

# CPCS renewal test factsheet



## Introduction to the CPCS renewal test

The industry-led CPCS Management Committee has determined that key safety-related knowledge must be checked on each category prior to the renewal of a CPCS Competent Operator (blue) card. The CPCS renewal test is the means by which blue cardholders will be tested on topics that reflect safety issues identified through consultation, that occur regularly on site.

For each topic identified there is a set of questions, from which a number will be included in the test and for which supporting information is provided in this factsheet. Each test will ask a total of 15 questions selected randomly to ensure all topics are covered.

The test will cover all categories within the scheme through modules. Some modules have been devised to cover a range of similar CPCS categories.

The CPCS renewal test is available on the CITB-ConstructionSkills Testing Services platform alongside the Health, safety and environment test.

The questions and answers will not be published but factsheets are available for each module to cover the topics.

## How to use this factsheet

Prior to taking the test, cardholders are advised to carefully study the factsheet, which will prepare them in deciding the correct answer or answers to each given question. Correct answers are based on legislation or good practice adopted, in the majority of cases, by the construction and allied sectors.

It is acknowledged that variations may occur depending on the nature of the operation or on how the machine is used. However the correct answer to each question is based on common practices or manufacturers' requirements for the majority of machine types within each module, and applies to this test irrespective of how a machine may be used within a particular activity or sector. It is important, therefore, that this factsheet is studied carefully.

The questions are selected randomly and will not appear in the order that topics appear in this factsheet.

If the card holder does not answer all the questions correctly, the score report issued after completing the test will indicate the topic areas in which the questions were answered incorrectly. The cardholder should, prior to retaking the test, re-study all topic areas.

## Scoring the test

To be successful in this module, cardholders need to correctly answer a minimum of 12 out of the 15 questions presented. However, because many of the questions are safety-related, in the majority of cases, a minimum number of questions per topic need to be answered correctly. Failure to do so, even if the overall minimum number of correct answers has been reached, may mean that the cardholder is unsuccessful on the test.

The top of each topic states the number of questions that will be presented for each topic and the minimum number of questions that must be answered correctly in order to pass the test.

## Concessions

To avoid duplication of questions where similar categories are held, booking concessions are provided. This means that, if several similar categories are held, only one module needs to be booked. The following chart indicates if there is a booking concession for this category.

Concessions are provided to holders of the category of Screener.

### Other categories held:

Crusher

### Needs only to book:

Crusher

**Note:** *The above concessions are an outline of what tests you may have to book; please refer to Module matcher for details of full concessions where more than one category is held.*

This factsheet has been designed to highlight only topics that have been identified through industry consultation area with safety issues or where good practice is often not complied with. The questions within the CPCS renewal test for this category also reflect this.

It is not intended as a training tool and cannot list all essential knowledge and understanding for this category. Operators must always follow manufacturers' requirements, industry good practice and be aware of their own limitations with the machine, and seek further guidance and help where needed.

Further information about the CPCS renewal test can be found at [www.cskills.org/cpcs](http://www.cskills.org/cpcs)

## Preparation and completing work *(Preparation)*

Topic scoring information: 2 correct answers required out of 4 questions presented to pass

- Screeners are used to support crushing operations in construction-related activities such as demolition and clearance work. They can be fed directly by a crusher or independently using other plant such as a loading shovel. As with crushers, screeners are a staple machine within the aggregate processing and production sector and are traditionally integrated with a crusher within the processing operation. The majority of types used for construction activities are mobile units, either mounted on a road-going chassis or, more commonly, as self-propelled units that can be travelled around a site. There may be a team of operatives involved with the screening operation, including one or more designated screener operators and loading personnel, who may also be involved with the crushing process. As with crushers, incidents and accidents do occur with screeners and screening operations and the aim of this factsheet is to outline issues that have occurred and remind those involved in screening operations of the good working practices that should be followed.
- Proper pre-use checks are a requirement for the safe operation of any type of plant, including screeners. The operator (that is, anyone who is authorised to operate the screener) is expected to undertake these checks at the required intervals. As with all plant and machinery, failure to properly check all relevant components before work could lead to incidents, near misses and injuries because faults can cause a malfunction or a component to fail, which affects both performance and safety.
- Checks and inspections that need to be made are indicated in the operator's manual for the screener. Although the frequency of checks will be determined by the manufacturer, extreme or unusual operating conditions may require more frequent checks. One typical daily running check that should be undertaken before work starts would be the function of the emergency shut-down or stop buttons. The operator must immediately report any defect they find, even if they think it is minor, such as a small tear in a discharge belt, as they may not be qualified to make a suitable judgement.
- A method statement would or should have been devised that, amongst many factors, identifies all risks and measures to be taken, such as dust control, relevant PPE, the sequence of work, the number of personnel involved in the screening operation and particularly the procedures for clearing any blockages. It is also important that all those involved in the screening operation have been informed of the contents and the actions required of them. If conditions change during operations, such as encountering a new material type, the method statement needs to be amended by an authorised person before work restarts.
- The operator or anyone undertaking maintenance of screeners with a remote-controlled pendant needs to ensure that both the power supply and the remote pendant have been isolated and inactive before any pre-start checks, inspections and maintenance work is carried out. Many types used in construction-related activities are self-propelled and can be travelled to various parts of a site. Before any movement of the screener takes place, all components such as discharge conveyers need to be raised, folded or secured and that the travel route is checked for hazards such as poor or soft ground, overhead hazards and movement of other plant and people. Whilst travelling a tracked screener to a new location, the operator (if on foot) should ensure that they do not stand between the moving screener and a structure or object, as they could be trapped and crushed.

## Working safely and with others *(Working safely)*

Topic scoring information: 4 correct answers required out of 7 questions presented to pass

- The area around any screening operation is a danger zone and operators and supporting personnel have been struck by the bucket of a loading machine, when standing on an access platform. Guidance from the Health and Safety Executive states that no one should be on a working platform once the feed or discharge rates have been set and checked.
- Where a screener is being fed by a loading shovel, the loading ramp should be at no more than a 1 in 10 incline and designed so that the loading shovel discharges the load from the bucket whilst the machine is level, and not discharging uphill. Discharging uphill may limit the loading shovel operator's vision and they

may find it harder to control the machine when discharging. A method of communication and agreed signals or instructions should be established with the loading plant operator before work starts.

- Both processed materials and overspill from the screening operation will accumulate around the machine and operators, so supporting personnel need to take into account slips and trips, particularly on areas such as a platform where a layer of dust can pose a particular slip hazard. Personnel need to ensure when accessing a platform that there is sufficient foot grip to minimise slips and trips. When workers need to access any part of the screener during pre-start checks, when setting up the machine or dealing with blockages, working at height requirements need to be considered and, in many cases, restraint harnessing may need to be worn.
- Screening operations near to public areas can affect those nearby as they may be subjected to excessive noise and dusts, for which some form of shielding can be specified to prevent this. One method of limiting airborne dusts is to minimise the drop height from a discharge conveyer and to fit a hood to the end of the discharge conveyers, as too high a drop height to a stockpile can produce excessive dust.

## Maintenance and clearing blockages *(Maintenance)*

Topic scoring information: 2 correct answers required out of 4 questions presented to pass

- Clearing blocked or stalled screeners is a known cause of many injuries and deaths, so correct procedures must be followed. There are various reasons for a stalled screener with one factor being the jamming of material in the screening chamber. Before any stalled or blocked screener is cleared, a permit to work procedure must be devised and followed. The first action to be taken is the shutting down of the engine/power supply followed by a check to ensure that all rotating components have fully stopped, and the feed and main conveyers are isolated before attempting to clear and enter any stalled screener.
- All rotating and moving parts should be sufficiently guarded to prevent any contact with operating personnel. Guarding cannot be removed during operation and can only be removed during maintenance activities by personnel who have had the appropriate training and when the power supply of the screener is isolated.
- Screeners are designed to work on a level surface. A screener located and working on sloping ground may not be screening material according to the desired settings or grades.