

# Forklift Trucks and Industrial Plant Vehicles

## Use Traka iFobs as 'intelligent keys' with a Data Logger and the Optional Shock Sensor

Vehicles which are commonly shared between drivers, such as Fork trucks in distribution and logistic centres and industrial plant vehicles used at quarries or on construction sites are often difficult to manage and hard to restrict in terms of access control – let alone keeping an organisation compliant with Health & Safety regulations. Add to this the ever increasing need for operatives to take more ownership; it can be vital to trace drivers responsible for damage to both vehicles and infrastructure in the quest to minimise operational costs, downtime and lost productivity.

*'Historically the key for our vehicles, once signed out on a paper based log system at the start of a day either get left in a vehicle or passed from driver to driver - worse still all our vehicles are keyed alike – so we have little control over who drives each vehicle or knowledge about who has caused damage.'*

*Does this ring true for your organisation?*



### Traka can provide a solution that addresses all these issues – and more!

It ensures that all keys and access to vehicles are readily available 24/7 on a restricted user-by-user basis to those who are authorised with a full audit of key/user activity, but more, Traka stops access by anyone who is unauthorised.

### Conventional Keys

Traka provide management for conventional keys (to vehicles, buildings and equipment such as cranes, hoists, conveyers and power washers). This is achieved by using iFobs (metal bullet shaped key fobs with inbuilt electronic intelligence) which lock into designated ports on receptor strips, within a cabinet. Conventional keys are attached to the iFobs with security seals so they can't be separated. The system is configured using Traka32 software running on a PC. It defines the keys held by the system and a profile of the various users authorised to access them.



There are many permutations that can be configured. A site manager may perhaps be able to access all keys, whilst a driver would be restricted to the vehicle types that he/she is authorised to drive. If desired, licence dates can be included so when expired, even an authorised driver would be locked out until after the necessary refresher training. Additionally the user can record either critical and non-critical faults (or damage) when a key is returned – and, for keys to highly dangerous or secure areas, multi-level verification can be enforced; whereby a valid user can't gain access until his/her supervisor has *dual authorised* the key release.

At the cabinet it is easy to immediately identify who has a particular key in their possession, and through the software look at the entire key history; who has used each key and when it was returned. Further, contact information associated with the user can be stored in the software so, if for example, a user currently holding a key is identified, but that key is needed by someone else, it is easy to quickly access their mobile phone number via Traka. Further, either email or SMS text alerts can be sent when a key is not returned by a designated time.

## iFobs as 'intelligent keys'

Because the iFob has inbuilt electronic intelligence, it can be used to become the key itself. Each forktruck is fitted with a 'receptor socket' into which the iFob is inserted by the driver – and only when inserted will the driver be able to start the truck. The iFob replaces the conventional key and overcomes the common problem of all trucks being keyed alike, which makes it almost impossible to know who has driven any particular truck in the case of an accident or incident.



With the iFob acting as an intelligent key, it can be used in one of two ways; iFob per vehicle or iFob per person. Using iFob per person means that a driver need take only one iFob, and can, based upon their user profile, use this single iFob to start all trucks for which they have authorisation (based upon their competency and valid licence) – all of which is recorded in the Traka32 software.

The user simply identifies them self to the cabinet. Traka will then automatically write the user access permissions to the iFob (known for each unique driver) – and that one iFob will enable the driver to move from truck to truck (for which he/she is authorised to drive). For most organisations the big time saving advantage is simple - the driver does not need to return back to the cabinet to 'pick-up' another key to use another truck. Another benefit - now there is no longer a single key for that truck, so if a driver goes home with an iFob in their pocket, the truck can still be used by other authorised drivers with their iFob. Of course, should an iFob not be returned, a quick visual check will identify any that are missing and the supervisor can run a quick report to determine the name of the holder.



In conjunction with the Data Logger, the truck is also fitted with an acceptance button as standard and the Immobiliser Shock Sensor as an option. The inclusion of the acceptance button ensures that the pre-operational safety check must be completed, acknowledged and recorded electronically for every truck, on an individual driver by driver basis and it replaces conventional paper based records. Unlike more costly competitive products which rely on RFID technology for data transmission, this information is automatically downloaded when the iFob is returned to the cabinet by the driver. Stored in a central database, it is available to managers along with other user activity reports to identify who has used what vehicle and when, and if there was any damage or fault reported on the truck.

The inclusion of a shock sensor typically changes the approach by which drivers treat the trucks (and the stock being transported). Each sensor is calibrated against G-Force impact, and can be pre-set to cut-out the truck following an impact above the determined threshold. The cut-out operates 10 seconds (variable) after impact giving the driver enough time to back away from a danger, such as collapsed racking, but not enough to drive away from an accident scene. All this information is recorded in the driver's iFob, and is downloaded when next returned to the Traka cabinet. A truck, once cut-out can only be restarted by a supervisor or service engineer with a special service iFob.

## Benefits typically experienced by organisations adopting Traka

- Accountability of drivers / users of equipment
- Access control to vehicles and equipment
- Significant operational cost savings
- Reduced downtime and lost productivity
- H&S compliance.



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