

**Operator**

- Must hold a valid licence category as below:
  - B < 3500kg driving licence (minimum)
  - Additional E category if towing trailers > 750kg.

**Hazards / risks**

- People in the operational exclusion zone
- Ensure three points of contact when accessing the vehicle bed.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	13 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

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Plant and Equipment Minimum Standards

5.2 4x4 Pickup – Overhead Line (OHL) Specification



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- Content of sections 1 and 2, as applicable, must be followed to promote and ensure safe operation and use, in addition to the details contained below for this commercial vehicle item.

Base vehicle

- 4x4 capable vehicle - double cab
- 3.5 tonne towing capability
- Typical make / models
  - Isuzu D-Max
  - Toyota Hilux
  - Ford Ranger.

Vehicle

- **General**
  - Wheel nut indicators
  - Audible reverse warning (White noise)
  - Rear work light
  - Manufacturer-approved towbar rated 3.5 tonne with 3.5 tonne pin and eye standard hitch plate (Dixon & Bate / Witter preferred, with riser plate fitted. Full electrics to EU standard)
  - Roof-mounted 16" light bar with twin beacons
  - Spare number plate
  - Rear proximity sensors
  - Non-slip load area floor
  - Un-laden weight / carrying capacity indicator decal
  - Rear load area racking to sides with centre false floor and sliding storage trays below
  - Ladder rack.
- **Semi-Cap**
  - Single cab option
  - Reverse sensors
  - Slow pulse beacons
  - Forward / Rear / Cab camera monitoring system
  - Truckman Top
  - Toolbox
  - Front mounted XD9000 winch unit
  - Extra work lights to rear body.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	14 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Plant and Equipment Minimum Standards

**Livery**

- Rear towing decal.

**Operator**

- Must hold a valid licence category as below:
  - B < 3500kg driving licence (minimum)
  - Additional E category if towing trailers > 750kg.

**Hazards / risks**

- People in the operational exclusion zone
- Ensure three points of contact when accessing the vehicle bed.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	15 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

**\*\*Uncontrolled when printed\*\***

Plant and Equipment Minimum Standards

6.0 Welfare Vans

6.1 3.5 tonne Welfare Van – Standard



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Base Vehicle

- 3.5 tonne LWB high roof diesel van with fitted side windows
- Typical make / models
  - Ford Transit T350
  - Mercedes Sprinter 313.

Vehicle

- **General**
  - Manufacturer-fitted seating specific to variant, to C&U requirements
  - Full seat belt fitment to C&U requirements
  - Fully lined interior
  - Interior lighting
  - Table unit and storage cupboards fitted to C&U requirements
  - Audible reverse warning (white noise) and sensors
  - Wheel nut indicators
  - Non-slip side and rear steps and high visibility grab handles
  - Twin roof beacons or lighting bar
  - Hot / cold water fitted boiler unit, sink with taps and drainage, hand care and paper towel system
  - Safety equipment – glass hammer, first aid kit and eye wash station
  - Interior ducted heating unit
  - Auxiliary-powered microwave unit fitted and secured to C&U requirements
  - 25-litre cassette toilet fitted to the rear compartment with hand wash facility
  - Coat and PPE storage hooks in the rear compartment
  - Unladen weight / carrying capacity indicator decal.
- **Semi-Cap**
  - Armorgard lock security
  - Beacons (slow pulse)
  - Forward / Rear / Cab camera monitoring system
  - Towbar and electrics.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	16 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant



Plant and Equipment Minimum Standards

**Livery**

- Rear towing decal.

**Operator  
Specific**

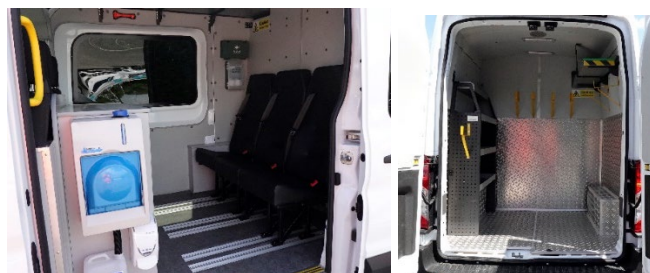
- Must hold a valid licence category as below:
  - B < 3500kg driving licence (minimum).

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	17 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

**\*\*Uncontrolled when printed\*\***

Plant and Equipment Minimum Standards

6.2 3.5 tonne Welfare Van - Overhead Line (OHL)



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- Content of sections 1 and 2, as applicable, must be followed to promote and ensure safe operation and use, in addition to the details contained below for this commercial vehicle item.

Base vehicle

- 3.5 tonne LWB high roof diesel van with fitted side windows
- Typical make / models
  - Ford Transit T350
  - Mercedes Sprinter 313.

Vehicle

- **General**
  - Manufacturer-fitted seating specific to variant, to C&U requirements
  - Full seat belt fitment to C&U requirements
  - Fully lined interior
  - Interior lighting
  - Table unit and storage cupboards fitted to C&U requirements
  - Audible reverse warning (white noise) and sensors
  - Wheel nut indicators
  - Non-slip side and rear steps and high visibility grab handles
  - Twin roof beacons or lighting bar
  - Hot / cold water fitted boiler unit, sink with taps and drainage, hand care and paper towel system
  - Safety equipment – glass hammer, first aid kit and eye wash station
  - Interior ducted heating unit
  - Auxiliary-powered microwave unit fitted and secured to C&U requirements
  - Coat and PPE storage hooks in the rear compartment
  - Extended load compartment with racking to N/S and through load stowage tray at upper O/S
  - Unladen weight / carrying capacity indicator decal.
- **Semi-Cap**
  - Armorgard lock security
  - Beacons (slow pulse)
  - Forward / Rear / Cab camera monitoring system
  - Towbar and electrics.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	18 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Plant and Equipment Minimum Standards

**Livery**

- Rear cycle warning decal.

**Operator**

- Must hold a valid licence category as below:
  - B < 3500kg driving licence (minimum).

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	19 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

**\*\*Uncontrolled when printed\*\***

Plant and Equipment Minimum Standards

7.0 Minibuses

7.1 Minibus (nine seats) - Diesel



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**Base vehicle**

- 2.8 tonne SWB / MWB Diesel Minibus
- Typical make / models
  - Ford Custom
  - Mercedes Vito
  - Vauxhall Vivaro.

**Vehicle**

- **General**
  - Manufacturer-fitted seating specific to variant, to C&U requirements
  - Full seat belt fitment to C&U requirements
  - Non-slip steps
  - Audible reverse warning (white noise)
  - Wheel nut indicators.
- **Semi-Cap**
  - Armorgard lock security
  - Beacons (standard)
  - Beacons (slow pulse)
  - Forward / Rear / Cab camera monitoring system
  - Reverse sensors.

**Operator**

- Must hold a valid licence category as below:
  - B < 3500kg driving licence (minimum).

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	20 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Plant and Equipment Minimum Standards

7.2 Minibus (nine seats) - Electric



**Sections 1 and 2: 'Introduction' and 'General Minimum Requirements'**

- Sections 1 and 2 (above) contain information common to all commercial vehicles covered by this standard, as applicable, and text has been removed from the individual commercial vehicle sections to streamline the document
- Content of sections 1 and 2, as applicable, must be followed to promote and ensure safe operation and use, in addition to the details contained below for this commercial vehicle item.

**Base vehicle**

- 2.8 tonne SWB / MWB Electric Minibus
- Typical make / models
  - Vauxhall Vivaro
  - Ford E-Tourneo.

**Vehicle**

- **General**
  - Manufacturer-fitted seating specific to variant, to C&U requirements
  - Full seat belt fitment to C&U requirements
  - Non-slip steps
  - Audible reverse warning (white noise)
  - Wheel nut indicators.
- **Semi-Cap**
  - Armorgard lock security
  - Beacons (standard)
  - Beacons (slow pulse)
  - Forward / Rear / Cab camera monitoring system
  - Reverse sensors.

**Operator**

- Must hold a valid licence category as below:
  - B < 3500kg driving licence (minimum).

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	21 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Plant and Equipment Minimum Standards

8.0 Dropside Flatbed (3.5 tonne and 7.5 tonne)

8.1 3.5 tonne Dropside Flatbed



Sections 1 and 2: 'Introduction' and 'General Minimum Requirements'

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- Content of sections 1 and 2, as applicable, must be followed to promote and ensure safe operation and use, in addition to the details contained below for this commercial vehicle item.

Base Vehicle

- LWB diesel chassis / cab dropside
- 3.5 tonne towing capability
- Flatbed body configuration
- GTW 6100-6300kg
- Typical make / models
  - Ford Transit or Mercedes chassis cab 3.5 tonne LWB.

Options

- Single cab chassis
- Double cab chassis.

Vehicle

- **General**
  - Hinged and lockable dropsides
  - Hinged and lockable rear tailgate
  - Headboard fitted with uprights and crossbar fitted with LED flood-type working lamps switched from cab interior
  - Wheel nut indicators
  - Audible reverse warning (white noise)
  - Manufacturer-approved towbar rated 3.5 tonne with 3.5 tonne pin and eye standard hitch plate (Dixon & Bate / Witter preferred, with riser plate fitted. Full electrics to EU standard)
  - Load lashing points, load rated
  - Unladen weight / carrying capacity indicator decal.
- **Semi-Cap**
  - Toolbox
  - Armorgard lock security
  - Removable quick-release working at height protection strap or bar system with hi-visibility marking
  - Rear body access step and handle
  - Reverse sensors
  - Forward / Rear / Cab camera monitoring system
  - Single, twin or slow pulse beacons
  - Welfare facilities (various).

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	22 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Plant and Equipment Minimum Standards

**Livery**

- Rear towing warning decal.

**Operator**

- Must hold a valid licence category as below:
  - B < 3500kg driving licence (minimum)
  - Additional E category if towing trailers > 750kg.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	23 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

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Plant and Equipment Minimum Standards

8.2 7.5 tonne Dropside Flatbed



Sections 1 and 2: 'Introduction' and 'General Minimum Requirements'

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Base vehicle

- 7.5-tonne dropside flatbed with the latest European emissions specification, constructed to comply with FORS and CLOCS specifications. Direct vision standard must be used when available
- Class V and VI mirrors
- Typical make / model
  - Fuso Canter
  - DAF C45
  - Isuzu N75.

Vehicle

- **General**
  - Construction to comply with all C&U requirements and Type Approval
  - Fully insulated lightweight steel body constructed with high yield steel cross bearers 100mm x 50mm with rope hooks to both sides, 3mm steel floor, removable rear and centre posts
  - Drop sides and rear tailgate constructed from lightweight steel or aluminium extrusion frame and PVC insert
  - N/S dropside split to provide access with step and grab handles
  - Removable working at height protection system to the rear and both sides, in high visibility finish
  - Pressed steel rear mud-wings
  - Side guards to in-fill equipment gaps with turn back radius as appropriate
  - Ladder construction front headboard raised 250mm with mesh in-fill and adjustable work lamps mounted on each side
  - PPE stowage box fitted to O/S chassis
  - Manufacturer-approved towbar rated 3.5 tonne with 3.5 tonne pin and eye standard hitch plate (Dixon & Bate / Witter preferred, with riser plate fitted. Full electrics to EU standard)
  - Unladen weight / carrying capacity indicator decal
  - Onboard weighing system
  - Wheel nut indicators

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	24 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant



Plant and Equipment Minimum Standards

- Beacons, strobe lights front and rear
- Mesh lamp guards
- Audible reverse warning (white noise)
- In-cab colour screen display with automatic switching of output from Vision Alert reverse and side cameras fitted with Brigade side sensors and audible proximity warning to the nearside when turning left, audible to the outside and in-cab with isolator for night time and site operation when required.
- **Semi-Cap**
  - Slow pulse beacons
  - Front-mounted winch
  - Headboard mounted toolbox
  - Hand wash and welfare facilities.

Livery

- Rear towing warning decal.

Operator

- Must hold a valid licence category as below:
  - C1 <7500kg driving licence (minimum)
  - C >7500kg driving licence (minimum)
  - Additional E categories if towing trailers
- Must hold and carry, when on driving duties, a Driver Qualification Card (DQC) issued by the DVSA.

Hazards / risks

- Effect of weather on visibility and working / traffic surfaces
- People in operational exclusion zone
- No entry into the exclusion zone unless signalled by the operator
- Not to be used for lifting operations if the operator does not have the correct qualification or vehicle / ancillary documentation is incomplete or has expired.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	25 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Plant and Equipment Minimum Standards

9.0 Tippers

9.1 3.5 tonne Standard Tipper



Sections 1 and 2: 'Introduction' and 'General Minimum Requirements'

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- Content of sections 1 and 2, as applicable, must be followed to promote and ensure safe operation and use, in addition to the details contained below for this commercial vehicle item.

Base vehicle

- LWB diesel chassis / cab tipper
- Tipper configuration
- 3.5 tonne towing capability
- GTW 6100-6300kg
- Typical make / models
  - Ford Transit
  - Mercedes chassis cab 3.5 tonne LWB.
- **Options**
  - Single cab chassis
  - Double cab chassis.

Vehicle

- **General**
  - Hinged and lockable dropsides
  - Hinged and lockable rear tailgate
  - Headboard fitted with uprights and crossbar fitted with LED flood-type working lamps switched from cab interior
  - Wheel nut indicators
  - Audible reverse warning (white noise)
  - Manufacturer-approved towbar rated 3.5 tonne with 3.5 tonne pin and eye standard hitch plate (Dixon & Bate / Witter preferred, with riser plate fitted. Full electrics to EU standard)
  - Load lashing points, load rated
  - Unladen weight / carrying capacity indicator decal.
- **Semi-Cap**
  - Toolbox
  - Armorgard lock security
  - Removable quick-release working at height protection strap or bar system with hi-visibility marking
  - Rear body access step and handle
  - Reverse sensors
  - Forward / Rear / Cab camera monitoring system

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	26 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Plant and Equipment Minimum Standards

- Single, twin or slow pulse beacons
- Welfare facilities (various).

**Livery**

- Rear towing warning decal.

**Operator**

- Must hold a valid licence category as below:
  - B < 3500kg driving licence (minimum)
  - Additional E category if towing trailers > 750kg.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	27 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

**\*\*Uncontrolled when printed\*\***

Plant and Equipment Minimum Standards

9.2 7.5 tonne Tipper – Utility Specification



Sections 1 and 2: 'Introduction' and 'General Minimum Requirements'

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- Content of sections 1 and 2, as applicable, must be followed to promote and ensure safe operation and use, in addition to the details contained below for this commercial vehicle item.

Base vehicle

- 7.5 tonne tipper chassis 3.15 W/B with minimum EURO 6 emissions specification, constructed to comply with the FORS and CLOCS specifications
- Class V and VI mirrors, direct vision standard must be used when available
- Typical make / model
  - Fuso Canter
  - DAF C45
  - Iveco 75 160.

Vehicle

- **General**
  - Construction to comply with all C&U requirements and Type Approval
  - Fully insulated lightweight steel body approximate dimensions: Length - 3910mm, Width - 23260mm, Height - 400mm.
  - Constructed with high-yield steel cross bearers 100mm x 50mm with rope hooks to both sides, 3mm steel floor, fixed rear posts and removable centre posts and segregated rammer stowage area at the N/S/F
  - Removable working at height protection system to the rear and both sides, hinged rammer access to the N/S in high visibility finish
  - Dropsides and rear tailgate constructed from lightweight steel or aluminium extrusion frame and PVC insert
  - Tailgate fitted with three chutes and lever catches
  - N/S dropside split to provide access with step and grab handles
  - Pressed steel rear mud-wings
  - Side guards to in-fill equipment gaps
  - Ladder construction front headboard raised 250mm with mesh in-fill and adjustable work lamps mounted on each side. Top bolster fixed full width, top timber strip and SWL marked
  - Rammer stowage lift fitted to the N/S headboard providing powered lifting / lowering with warning system with fitted securing system

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	28 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Plant and Equipment Minimum Standards

- ¾ length toolbox mounted to the O/S headboard with sign stowage gap, gas bottle stowage section to one side
- PPE stowage box fitted to O/S chassis
- Shovel / brush / rake stowage to the front of the headboard
- Underfloor or front-end tipping gear with fitted body prop and body stowage warning
- Full-width rear under-run with manufacturer-approved towbar rated 3.5 tonne with 3.5 tonne pin and eye standard hitch plate (Dixon & Bate / Witter preferred, with riser plate fitted. Full electrics to EU standard)
- Onboard weighing system
- Unladen weight / carrying capacity indicator decal
- Wheel nut indicators
- ECE R65 approved roof-mounted twin beacons
- Strobe lights front and rear
- Mesh lamp guards
- Audible reverse warning (white noise)
- In-cab colour screen display with automatic switching of output from Vision Alert reverse and side cameras fitted with Brigade side sensors and audible proximity warning to the nearside when turning left, audible to the outside and in-cab with isolator for night time and on-site operation when required
- Hand washing and welfare facilities
- Vehicle height indicator.
- **Semi-Cap**
  - Slow pulse beacons
  - Floor saw stowage lashing points.
  - Front-mounted winch
  - Toolbox and rammer fitment variants (POA).

**Livery**

- Body painted in Morgan Sindall corporate colours as per branding guidelines
- All steps and grab handles finished in a non-slip hi-visibility coating
- Rear towing warning decal
- Rear cycle blind spot warning decal
- Conspicuity markings
- Switch identifiers as required.

**Operator**

- Must hold a valid licence category as below:
  - C1 <7500kg driving licence (minimum)
  - C >7500kg driving licence (minimum)
  - Additional E categories if towing trailers
- Must hold and carry, when on driving duties, a Driver Qualification Card (DQC) issued by the DVSA.

**Hazards / risks**

- Striking overhead obstructions / utility lines
- Effect of weather on visibility and working / traffic surfaces
- People in operational exclusion zone
- No entry into the exclusion zone unless signalled by the operator
- Not to be used for lifting operations if the operator does not have the correct qualification or vehicle / ancillary documentation is incomplete or has expired.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Dec 2024	29 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

10.0 18 tonne 4x4 Flatbed with Crane



Sections 1 and 2: 'Introduction' and 'General Minimum Requirements'

- Sections 1 and 2 (above) contain information common to all commercial vehicles covered by this standard, as applicable, and text has been removed from the individual commercial vehicle sections to streamline the document
- Content of sections 1 and 2, as applicable, must be followed to promote and ensure safe operation and use, in addition to the details contained below for this commercial vehicle item.

Base vehicle

- 18 tonne 4x2 4x4 chassis with latest European emissions specification and fuel economy, constructed to comply with TfL compliant specification
- Direct vision standard must be used when available
- Axle weighing system, if required
- Class V and VI mirrors
- Typical manufacturer/models
  - Mercedes Unimog
  - MAN TGM.

Vehicle

- **General**
  - Construction to comply with all C&U requirements and Type Approval
  - Body – Flatbed construction with hardwood flooring
  - Load lashing points recessed into the load platform
  - Heavy-duty constructed headboard with storage for crane footpads
  - Side guards to the latest specification
  - Full cover rear wings and spray suppression with raise-up facility
  - Working at height fall prevention system with removable straps and posts
  - Step access point anti-knock and access handles provided
  - EN12999 specification Epsilon Palfinger or HMF crane to size as requested remote control with in-cab stowage and charging facility. Load tested and certificate provided
  - Over height warning system and load safety and stability systems compliant with EN12999
  - Height indicator in cab
  - Unladen weight / carrying capacity indicator decal
  - Rear underrun protection with manufacturer-approved towbar rated 3.5 tonne with 3.5 tonne pin and eye standard hitch plate (Dixon & Bate / Witter preferred, with riser plate fitted. Full electrics to EU standard)
  - Audible reverse warning (white noise)
  - Brigade 360 digitally recordable camera system with in-cab colour

Document Reference		Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03		PET PRO 01	02	Stephen Kirby		Oct 2024	30 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions	Magnor Plant

Plant and Equipment Minimum Standards

screen display with automatic switching of output from Vision Alert reverse and side cameras fitted with side sensors and audible proximity warning to the N/S when turning left, audible to the outside and in-cab with isolator for night time and on-site operation where required

- Rear light protection cages
- Wheel nut indicators
- Twin beacons (or bar) fitted to cab roof and strobe lights to front and rear
- Adjustable work lights to illuminate work space.
- **Semi-Cap**
  - Crane size options available
  - Rear or front-mounted crane option
  - Front bumper-mounted winch and protection cage
  - Slow pulse beacons
  - Body dropsides to suit operation
  - Pole carrying version with pole jack points and storage, pole carrier headboard and tailboard
  - Flood / operational lighting to suit operation
  - Floor marker lighting system.

**Livery**

- Body painted in Morgan Sindall corporate colour RAL5012 as per branding guidelines
- All cab steps, body access steps, and grab handles finished in a non-slip hi-visibility coating
- Rear towing warning decal
- Rear cycle blind spot warning decal (plaque)
- Conspicuity markings
- Switch identifiers as required.

**Operator**

- Must hold a valid licence category as below:
  - C1 <7500kg driving licence (minimum)
  - C >7500kg driving licence (minimum)
  - Additional E categories if towing trailers.
- Must hold and carry, when on driving duties, a Driver Qualification Card (DQC) issued by the DVSA.

**Hazards / risks**

- Striking overhead obstructions / utility lines
- Effect of weather on visibility and working / traffic surfaces
- Vehicle overturning due to lift capacity exceeded or used on uneven ground / incline
- People in the operational exclusion zone
- No entry into the exclusion zone unless signalled by the operator
- Not to be used for lifting operations if the operator does not have the correct qualification or vehicle / ancillary documentation is incomplete or has expired.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Oct 2024	31 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

11.0 26 / 32 tonne Tipper Grab



Sections 1 and 2: 'Introduction' and 'General Minimum Requirements'

- Sections 1 and 2 (above) contain information common to all commercial vehicles covered by this standard, as applicable, and text has been removed from the individual commercial vehicle sections to streamline the document
- Content of sections 1 and 2, as applicable, must be followed to promote and ensure safe operation and use, in addition to the details contained below for this commercial vehicle item.

Base vehicle

- 26 / 32 tonne 6x4 / 8x4 tipper grab chassis with minimum EURO 6 emissions specification, constructed to comply with FORS and CLOCS specification
- Class V and VI mirrors, direct vision standard must be used when available
- Typical make / model
  - DAF XDc 8x4 DVS2 / Iveco S Way 8x4 / Palfinger Epsilon ML125 82LC crane
  - DAF XDc 6x4 / Palfinger Epsilon ML125 67LC crane.

Vehicle

- **General**
  - Construction to comply with all C&U requirements and Type Approval
  - Thompson or Boweld tipper bodies: Body dimensions (approximately: length 6200mm, width 2400mm, height 950mm)
  - 5mm Hardox floor and body mounted on rubber mounting packers
  - Headboard S700MC / Domex 690 material, 150mm higher than the sides
  - Main body fixed sides 3mm construction
  - Rear tailgate 3mm steel 230mm above sides hinged and full-length locking bar and catch
  - Pressed steel wings with spray suppression flaps
  - Side guards with cutout and stowage for Wacker stowage access.
  - Under floor-mounted tipping gear with safety prop and body-raised warning system
  - VPG Onboard Weighing system (or equivalent) with in cab control / display unit
  - N/S and O/S locker boxes fitted with push button lock
  - Palfinger Epsilon ML125 82LC dual platform control crane (or equivalent) with Kinshofer KM602 500 litre bucket, mounted on the subframe to manufacturer specification. Load tested and certificate provided. Foldable ladder access to both sides of the crane platform
  - Key out running security system for PTO Crane operation

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Oct 2024	32 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant



Plant and Equipment Minimum Standards

- Body access step from crane platform with inner body step provided
- Over height warning system and load safety systems compliant with EN12999:2020
- Rear under-run VBG protection with manufacturer-approved Towbar, pin and eye standard hitch plate with riser plate fitted. Full electrics to EU standard
- ¾ Auto sheeting system with O/S control system
- Hydraulic wacker stowage system with safe stowage warning system
- Hand wash sink fitted to N/S
- Audible reverse warning (White noise)
- In cab colour screen display with automatic switching of output from Vision Alert reverse and side cameras fitted with Brigade side sensors and audible proximity warning to the nearside when turning left, audible to the outside and in cab with isolator for nighttime and on-site operation when required
- Rear light protection cages
- Shovel rack and push-bar stowage to N/S headboard
- Wheel nut indicators
- Twin beacon bar fitted to cab roof and strobe lights to front and rear
- Adjustable work lights to illuminate workspace and access steps, mounted on the crane frame
- Two load-illuminating work lights mounted on the crane jib.

- N/S pedestrian warning decal
- No smoking decals cab
- Conspicuity markings
- Switch identifiers as required
- Full Chapter 8 reflective markings to the rear tailgate
- Contract specific livery.

**Operator**

- Must hold a valid licence category as below:
  - C >7500kg driving licence (minimum)
  - Additional E categories if towing trailers
- Must hold and carry, when on driving duties, a Driver Qualification Card (DQC) issued by the DVSA.

**Hazards / risks**

- Striking overhead obstructions / utility lines
- Effect of weather on visibility and working / traffic surfaces
- People in operational exclusion zone
- No entry into the exclusion zone unless signalled by the operator
- Not to be used for lifting operations if the operator does not have the correct qualification or vehicle / ancillary documentation is incomplete or has expired.

**Livery**

- Body painted in Morgan Sindall corporate colour RAL5012 as per branding guidelines
- All cab steps, body access steps, and grab handles finished in a non-slip hi-visibility coating
- Morgan Sindall livery as per branding guidelines
- Rear towing warning decal
- Rear cycle blind spot warning decal
- Van excellence decal N/S
- Cab multi-warning decal

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Oct 2024	33 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

12.0 26 / 32 tonne Beavertail



Sections 1 and 2: 'Introduction' and 'General Minimum Requirements'

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- Content of sections 1 and 2, as applicable, must be followed to promote and ensure safe operation and use, in addition to the details contained below for this commercial vehicle item.

Base vehicle

- 26 / 32 tonne 6x4 / 8x4 Beavertail chassis with minimum EURO 6 emissions specification, constructed to comply with FORS and CLOCS specification
- Class V and VI mirrors, direct vision standard must be used when available.
- Typical make / model
  - DAF XDc 8x4 DVS2 / Iveco S Way 8x4
  - DAF XDc 6x4
  - Palfinger PK33002 crane or similar

Vehicle

• General

- Construction to comply with all C&U requirements and Type Approval
- Body - Beavertail construction with double fold ramps to the rear with hardwood flooring and non-slip chevrons plate to the sloping surfaces and body deflection point
- 16 load lashing points recessed into the load platform
- Headboard is heavy-duty construction with storage for crane footpads
- Side guards to the latest specification
- Full cover rear wings and spray suppression with raise-up facility
- Working at height fall prevention system with removable straps and posts
- Rear step access point anti-knock and access handles provided
- N/S and O/S locker boxes fitted with push-button lock
- EN12999:2020 specification Epsilon Palfinger crane PK33002EH (Or equivalent) Remote control with in cab stowage and charging facility. Load tested and certificate provided
- Over height warning system and load safety and stability systems compliant with EN12999:2020
- Rear under-run protection with a manufacturer-approved towbar with a riser plate fitted. Full electrics to EU standard
- Twin beacons (or bar) fitted to cab roof and strobe lights to front and rear

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Oct 2024	34 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Plant and Equipment Minimum Standards

- Adjustable work lights to illuminate work space Palfinger PK33002 crane or similar dual platform control crane (or equivalent) load tested and certificate provided
- Key out running security system for PTO Crane operation
- Over height warning system and load safety systems compliant with EN12999:2020
- Rear under-run protection with manufacturer-approved towbar, pin and eye standard hitch plate with riser plate fitted. Full electrics to EU standard
- Audible reverse warning (White noise)
- In Cab colour screen display with automatic switching of output from Vision Alert reverse and side cameras fitted with Brigade side sensors and audible proximity warning to the nearside when turning left, audible to the outside and in cab with isolator for nighttime and on-site operation when required
- Wheel nut indicators.

**Livery**

- Body painted in Morgan Sindall corporate colour RAL5012 as per branding guidelines
- All cab steps, body access steps, and grab handles finished in a non-slip hi-visibility coating
- Morgan Sindall livery as per branding guidelines
- Rear towing warning decal
- Rear cycle blind spot warning decal
- Van excellence decal N/S
- Cab multi-warning decal
- N/S Pedestrian warning decal
- No smoking decals cab
- Conspicuity markings
- Switch identifiers as required
- Contract specific livery.

**Operator**


- Must hold a valid licence category as below:
  - C >7500kg driving licence (minimum)
  - Additional E categories if towing trailers
- Must hold and carry, when on driving duties, a valid Driver Qualification Card (DQC) issued by the DVSA.

**Hazards / risks**

- Striking overhead obstructions / utility lines
- Effect of weather on visibility and working / traffic surfaces
- People in operational exclusion zone
- No entry into the exclusion zone unless signalled by the operator
- Not to be used for lifting operations if the operator does not have the correct qualification or vehicle / ancillary documentation is incomplete or has expired.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Oct 2024	35 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Appendix 1: Swing Up Stabiliser Safety



**Swing-Up Stabiliser Safety**  
ALLMI Guidance Note 033

Swing up stabilisers are fitted to lorry loaders predominantly to negate the need for large scale relocation of chassis furniture during installation and they have been widely used over many years. They may be manually or hydraulically operated, either by levers at the crane base or via remote control, dependent upon specification.

This Guidance Note focuses primarily on the safe retraction of swing-up stabilisers. Guidance is required because where the swing up stabiliser rotates across the position of fixed hold-to-run controls (on one or both sides of the vehicle), there is a risk of the Operator being crushed if they fail to correctly use and observe the stabiliser throughout the retraction process.

Note: The terms "swing stabiliser" and "rotating stabiliser" are also used. "Swing-up stabiliser" has been chosen for use in this guidance as it is the most commonly adopted term in the UK.

**1. Who the Guidance is aimed at:**

- Loader crane installers.
- Persons and organisations undertaking maintenance / service / repair activities within the lorry loader industry.
- Persons and organisations that own and operate lorry loaders.
- Persons and organisations receiving goods being delivered by lorry loaders.
- Appointed Persons.
- Lorry Loader Operators.

**2. What the Law says:**

Product design Standard, BS EN 12999, provides one means for loader cranes to comply with the essential health and safety requirements of the Machinery Directive 2006/42/EC, which is implemented in the UK by the Supply of Machinery (Safety) Regulations.

BS EN 12999:2020 stipulates the following requirements regarding stabilisers:

- Clause 5.8.1 (extract): *A control station for each stabilizer function shall be positioned so that the operator has an unobstructed view of the movements being controlled. If the stabilizers can be operated with a suspended load, a two stage control action shall be required for the operation. The control station for stabilizer extension deployment shall only operate movements in full view of the operator. These requirements also apply to stabilizer extensions that are remote controlled, in which case a device shall be provided that detects that the operator can have a clear view of a stabilizer extension before it may start to extend or retract.*
- Clause C.2.4 (an informative Annex): *The safety function for stabilizer extension clear view prevents remote controlled stabilizer extensions from being extended or retracted unless it is detected that the operator can have a clear view of the area where the stabilizer extensions are to be moved.*
  - a) *This safety function is only required if the crane has remote controlled stabilizers.*

Page 1 of 6 GN033: Version 1 - July 2022

b) *It should prevent stabilizer extensions from being extended or retracted unless it is detected that the operator can have a clear view of the area where the stabilizer extensions are to be moved.*

c) *The permitted time for operation of stabilizer extensions should be limited based on the time it takes to extend or retract the stabilizer extensions and the related tasks associated with it, e.g. placing foot plates.*

As such, with lorry loaders built in compliance with BS EN 12999:2020 (or previous revisions or amendments) the primary safeguard is the use of hold-to-run controls for individual movements from a position where the Operator has a clear and unobstructed view; with a requirement that the stabiliser can only be operated once a device has been activated by the Operator or that particular side of the vehicle. This is typically by the use of an acknowledgement button that the Operator must press. The residual risks are highlighted in warning signage attached to stabiliser legs.

**3. Guidance:**

In all cases, where lorry loaders are fitted with swing up stabilisers:

- There is a potential crush risk on the side where the swing-up stabiliser tilts towards the Operator / levers at the crane base. To avoid this, the control measures listed below should be followed.
- Swing-up stabilisers should be aligned / locked in the vertical / upright position before the stabiliser beam is deployed or retracted.
- It is essential that Operators fully observe the operation of the stabiliser leg during deployment and stowage.
- Operators must be made aware that the operation of the swing up function must be separate from the movement of the stabiliser beam (i.e. they should not use both functions simultaneously).
- Operators must be fully conversant with the manufacturer's instructions regarding the deployment and stowage of swing up stabilisers. There can be considerable variation between different manufacturer systems.
- Operators must not be positioned in (or lean / reach into) danger zones where there is a risk of crushing.
- If swing up stabilisers are used on sites where the stabiliser is only partially deployed, there is an increased risk of creating a danger zone where the swing up stabiliser tilts towards the Operator / levers at the crane base. In this case, consideration should be given to repositioning the vehicle to ensure further extension of the stabiliser beam is achievable prior to the swing-up leg being deployed.
- Residual risk warning stickers / decals must be visible and maintained.
- All loader cranes with remote control have the option to use emergency levers at the crane base. Such levers are only required in the event of remote control failure.


Page 2 of 6 GN033: Version 1 - July 2022

following confirmation that the spare battery does not resolve the issue and failure of the remote control umbilical cord (i.e. the umbilical cord should be tried first, before using the emergency levers). Fleet owners are advised to confirm the umbilical cord is available in the cab at all times and is serviceable / fit for use. Should emergency levers need to be used, the above guidance applies in the same way as it would to standard controls.

- Fleet owners should ensure that Operators are competent and have been monitored in the correct use of stabiliser legs.
- Training providers should include coverage of this guidance during Operator courses, regardless of stabiliser type (as Operators may move between vehicles).
- Those conducting familiarisation training on lorry loaders (such as during new vehicle handover or when Operators move to different equipment) should include coverage of this topic.

Those involved in lorry loader operations should risk assess the potential crushing hazard from stabiliser deployment and stowage, and include control measures in all lorry loader procedural documentation, such as lift plans. To aid the identification of lorry loaders that may require additional control measures, the following guidance is provided:

**Scenario 1: Swing-up stabiliser rotates across the position of fixed controls on one or both sides of the vehicle**



**Additional control measures required.**

For example:

- Additional Operator training, particularly familiarisation training at handover / when receiving a new vehicle (including hire vehicles, etc.).
- Lift plan risk assessments and procedures tailored to include the importance of continual stabiliser observations and to slow and secure stabilisers as per the manufacturer's instructions.
- Consider additional members of the lifting team being provided, such as a Crane Supervisor, when appropriate.
- Consider enhanced lone working procedures.
- Refer to this Guidance Note.

**Note: Some sites may have specific rules regarding this type of lorry loader.**

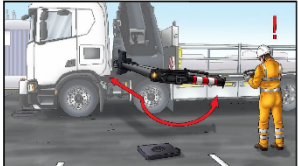


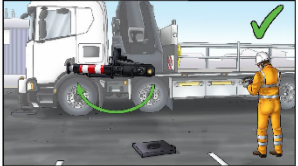


Note: Lorry loaders of this type are compliant with all revisions and amendments of EN 12999 at the time of manufacture.

Page 3 of 6 GN033: Version 1 - July 2022

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03	PET PRO 01	02	Stephen Kirby		Oct 2024	36 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

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Appendix 1: Swing Up Stabiliser Safety (continued)

<p><b>Scenario 2: Swing-up stabiliser rotates across the position of fixed controls on one or both sides of the vehicle where there is the additional option to operate via remote control</b></p>  <p><b>Additional action required.</b> Consideration should be given to disabling the fixed control option to ensure the Operator always uses the remote control for stabiliser operation. In most cases, this simply requires the removal of fixed levers which should then be stored in the cab for emergency use. If in any doubt, contact the loader crane manufacturer for guidance. Operator training, familiarisation training, risk assessments and lift plans, etc. must contain the importance of operating the stabilisers from a safe position. For further guidance, refer to the ALLMI Safe Use of Remote Controls campaign material: <a href="https://www.allmi.com/guidance/documents/safe-use-of-remote-controls">https://www.allmi.com/guidance/documents/safe-use-of-remote-controls</a></p>	<p><b>Scenario 4: Swing-up stabiliser rotates away from fixed controls on both sides of the vehicle</b></p>  <p>The direction of swing-up rotation is manufacturer dependent.</p>	<p><b>Scenario 7: Swing-up stabiliser retro-fitted with manufacturer approved safety system</b></p>  <p>Such systems may take various forms. E.g., preventing full retraction of the stabiliser unless it is in an upwardly vertical position. Documentary evidence of the upgrade must be available in the cab. This may be in the form of user instructions and guidance. The loader crane manufacturer should be contacted for approval prior to any retroactive solution being applied.</p>
<p><b>Scenario 3: Swing-up stabiliser rotates in either direction, but can only be operated by remote control</b></p>  <p>Operator training, familiarisation training, risk assessments and lift plans, etc. must contain the importance of operating the stabilisers from a safe position. For further guidance, refer to the ALLMI Safe Use of Remote Controls campaign material: <a href="https://www.allmi.com/guidance/documents/safe-use-of-remote-controls">https://www.allmi.com/guidance/documents/safe-use-of-remote-controls</a></p>	<p><b>Scenario 5: Swing up stabiliser retrospectively fixed in the downward position for both use and travel</b></p>  <p>This will only be achievable where the positioning of chassis furniture permits and is unlikely to be achievable for most installations. The loader crane manufacturer must be contacted for approval prior to any retrospective solution being applied.</p>	<p><b>Further sources of reference:</b> Note: this is a non-exhaustive list of references consulted in the formulation of this guidance.</p> <ul style="list-style-type: none"> <li>BRITISH STANDARDS INSTITUTION, 2016, BS 7121-1:2016, Code of practice for safe use of cranes - Part 1: General, London, England: BSI.</li> <li>BRITISH STANDARDS INSTITUTION, 2010, BS 7121-4:2010, Code of practice for safe use of cranes - Part 4: Lorry loaders, London, England: BSI.</li> <li>BRITISH STANDARDS INSTITUTION, 2020, BS EN 12999:2020, Cranes - Loader cranes, London, England: BSI.</li> <li>CONSTRUCTION PLANT HIRE ASSOCIATION (CPA) &amp; ASSOCIATION OF LORRY LOADER MANUFACTURERS AND IMPORTERS (ALLMI), 2010, Safe use of lorry loaders. CPA - ALLMI Best Practice Guide, London, England: CPA &amp; Chippenham, England: ALLMI.</li> </ul>
<p>Page 4 of 6</p> <p>GN033: Version 1 - July 2022</p>	<p><b>Scenario 6: Manually operated swing-up stabilisers</b></p>  <p>Manually operated swing-up stabilisers are not hydraulically (or otherwise) powered. They require the Operator to physically push the stabiliser up into its correct stowage position, typically aided by a gas spring. Locking functions must be disengaged/released before the swing-up or swing-down movement is possible. Stabilisers with a manually operated swing-up function cannot be retracted at a 90° horizontal position, so there is no risk of crushing when the stabiliser beam is retracted.</p> <p>Page 5 of 6</p> <p>GN033: Version 1 - July 2022</p>	<p><b>Disclaimer</b> This note is for guidance only. It should be studied and the information applied with the assistance of expert advice as necessary. Every effort has been made to ensure the accuracy of the information provided, which is based on the best possible interpretation of the applicable guidance from legislation and standards at the time of writing, but no legal liability can be accepted by ALLMI for any errors or omissions, nor for any consequences thereof.</p> <p>Page 6 of 6</p> <p>GN033: Version 1 - July 2022</p>

Document Reference	Process Parent	Rev Status	Doc Owner	Date	Page		
PET1 STD 03	PET PRO 01	02	Stephen Kirby	Oct 2024	37 of 38		
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions	Magnor Plant

## Appendix 2: Commercial Vehicle Minimum Standards – Poster

This poster is under development.

Document Reference		Process Parent	Rev Status	Doc Owner		Date	Page
PET1 STD 03		PET PRO 01	02	Stephen Kirby		Oct 2024	38 of 38
Applies to:	Aviation	Energy	Water & Highways	Nuclear	Rail	Engineering Solutions	Magnor Plant

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