

# Quick Hitch Requirements from 1<sup>st</sup> January 2010

**Fully Manual quick hitches** - will be acceptable on BLL sites where there is no fully automatic two pin capture alternative. This will generally be for small excavators only (less than 10 ton).

**Semi Automatic Quick Hitches** - those with powered engagement of the attachment but then require the manual engagement / insertion of a safety / locking device i.e. pin etc will not be acceptable on BLL projects.

**Fully Automatic Single Pin Capture** – those with powered engagement of one of the attachment pins and where part of the system automatically engages a secondary locking device will not be acceptable on BLL sites.

**Fully Automatic Two Pin Capture Quick Hitches** - must meet all current European and UK accepted design standards and will only be acceptable if they have the following safety features:

1. Both front and rear pins of the attachment are captured by hooks/claws, such that if the rear hook/claw does not engage the rear pin or becomes disengaged the attachment is retained on the dipper arm by the front hook/claw/latch.
2. The hitch must have an automatic mechanical back up locking system to prevent at least one of the retaining hooks/claws from becoming disengaged due to hydraulic failure. Reliance on check valves is not acceptable.
3. There must be direct visual identification of the correct engagement of the hook/claw with mechanical back up locking from the cab. Where the hitch has mechanical locking to both hooks/claws, visual identification of the engagement of one hook/claw will be acceptable, (this will normally be the front hook/claw/latch).
4. The pin hooks/claws and any back up locking systems must only be able to be disengaged when the attachment is in the crowded position. **For very limited types of attachments this may not be possible, in such cases the BLL Central Health & Safety department should be contacted, before the equipment is delivered to site.**
5. Visual and audible warnings must be present in the cab at all times when the hitch/coupler is in the open position / off release position.
6. Hitch activation controls must be designed to prevent unintentional activation i.e. requires the simultaneously activation of two controls / switches or the activation of a control / switch with a safety feature that requires a continuous positive action to override (i.e. locking safety switch).

