
Overview

This **standard** is about recovering motorcycles from on and off road positions to a suitable on road or hard standing ready for onward transportation.

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Performance

Criteria

- You must be able to:
- P1 **identify and** wear suitable personal protective equipment throughout all motorcycle recovery activities
 - P2 carry out a daily check, in accordance with your company procedures and **manufacturer's recommendations**, on the vehicle and equipment being used for the recovery operation
 - P3 **carry out a dynamic risk assessment of the motorcycle and its location prior to commencing recovery activities**
 - P4 **continue to assess the situation throughout the recovery and transportation process**
 - P5 **make justifiable decisions for a course of action based upon the information gained from your initial assessment of the situation**
 - P6 **conduct all removal and transportation activities following:**
 - P6.1 **legal requirements**
 - P6.2 **workplace procedures**
 - P6.3 **industry codes of practice**
 - P6.4 **health and safety requirements**
 - P6.5 **manufacturer's operating instructions**
 - P7 work in a way which minimises the risk of:
 - P7.1 further damage to the motorcycle
 - P7.2 damage to your working environment
 - P7.3 contact with leakages or hazardous substances
 - P7.4 injury to self or others
 - P8 promptly inform the relevant authorities where the condition of the motorcycle and its removal presents a hazard
 - P9 make the motorcycle safe prior to commencing any recovery operation
 - P10 use the most suitable recovery method based upon:
 - P10.1 your initial assessment of the incident and roadside conditions
 - P10.2 motorcycle type, condition and position
 - P10.3 the risks and hazards involved
 - P10.4 available resources
 - P11 accurately calculate the effort needed to right and winch motorcycles back onto the road, when necessary

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- P12 promptly and clearly inform the relevant person(s) of:
- P12.1 the recovery method to be used
 - P12.2 any implications affecting them or the motorcycle
- P13 promptly report viable options for action to your recovery controller where the recovery vehicle and recovery equipment to hand prove unsuitable
- P14 gain agreement to your plans from the relevant person(s) prior to commencement
- P15 store all personal effects and loads in a secure location
- P16 promptly seek guidance and assistance from the relevant person(s) where loads require specialist handling and transfer procedures
- P17 ensure the motorcycle is secured safely on a suitable hard surface ready for transportation
- P18 ensure the recovery site is left free of all debris, waste, tools and equipment prior to leaving and dispose of any waste in accordance to environmental requirements
- P19 ensure all your records are accurate and complete and passed promptly to the relevant person(s)

Knowledge and understanding

You must know and understand:

Legislative and organisational requirements and procedures

- K1 the relevant legal requirements, health and safety requirements and industry codes of practice governing site protection and recovery operations
- K2 your organisation's operating, reporting and recording procedures for accident recovery
- K3 the limitations of your authority for dealing with hazardous substances and hazardous situations
- K4 the dangers associated with accident recovery operations and how to reduce the risks to yourself, customers and other road users
- K5 how to work safely and effectively at the scene of a motorcycle accident
- K6 the importance of wearing **appropriate** personal protective equipment
- K7 how to complete records accurately and the importance of doing so
- K8 the importance of adhering to a robust, documented handover procedure.**

Vehicle recovery equipment

- K9 the types, purpose and use of relevant vehicle recovery equipment**
- K10 the importance of carrying out a daily check on the recovery vehicle
- K11 how to fit and use loading and transportation equipment for the types of motorcycle you deal with**
- K12 the basic principles of winch operation including rolling, gradient and damage resistance forces**

Vehicle recovery

- K13 how to identify high energy systems within motorcycles and how they might affect the recovery and storage process**
- K14 on site accident recovery planning and control techniques
- K15 the authorities who may have an interest in incident situations and the importance of liaising with them and following their instructions
- K16 how to assess the most suitable recovery method for the type of incident, type of motorcycle, the location and the condition of the motorcycle involved
- K17 the basic principles of manually handling and manoeuvring a motorcycle**

- K18** how and when to engage the assistance of the motorcycle rider in manoeuvring the motorcycle
- K19 the effect of weather and roadside conditions on recovery operations
- K20 the effect of the design and contents of the motorcycle on the recovery operation
- K21 the effect of motorcycle condition and position on the recovery operation
- K22 the operation of motorcycle braking and transmission systems
- K23 how to prepare and secure motorcycles for recovery
- K24 the principles of loading and load containment
- K25 how to recover motorcycles without inflicting further damage
- K26 the requirements for securing personal effects and loads
- K27 how to use site to base communication methods
- K28 the hazards associated with high energy electrical motorcycle components
- K29 how to identify motorcycles that may be carrying hazardous substances
- K30 how to check for and suitably deal with any spillages and load loss
- K31 the importance of reporting and seeking guidance from others when hazardous substances are present at an incident site
- K32 how to clear accident sites and make them safe prior to moving off

Winching techniques

- K33** how to carry out pre-wincing checks
- K34** the implications of working at height in relation to routine operator checks and basic maintenance, loading and unloading of vehicles
- K35** the principles of winch theory, resistances to winching a casualty and stabilisation of the vehicle
- K36** the function of all operating controls for a winch
- K37** the safe working load of all ancillary equipment in various configurations
- K38** the points to inspect on the winch rope and terminal fixings, the range and signs of possible rope damage and the limits to rope wear and tear that are acceptable for winching

Scope/range**1. Recovery equipment is:**

- 1.1. transporters
- 1.2. vehicle mounted recovery systems
- 1.3. winches
- 1.4. truck mounted loaders
- 1.5. underlifts
- 1.6. trailers
- 1.7. spec lifts/support lifts
- 1.8. dollies
- 1.9. ramps
- 1.10. motorcycle wheel chock
- 1.11. straps

2. Roadside situation is:

- 2.1. off a live carriageway (driveway, car park)
- 2.2. on a live carriageway, including smart motorways and emergency refuge areas

3. Weather conditions are:

- 3.1. poor visibility
- 3.2. light
- 3.3. dark
- 3.4. dry
- 3.5. rain
- 3.6. snow
- 3.7. ice
- 3.8. wind
- 3.9. extreme temperatures

**Additional
Information****Glossary**

This section contains examples and explanations of some of the terms used but does not form part of the standard.

Available resources

May include the motorcycle rider

Carriageway

Examples include rural roads, urban roads and motorways, in hazardous and non- hazardous situations.

Industry Codes of Practice

The current Code of Practice for Safe Roadside Working.

Pre-winch checks

To include deploying the winch rope for a visual inspection, carrying out a practical check on all operating functions of the equipment including safety devices, winch controls and winch security as appropriate

Developed by	IMI
Version number	3
Date approved	31 March 2023
Indicative review date	31 March 2026
Validity	Current
Status	Original
Originating organisation	IMI Ltd
Original URN	RR08
Relevant occupations	Vehicle Recovery Operator; Vehicle Recovery Technical Operator
Suite	Vehicle Recovery
Key words	Recover; casualty; vehicles; advanced; winching; techniques;