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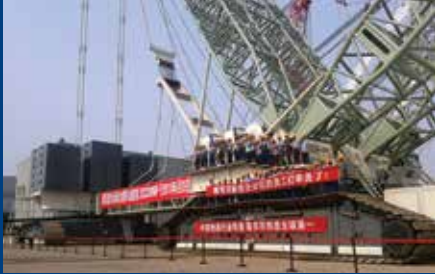
A brightly illuminated harbour crane at the LaLa Port in Toyosu, Tokyo. Photograph by ntstnori.



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Manitex acquires Valla, Ascendant to restructure, First Reserve to take over TNT, MEC announces Aircraft GSE range, Taiyuan Heavy Industry unveils 500t AT crane, IPS acquires PLC Sales, Yanmar takes stake in Manitou, Palfinger announces new truck mounted platform, Liebherr splits tower crane and concrete divisions, Genie ships 1,000th GS-4047, Fassi launches new crane, Ruthmann unveils T-630 and TBR220, new scissors from Sinoboom, Terex warns on counterfeit cranes, Zoomlion record load AT test, New loader crane from PM, Bobcat upgrades telehandlers, Hewden spends £61 million, third quarter financial roundup.



Heavy lift 17

Compared with 2012, this year has been relatively quiet in terms of the development of large cranes from the major manufacturers.

Although we have seen deliveries of the recently launched 3,000 tonne Liebherr LR13000 and 2,300 tonne Manitowoc 31000, customers are not exactly lining up to order more of them. And yet on the other hand



smaller units are selling like hot cakes. Cranes & Access investigates....

Outrigger mats 27

Every year since 2005 we have highlighted the importance of the safe use of outriggers and mats as well as spreader plates, cribbing and other forms of ground protection. All are intended to prevent cranes, aerial lifts and telehandlers from overturning. Unfortunately, eight years on, it is clear that many crane operators, owners and site managers still fail to treat this area seriously enough.



Mastclimbers and hoists 37

With the construction industry gradually recognising the many advantages that mastclimbers provide for façade and other works, Mark Darwin pays a visit to UK-based mastclimber rental company Brogan Group and talks to operations manager Jim Casey about the company and the industry as a whole.

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## In the next C&A

The next double issue of Cranes & Access, scheduled for the second week of the New Year, will feature our annual roundup of the major news stories of 2013 along with our annual rental rate guide. It will also include features on mid to large truck mounted lifts and loader cranes. If you have any contributions or suggestions, please contact our editorial team.

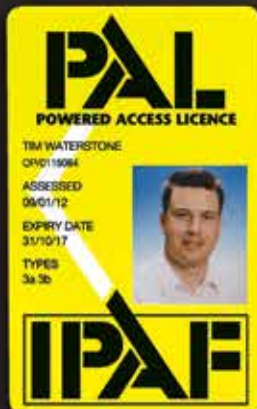
**"Why is there never enough time to do it right and yet there is always enough time to go back and do it again when it's not right? Always do it right and do the right thing".**

*Bobby Reese, Mastclimbers, Atlanta*

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# cranes & access

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# C&A

comment



## That sinking feeling...

I recently had a ride in a friend's brand new car and the technology was astounding. Radar anti-collision, automatic braking, lane control and automatic parking assist (yes it parks the car for you) were just a few of

the new-fangled 'aids' installed to avoid accidents. Innovations aimed at idiot proofing driving the car, but that also de-sensitise the whole process. Given the rate that this technology is being introduced, it won't be long before the car is driven automatically at a predetermined speed and we have no control whatsoever.

This month we feature an article on outriggers, mats and methods of spreading outrigger loadings from cranes, aerial lifts and telehandlers to prevent them from sinking into soft ground or punching through voids and overturning.

Although we have covered this topic every year since 2005, it is still an area operators/owners/site managers fail to take seriously enough. Regular readers of Vertikal.net may well tire of reading of 'yet another overturned crane or aerial lift' but a quick look at photographs of the incident often show a total lack of outrigger mats, with the outrigger/s submerged into the ground or void. Not all overturning incidents are due to a lack of mats - but a significant number are. Other causes can be incorrect outrigger set up, the wrong counterweight installed or incorrect settings programmed into the overload indicator, however the majority are caused just plain and simply through not using outrigger mats on unsuitable ground.

As with cars, technology is playing its part with automatic monitoring of outrigger positions - and in some cases jack pressures - linked into the machine's load management system limiting capacity and working envelope. Some also sense the actual installed counterweight, all helping plug potential operator errors. However the monitoring of ground conditions and cribbing is still under human control. This is obviously too much for some who totally disregard the use of mats. At the last Conexpo IPAF asked visitors to estimate a boom lift's weight and individual wheel loadings, as the machine slewed its extended boom. Almost everyone underestimated, and many were shocked by the substantial loadings when the boom was fully extended over one of the wheels. With the internet highlighting the number of overturning incidents, surely the proper setting of outriggers and use of mats is now a given? Take a look at page 27 and see what you think.

Given the number of bad drivers on the road, I suppose it's not surprising that machine operators also still make basic errors. Perhaps we should have a saying: Don't be a prat - use a mat!

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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