



Fork Truck Control – Small Fleet system

Traka key and asset management products are sold around the world into a wide variety of organisations from prisons to casinos, including distribution centres. Traka's fork truck management solution is unique and is now installed on over 8,000 trucks in the UK alone.



This information sheet describes the **Small Fleet system** designed for small fleets of fork trucks or other mechanical handling equipment.

This system is designed to help ensure that only authorised drivers have access to the trucks they are permitted to drive and is used without the need for software or Traka cabinets.

Most fork trucks are delivered with a conventional key, often keyed alike to the next truck. Keys are required to ensure that trucks can be disabled when not in use but very often the keys are left permanently in the ignition. This illegal practice allows any person to have the opportunity to drive the vehicle. Of course the employer may insist that the driver has a valid licence for each truck type but this is

very difficult to enforce and if the key is left in the ignition it is almost impossible to prevent any operative driving the vehicle. As the keys are the same, it is also very easy for spare keys to be obtained and once in common circulation there is no control over who has access to the vehicles. Common keys also present a security threat as there is no control over who has a key.

Keypads can also be installed but very often the PIN number becomes common knowledge, again making it very difficult to restrict anyone from driving the vehicle.

The Traka solution uses Traka iFobs and a variation of the version of the Immobilisor as used for all other Traka fork truck management systems. This Small Fleet system can even be upgraded to any of the other more advanced systems at a later date if required.

The supervisor has complete control over which trucks each driver may operate. And it takes just five seconds to update each driver's iFob to give access to the trucks he may drive.



How does it work?

Each driver is issued with his own personal issue iFob. These very hard wearing, 40mm long nickel plated brass tubes (our silver bullets) are used for all Traka applications and work in wet, cold and hot environments. We also supply hard wearing numbered plastic tags to attach to the iFobs so that it is easy to identify each one if mislaid. The driver can, if he wishes, attach the iFob to his existing bunch of keys.



The fork truck supervisor also has an iFob but a special version we call the Service iFob (grey colour inserts).

Initially each driver iFob has no access to any vehicle. However, the Service iFob is used to "teach" each driver iFob which trucks it may activate. This is easily performed as follows:

The supervisor takes the iFob for driver A to each of the trucks he wishes the driver to be able to operate. At the first truck he inserts the Service iFob into the iFob barrel which he then pulls out. Then within 5 seconds he inserts the driver's iFob. As soon as the LED shows green he pulls out the iFob.

This driver's iFob will now activate this vehicle. The supervisor then visits each truck in turn and repeats the process, effectively allowing each iFob to learn the trucks it will activate. Each iFob can be taught to activate 50 trucks at any one time. There is no battery to expire as the information is permanently carried in the iFob until cancelled.

Of course each driver's iFob can be configured to activate different trucks to the next user dependant upon their licence validity and the supervisor's decision.

The iFob is then issued to driver A who retains this iFob. This is now his personalised key for the trucks and equipment he may use. As he uses the iFob at each truck he knows he is allowed access as the LED on each receptor will glow Green as the iFob is inserted. The LED glows RED if he is prohibited from using the truck or equipment.



Of course if the user loses his iFob then he will need to be issued a new iFob and the operation repeated (which takes just seconds per truck).

To cancel a truck from an iFob, the supervisor simply repeats the operation at the truck concerned which

effectively "toggles" the use of the iFob at each truck.

Now you have control over which trucks each operator may drive. And you have ensured that you have implemented an effective Health and Safety process.

All for a remarkably low price.

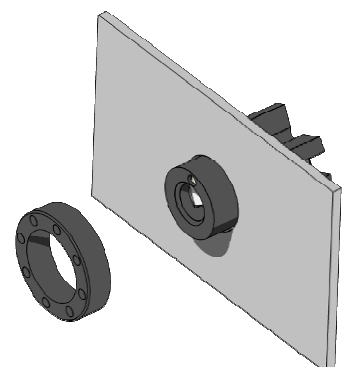
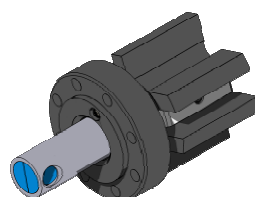


What is required?

On each truck you must install the Traka Immobilisor. This consists of a controller that is installed under the dash and a hard wearing receptor socket which replaces the conventional key switch. The controller includes an inbuilt DC/DC converter that ensures a 12v supply even if your truck is 24 or even 48 volt.

Installation is very easy and should not compromise any warranty or maintenance agreement.

The units are all supplied with the electronics conformal coated to ensure



operation in any environment (other than areas of high risk of combustion where special protection will be required).



So long as there is power available, the Immobilisor may be fitted to any equipment you have on site and can even be used to activate other plant and equipment, doors, cleaning machines, cherry pickers, mining equipment, dock levellers, compactors, baling machines and so on.

Simple truck management giving you control of your vehicles, knowing that only authorised drivers have access, meeting your health and safety obligations, replacing all those issues of lost keys and almost certainly reducing your damage bills too.

Finally...

To fully appreciate the Traka system it is best to contact Traka or a distributor to discuss your fleet management and how Traka can help you. Don't delay – do it today.



traka
intelligent access management

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