

# All Terrain ATF 50G-3



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**We are looking forward to welcome you again!**



Haydock Park, June 25th - 26th 2008

 **TADANO FAUN**

TADANO FAUN GmbH  
P.O. Box 10 02 64  
D-91207 Lauf a.d. Pegnitz  
Tel.: +49 (0) 9123/955-0 • Fax: +49 (0) 9123/3085  
Web: [www.tadanofaun.de](http://www.tadanofaun.de)  
E-Mail: [info@tadanofaun.de](mailto:info@tadanofaun.de)

**CRANES UK LTD**

Cranes UK Ltd.  
1-4 Wentworth Way  
Wentworth Industrial Park  
Tankersley, South Yorkshire S75 3DH  
Tel.: +44 (0) 870 066 5466 • Fax: +44 (0) 870 066 5501  
E-Mail: [joelyon@cranesuk.net](mailto:joelyon@cranesuk.net)

**In case of any questions, please get in touch with CRANES UK!**

## On the cover:

A Valla 75E working at Cooper Avon Tyres manufacturing plant where it replaced a fork lift truck that did not meet current lifting regulations.



# C & a contents

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## 33 What's in a name?



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Terex China to the rescue, Easi UpLifts acquires in Slovakia. Big offshore Liebherr, Rival acquires in Spain and Estonia, Lampson mega crane collapse, New IGO42 from Potain, ESTA 2008 awards, New CEO for JCB, Proud in mini cranes, GT Access order, Lego tower record, JCB announce record profits.

## Pick and carry cranes 17

Industrial 'pick and carry' cranes, once a major sector in the UK, seem destined to be niche players in the global crane market. In spite of a recent resurgence in the last few years, they are 'always the bridesmaid and never the bride'. Cranes & Access takes a look at the developing but still relatively small market.

## Personnel lifts 22



'If and when it is right to use a ladder, use the right ladder and get trained to use it properly,' is the message from the Ladder Association.

However, if the risk assessment rules out the use of a ladder, one of the growing numbers of personnel lifts may be the answer. We look at some of the latest equipment.

## SED 2008 29

Sun, wind, rain and queues - it must be SED time again! Here we take more of a pictorial view of this year's show - its third year at Rockingham.



## What's in a name? 33

Lifting group Bocker is celebrating 50 years in business this September. Over that time it has seen many changes but probably the biggest is the most recent, the bringing together all of its 11 companies under one single brand image. Mark Darwin visited the company's facilities in Werne, Germany to find out more.



## The C&A 2008 Dealer Guide 35

Bigger than ever, our 'pull-out' UK and Ireland dealer

reference guide provides a comprehensive listing of lifting and access products.

## Vertikal Days 39

Vertikal Days - the event for the lifting industry at Haydock Park - is shaping up to be a major event in the UK calendar. Here is the official eight page pull out guide with all the product and show information you will need.



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The Vertikal Press

PO box 6998 Brackley NN13 5WY, UK  
Tel: +44(0)8707 740436 Fax: +44(0)1295 768223  
email: info@vertikal.net  
web: www.vertikal.net

In Germany:

Vertikal Verlag

Sundgaualle 15, D-79114,  
Freiburg, Germany

Tel: 0761 8978660 Fax: 0761 8866814  
email: info.vertikal@t-online.de  
web: www.vertikal.net

Germany, Scandinavia,  
Austria and Switzerland

Karlheinz Kopp, Vertikal Verlag,

Sundgaualle 15, D-79114, Freiburg, Germany  
Tel: +49 (0)761 89786615  
Fax: +49 (0)761 8866814  
email: khk@vertikal.net

Italy

Fabio Potestà, Mediapoint,  
Corte Lambruschini,  
Corso Buenos Aires 8, V Piano-Interno 7,  
I-16129 Genova, Italy  
Tel: 010 570 4948 Fax: 010 553 0088  
email: mediapointsrl.it

The Netherlands

Hans Aarse

39 Springenstraat, 3295 RN,

S-Gravendeel, The Netherlands

Tel: +31-78 673 4007 Mobile: +31(0) 630421042  
email: ha@vertikal.net

Russia

Cranes&Access Russia

DM Publishing 127287 Pocc

Moscow

tel. +7 (495) 685 94 28

fax +7 (495) 685 94 29

e-mail: matrosova@vertikalnet.ru

UK and all other areas

Pam Penny

PO box 6998 Brackley NN13 5WY, UK

Tel: +44(0)8707 740436

email: pp@vertikal.net

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Tel: 01707 642141 Fax: 01707 646806

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Editors:

Leigh Sparrow

Mark Darwin

Associate Editors:

Rüdiger Kopf (Freiburg)

Alexander Ochs (Freiburg)

Andrew Klinaihev (Moscow)

Sales & customer support:

Pam Penny

Karlheinz Kopp

Production:

Nicole Engesser

Publisher:

Leigh Sparrow

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Letters, emails, faxes and  
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The Editor,  
cranes & access,  
PO Box 6998, Brackley  
NN13 5WY, UK  
Tel: +44(0)8707 740436  
Fax: +44(0)1295 768223  
email: editor@vertikal.net

# c&a comment



## Time for a hot potato?

Would you be happy getting on a plane knowing the pilot regularly worked twice the recommended hours or had very little sleep that week? I think we're all agreed that working hours either are or should be limited in certain sectors for everyone's safety.

Crane accidents are back in the news at the moment. And one subject that's inextricably linked to safety - but often never discussed - is the permitted working hours for key trades. These should include crane and large truck-mounted lift operators as well as - perhaps even more critically - tower crane erectors where mistakes as we have seen recently, can be catastrophic.

From letters and emails we receive regarding working hours - and almost all request us not to publish - it is clear that tower crane erectors are the worst affected. Stories abound of erection crews starting the day at an ungodly hour, driving several hours to the worksite, spending all day erecting the crane and heading home well after dark. A long day, but then this is repeated up to seven days a week during busy periods with 80+ hour weeks not unusual.

Fatigue was raised as an issue in the famous Canary Wharf tower crane accident and yet the HSE has still not grasped this issue. This maybe because the EU tried to override the UK's opt-out of the European Working Hours Directive using health and safety as a pretext. If a UK government agency agreed to limit the hours worked on the basis of health and safety, it could allow the Working Hours Directive to enter UK law by the back door.

Most companies and employees in our industry at the moment would probably agree that a 48-hour working week is not at all practical or wanted. However, most good companies would like to see some guidelines or rules in this area. Currently the worst offenders push their staff to the limit, enabling them to undercut those trying to 'do the right thing'. If working hours are to be reduced, getting the work done while more erectors and operators are trained and making up the shortfall in operators' take-home pay due to loss of excessive overtime are serious practical issues that need to be addressed.

This is no easy issue. Contractors need to pay more but with many only paying lip service to safety while they buy on low-bids, the whole process looks like a non starter. However it is a genuine safety issue and one that requires a proper, open debate.

Mark Darwin

Please mail, email or fax any comments you may have, to the editor, stating if we may publish them or not.

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