



BITA GN28 rev 5

Frequently Asked Questions

What is BITA GN28?

GN28 is guidance produced by the industry on how to comply with the legal obligations for Thorough Examination (LOLER¹) and Safety Inspections (PUWER²) for industrial and rough-terrain lift trucks including variable-reach trucks (telehandlers).

What is the purpose of a Thorough Examination and Safety Inspection (TE&SI)?

TE&SI is intended to:

- verify that the truck is operating as it is intended to when lifting and travelling
- identify defects which could compromise the safe use of the truck
- specify the timescales within which identified defects or weaknesses need to be rectified
- assess the correct function of all safety devices
- check that warning notices are correctly fixed and legible; and,
- where necessary, specify any limitations on the use of the truck, for example, pending completion of remedial activities

Do pallet trucks require TE&SI?

Low lift pallet trucks, which only raise the load sufficiently for it to be moved across a flat floor, do not require TE under LOLER. Generally, this is taken to include non-stacking powered and manual trucks with forks or load platform that lift to not more than 300mm from the ground. They do, however, require periodic safety inspections in accordance with PUWER and therefore fall within the scope of GN28. However, if the equipment lifts more than 300mm from the ground it will require TE under LOLER.

Where can I get a copy of BITA GN28?

GN28 is free to BITA and FLTA members; it can also be purchased from the [BITA webstore](#)

What has changed in the new revision of GN28?

Please see Annex A for information on some of the key changes.

Why has the guidance changed?

The law has **not** changed. The Guidance has been updated to clarify:

- When a TE is required
- What criteria should be used for the assessment; and,
- The actions to be taken when defects are identified.

What other sources of information are available?

The European material handling federation (FEM) has published guidance on Periodic Inspection ([FEM 4.004](#)), however, whilst many of the technical recommendations are similar, it does not address UK legislation.

What is the HSE guidance?

The HSE Approved Code of Practice on the Safe Use of Lifting Equipment: Lifting Operations and Lifting Equipment Regulations 1998 ([HSE L113](#)) provides general information on LOLER but does not detail the specific inspection requirements for lift trucks. The HSE Approved Code of Practice on the Safe Use of Work Equipment: Provision and Use of Work Equipment Regulations 1998 ([HSE L22](#)) provides general information on PUWER.

How can I find a Competent Person to carry out TE&SI?

[CFTS](#) is the industry body set up for the accreditation of examiners and inspection companies. They maintain a [list of members](#).



¹The Lifting Operations and Lifting Equipment Regulations 1998

² The Provision and Use of Work Equipment Regulations 1998



Annex A

Key changes to GN28

First placement into service and date of first examination – clarified

Where the safety of the equipment is not dependent on installation or on-site assembly then a current Thorough Examination or manufacturer's Declaration of Conformity is sufficient. However, the interval between Examinations shall not exceed the scheme of inspection.

Reference to legislation updated and references to NI legislation – added

Requirements for Competent Persons – updated

Inspection intervals for lorry-mounted trucks and various attachment types – clarified

Lorry-mounted trucks where the operator can be lifted with the truck as part of the mount/dismount sequence require TE at least every six months (more frequently if conditions require, for example, corrosive environment).

Attachments not permanently mounted to the truck require examination at least every six months.

Examination requirement following exceptional events – added

An additional TE is required before reintroduction into service following any exceptional event that may affect safety, for example, impact or overload.

Actions required when it is not possible to start, or complete a Thorough Examination updated

If it is not possible to complete a TE within the scheduled period, then the truck should be removed from service until such time as the Examination is satisfactorily completed.

If the Competent Person is unable to complete a TE due to a serious defect of the lifting parts, then they must inform the relevant Enforcement Authority (rEA).

Requirement for operating instructions to be available – added

Categorisation to LOLER and PUWER – added

Additional inspection requirements for LPG systems – added

TE of LPG fixed tanks and removeable cylinders is required by law but is outside of the scope of GN28.

Additional checks for assistance systems and pedestrian controlled and ride-on trucks – added

Where fitted, operator assistance systems, safety cut-offs and speed reductions must be working correctly.

Recommended test criteria for load handling and braking – added

Creep of the load handling system should be assessed with a representative load and the hydraulic fluid at the normal working temperature. Where there is doubt further testing should be specified on the report of Thorough Examination. Parking brake performance can be verified by ensuring that it holds the truck stationary on the maximum operating site gradient when carrying a representative load.

Detailed requirements for ATEX protective systems – removed from scope

Due to the diverse solutions and special training requirements, the specific requirements for Thorough Examination of the protection systems for potentially explosive atmospheres are not covered.

Actions upon completion of a TE updated and guidance on statutory reporting obligation – provided

Where there is a defect or imminent failure in the lifting equipment involving a risk of serious injury, for example, where chain or fork wear is beyond replacement limits, or a missing or defaced capacity/data plate is detected, the examiner must send a copy of the report to the relevant enforcement authority (rEA) as required by LOLER.

Generally, the rEA will be the 'HSE' for all lease and rental trucks, and for factories and manufacturing sites, or for retail, warehousing and distribution sites (except for lease and rental trucks), it will be the responsibility of the Local Authority.

Any imminent serious failure of any safety critical parts not associated with lifting loads can also be reported to the HSE or relevant local authority.

Table of Contents – added

Bibliography – updated

Sample report of TE and check list – updated

Example labels identifying equipment status – added

