

cranes & access

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October 2015 Vol.17 issue 7

Heavy lift
Large
scissor lifts

Outrigger
mats and
ground
conditions

.... New Jekko mini crane...12m ATN mast boom...New CEO for Terex

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On the cover:

Operatives from heavy lift company Riga Mainz preparing to lift the 'Zero-G' parabolic Airbus A-300 aircraft with a Liebherr LR1600/s to its permanent position as a museum exhibit adjacent to Cologne-Bonn Airport.



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Outrigger mats



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Death toll in Mecca crane overturn exceeds 110, Secondary guarding for scissors, New Jekko mini crane, Paylor joins Ahern, New Spierings mobile tower crane unveiled, Nationwide launches Intelligent guarding, All-new Skyjack telehandler, Versalift launches big insulated platform, ATN 12m mast boom, Crawler booms from Omega, Fifth Terex Superlift 3800 for Steil, New Manitou telehandler, Gatwick Plant acquired, New 30m Cela Spyder, 13 big truck mounts for BMS, Mammoet and Sankyu JV, Dinolift confirms UK dealer, Major investment for City Lift.



Heavy lift 17

Since we looked at the heavy lift market last year, there have been some significant new cranes launched in the 500 to 750 tonne market sector. We review these as well as looking at a wide and varied range of applications.



Large and RT scissor lifts 27

Given their famously poor rental returns, few access rental companies have been investing in big deck Rough Terrain scissor lifts. Mark Darwin visited UK-based newcomer Quick Reach in Greater Manchester to chat with director Dave Barton to find out why his company has invested in big scissors and we also round-up the latest new models.



In the next C&A

The next issue of Cranes & Access - scheduled for late November - will feature Loader cranes, Alternative lifting/jacking, SAIE review and Diesel/RT boom lifts. If you have any contributions or suggestions, or are interested in advertising in this issue, please contact our editorial or sales teams.

Ground conditions and outrigger mats 35



In spite of the growing awareness there appears to be more overturning incidents due to poor outrigger set up than ever. For more than a decade, Cranes & Access has highlighted this issue and the need to use outrigger mats/pads which would almost eliminate the problem.

Show round-up 45

Regional shows this month included Platformers' Days in Hohenroda, Germany. We bring you the highlights from the show.

Alimak Hek open day 49

Alimak Hek launched several new products at its recent customer/dealer day held at its facility in Neuilly-en-Thelle, just north of Paris, France. Mark Darwin attended to find out more.

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Finance consultant Jeff Eisenberg takes a closer look at the changing availability of funding and how it affects rental companies.

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**By the time a man realises that his father was right,
he has a son who thinks he's wrong.**

Charles Wadsworth

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Different but not necessarily better

It is human nature to want the best. Ask anyone to choose between two similar items and 99 times out of 100 they will choose the better quality, better design or the one with the better brand awareness - all other things being equal of course. It is a simple fact of life.

Contractors are no different. Whether it is materials, equipment or people, they will always specify the best product for the money, whether to improve their end-product reduce build time or improve safety.

So when something comes along that might reduce the chance of an accident, it is not surprising that it is specified - as long as no extra cost is involved of course. Take secondary guarding for example, after driving its development main contractors increasingly demand that all boom lifts on site are fitted with it. One wonders if the same will happen with secondary guarding for scissor lifts, following the launch of a system by Kimberly Rentals in the UK? If contractors are aware that a safety system is available, they will tend to specify the 'safer' platform.

However, trying to get the same contractors to pay a higher rate for the extra safety features or for that matter a more safety conscious rental company, is another matter. Cutting costs often seems more important than safety as long as the relevant paperwork is provided.

At the CPA Crane Interest Group meeting last month, one of the most debated topics was the proposed new European Crane Operators Licence, which will be introduced by January 2018. The licence aims to harmonise standards, so that every crane operator in Europe will eventually have the same transportable and recognised qualification. Initial discussions between countries indicate that the Dutch crane operator's licence is the toughest to obtain, closely followed by Germany and the UK, so it is anticipated that the European licence will fall somewhere between the three.

With the new licence likely to set a higher standard than most current national licences, concerns were expressed that main contractors would simply demand that only crane operators holding the European licence be allowed to work on their sites. After all why wouldn't a contractor ask for what he sees as an extra qualification, especially if it costs him nothing extra?

We all want well qualified crane operators and it will be useful for operators and owners alike to have a qualification that is internationally mobile. But if current UK and German licences are more than adequate, then it needs to be stipulated early on in the process that both licenses are equally acceptable, or perhaps interchangeable? Otherwise crane operators and/or rental companies throughout Europe will have to spend time and money to obtain a European licence, even though it is unlikely to make much difference to an experienced operator.

Let's hope that common sense prevails.

Mark Darwin

Comment and feedback is most welcome via post, email, fax or phone stating if we may publish them or not: editor@vertikal.net

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