

HGV Reversing Alarm Specification & Compliance Checklist

A practical checklist for fleet operators specifying, installing, and maintaining reversing alarms — covering alarm type selection, time restrictions, integration with cameras and sensors, and routine maintenance.

1. Alarm Type Selection

☐ **Operating environment assessed (urban/residential vs industrial)**

Residential/noise-sensitive area = broadband alarm. Industrial site with low noise sensitivity = tonal acceptable

☐ **Night or pre-7am operation confirmed**

Operation in built-up areas between 11:30pm–7am requires broadband alarm or alternative controls — tonal alarm restricted

☐ **Broadband (white noise) alarm selected for noise-sensitive routes**

Broadband: pshh-pshh sound, better direction locatability, fewer complaints, faster distance attenuation

☐ **Self-adjusting alarm considered for mixed environments**

Adjusts output dB to match ambient noise — prevents alarm being too quiet or too loud across different sites

☐ **Alarm specification confirmed compatible with vehicle**

Check voltage compatibility (12V/24V) and confirm mounting position does not obstruct other rear equipment

2. Legal and Compliance Checks

☐ **Confirmed reversing alarms are not legally mandatory (but HSE-recommended)**

No Construction and Use Regulations mandate — but employer H&S; duties create practical obligation for pedestrian-active reversing

☐ **Risk assessment documents reversing alarm as selected control measure**

If fitted: document why. If not fitted: document why not, with alternative controls listed

☐ **Time restriction confirmed: no use in built-up areas 11:30pm–7:00am**

Applies to all audible reversing alarms — alternative controls needed for early/late operations

☐ **Operational procedures updated for pre-7am / late-night shifts**

Banksman procedures, route planning to avoid reversing, or alternative alarm type confirmed for restricted hours

3. Integration with Cameras and Sensors

☐ **Reversing camera fitted and covering full rear arc**

Camera warns the driver — alarm warns people outside. Both are needed; they address different hazard pathways

☐ **Camera feed triggers on reverse engagement**

Driver should see rear camera automatically when reverse is selected — not require manual switching

☐ **Proximity sensors fitted for close-range rear detection**

Sensors provide graduated alert to driver as vehicle approaches obstacle — complements alarm for driver awareness

☐ **Alarm and sensor alerts confirmed non-conflicting**

Multiple alarms firing simultaneously cause confusion — confirm alert hierarchy with installer

☐ **In-cab monitor position does not obstruct driver's mirrors**

4. Installation Checks

- ☐ **Alarm triggers on reverse gear engagement — confirmed operational**
Engage reverse on stationary vehicle, confirm alarm sounds immediately
- ☐ **Alarm housing mounted securely and not exposed to direct dock impact**
Rear-face mounting risks damage from dock seal contact — consider protected bracket position
- ☐ **Wiring connections secure and corrosion-protected**
Vibration and moisture are the two primary failure mechanisms — use weatherproof connectors
- ☐ **Alarm audible from 5 metres to side of vehicle at operating speed**
Basic audibility test — a pedestrian at the side of the vehicle should hear the alarm clearly

5. Routine Maintenance

- ☐ **Pre-trip check includes reverse engagement test**
Thirty seconds: engage reverse, confirm alarm sounds. Driver-reported faults should be logged and acted on same day
- ☐ **Alarm housing inspected for cracks or physical damage at each service**
Cracked housing admits moisture — broadband alarm electronics more susceptible than simple tonal buzzers
- ☐ **Wiring connection at alarm body checked for looseness**
Vibration loosens connections over time — check at each scheduled service interval
- ☐ **Alarm function confirmed after any bodywork or rear-access work**
Bodywork repairs, dock seal replacement, and trailer coupling work all risk disturbing alarm wiring