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On the cover:

An arrangement of mobile self-erecting tower cranes on display at Spierings' headquarters in Oss as it celebrated both the 25th anniversary of its first mobile tower crane and the launch of its new SK387-AT3 City Boy.



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Underbridge



25

Crawler cranes



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Outriggers



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Terex launches CC2800 replacement, CICA issues first Gold Plate, Two new models from Movex, Bardanaro to leave Terex, Cargotec to float Marine business, Douglas to chair IPAF UK, IPS and APS to merge, Narrow 32 metre from Holland Lift, New test facility for Tadano-Faun, Loxam invests in UK, Palfinger acquires Tercek,



MEC opens European facility, IPAF introduces mandatory accident reporting, Multitel announces new telescopic.

Underbridge 17

Cranes & Access investigates why, given the colossal number of aging bridges particularly in Europe and North America, underbridge work platforms still remain relatively uncommon.

Crawler cranes 25

Cranes & Access visits the Terex Cranes plant in Germany to see the unveiling of the all new Superlift 3800, one of the most hotly anticipated crawler crane launches in many years and takes a look at the latest trends and applications.



Outrigger mats 37

Our annual outrigger mat feature continues to highlight the importance of correctly setting up outriggers and the risks involved in failing to take ground conditions into consideration.

In the next C&A

The next issue of Cranes & Access out in late November features loader cranes, mastclimbers and hoists and takes a look into insulated platforms and live line work. A round-up of this year's SAIE exhibition in Bologna will also be included.

Show roundup 43

September proved to be a very busy month for regional shows throughout Europe and in this issue we cover Germany's specialist access and lifting event Platformers' Days, the UK International Forestry Exhibition show as well as the Dutch access event Verticaaldagen. Also covered is IPAF's annual Europlatform conference which was well represented in Edinburgh this year.

Spider challenge 53

Following the appointment of Euraccess as the UK/Ireland dealer for Cela, the Bristol-based company organised a spider lift challenge. Cranes & Access paid a visit to find out a little bit more about the company and to see how its latest spider lift would compare against the competition.



Moog interview 54

Mark Darwin visits the Bavarian headquarters of underbridge platform company Moog and talks to Christine Moog about the products and latest developments.



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"To grasp and hold a vision, that is the very essence of successful leadership – not only on the movie set where I learned it but everywhere"...

Ronald Regan



GET THE “+” ON YOUR PAL



PAL + is an additional one day of category specific training aimed at Mobile Elevating Work Platform (MEWP) operators working in higher risk or challenging environments.

The PAL operator course meets all requirements for basic operator training but now there is an extra “+” for those wanting to go further.

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 - Static Boom (1b+)
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 - Mobile Boom (3b+)
- + Challenging practical exercises
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- + Individual interviews

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programme is certified by TÜV
as conforming to ISO 18878.



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c&a
comment



The speed of learning

Few would disagree that the proper training of users and operators is by far and away the single most important factor in reducing the number of accidents and making the workplace a safe place.

However when it comes to what comprises good training, consensus is quickly lost. The current trend is towards training under a third party scheme with some credible proof of having completed the training, via a card and relevant paperwork, while tough Independent tests - such as those for HGV drivers - are increasingly becoming mandatory for crane operators.

When it comes to aerial work platform training the IPAF training and PAL card is the most widely recognised, yet the move towards an advanced two day PAL + course and discussion over a half day course for static vertical lifts has sparked off the old debate of how much training is needed to be competent?

It has been argued that taking a man off the street and putting him through a one day course does not qualify him to operate a large truck mounted lift - even though his card says he can. You could make the course five days long and it would still not be right to let the trainee loose with a 112 metre lift. Hands-on experience in 'real' situations is essential.

Aerial lifts differ from most types of equipment in that they tend to be operated by tradesmen - carpenters and electricians - rather than dedicated operators. Make the training for these too long or too expensive and fewer companies will take time to have their staff trained at all. However it is also true that it would be beneficial to have more hands on time with the equipment. A good employer/contractor will check the tradesman's log book that comes with the PAL card to gauge experience levels and will be cautious letting a newly trained individual into a 150ft boom lift.

At the other end of the spectrum it is hard to imagine how you might spend extra hands-on time with a push around scissor lift. You need to know that it will not operate unless level, the castor brakes must be applied - manually or automatically - and that the top button is up and the bottom one down and how to get down if it breaks down.

What it boils down to is that a training course is just a good, safe start which has to be followed up with at least familiarisation training on the particular machine and on the job training for more complex machines. A card alone does not mean you are fully competent.

Mark Darwin

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