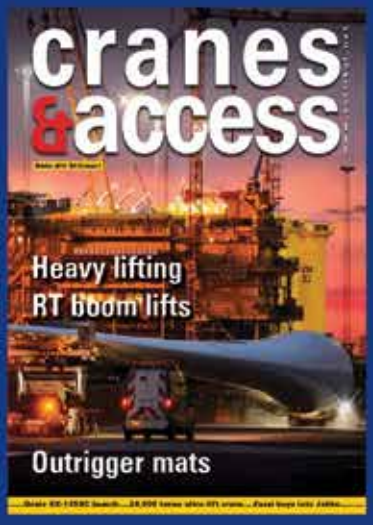
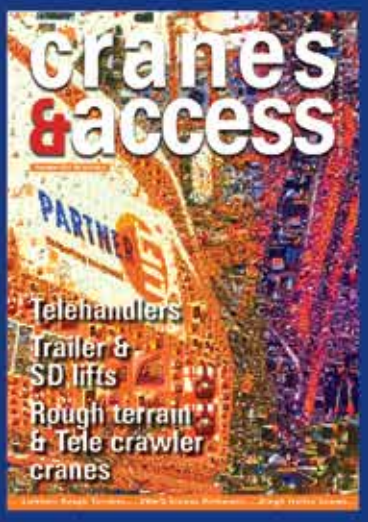
Subscribe to cranes &access





VertiKal.net

Subscribe online at www.vertikal.net

The **only way** to guarantee that you receive **every** issue

Subscription Application Form

Please complete this form and either fax back on +44 (0) 1295 768223 or +49 (0) 7618 866814 or post to The Vertikal Press, PO Box 6998, Brackley. NN13 5WY, UK. Tel: +44 (0)8448 155900

Name

Company

Job Title

Telephone

Address

Zip/Postcode

Country

Telefax

Email

Please start my one year subscription to Cranes & Access at the rate of:

- £40.00/€60 (UK and Irish addresses only) ☐
- €75.00 (Rest of Europe) ☐
- $110.00 / £60.00 (Other regions) ☐
- I enclose a cheque made payable to The Vertikal Press ☐
- Please invoice me ☐
- I enclose an international money order ☐
- Please charge to my credit card ☐

Name

Card number

Expiry date

Security code

Readers Letters

Dear Leigh,

As a trainer, I have major reservations on the quality of many 'thorough examination certificates' being produced for telescopic handlers by 'the competent person'. The LOLER 1998 regulations state that the competent person:

• Should have enough appropriate practical and theoretical knowledge and experience of the lifting equipment so that they can detect defects or weaknesses, and assess how important they are in relation to the safety and continued use of the equipment.

• Should be sufficiently independent and impartial to make objective decisions, especially if they are also servicing and maintaining the truck.

• May be employed by a separate company, or selected by an employer from suitably trained and competent members of their own staff.

Despite the requirement for the thorough test and examination by a competent person to follow the 11 points required under Schedule 1 of LOLER, many reports are often sparse in the relevant detail that an employer/operator would need to ensure they are working within the bounds of safety, with a particular forklift and attachment.

For example, a recent thorough examination certificate I requested for a telescopic handler, (JCB 535-95), which was constantly moving between bucket, crane hook and forklift attachments in very arduous working conditions, the vital detail entered by the examiner/competent person against the Safe Working Load, SWL, merely stated,

"Refer to Manufacturers Handbook."

I had expected at least to see the basic forklift parameters of SWL 3.5 tonnes at a 500mm load centre. In this case, why has the examiner/competent person chosen to be so vague and not given sufficient advice for the end-user of the equipment and its LOLER associated attachments? The fitting of different attachments alters the characteristics of the equipment and the examiner/competent person must notify the user of any revised lifting capacities. If optional attachments are with the forklift and covered by PUWER rather than the forklift's LOLER requirements surely the examiner/competent person has a statutory duty to make mention of the definite possibility that the machine would need to be de-rated when using a different attachment? In this case, the optional bucket attachment weighed 600kg with a two cubic metre struck capacity and the added hazard of an unlockable extendable boom.

I feel that this all too common entry 'refer to manufacturers handbook' when the Safe Working Load SWL is required, highlights an indifferent attitude to the massive foreseeability of risk with telescopic handlers and a clear indication that many LOLER examiners are insufficiently experienced and reluctant to make definitive 'de-rating' statements. With a paucity of the necessary information becoming the norm on test certificates I would question the independence and impartiality of many examiners/competent persons who are employees of a hirer.

Just look at the sort of problems a schedule 1 entry, 'refer to manufacturers handbook' on a test certificate could get you into with a well-known UK manufacturer's excavator manuals where, contrary to best practice, they condone using lifting chains around the bucket for object handling. In a court of law you would have a conflict between what the examiner/competent person stated on his thorough test and examination, what LOLER/Schedule 1 states, what the excavator manufacturer has stated in its handbook, what is marked on the machine, what is best practice and what the operator had been told to adhere to on the risk assessment and method statement. All the ingredients for lengthy litigation should an accident occur.

It is my experience as a trainer of telescopic handler operators that many thorough examination certificates issued against the respective equipment are not meeting the requirements of Schedule 1 of the LOLER regulations. Another worry is whether hirers/employers are rigorous enough in their need to ensure that a telescopic handler safe load indicator/rated capacity indicator is correctly calibrated at all times, but perhaps that's a debate for another time.....

Regards,

Mick Norton BEM

Dear Leigh

I was most interested to learn from "The Tale of Two Cranes" in your November issue that the new Grove 70 Tonne teleboom crawler crane is being built for Grove by Sennebogen. I had an association with both companies following the collapse of Acrow in 1984 (and the demise of Coles and Priestman), which ended up by my reviving Grove sales and pioneering Sennebogen in Poland, and ended by my selling a 100 tonne Sennenbogen lattice boom crawler to the Island of St. Helena in 1998.

This project started by my being recommended as a crane consultant by the island's Port Authority, and the crane had to be broken down for shipment into individual weights not exceeding 20 tonnes, because the only (still today) cargo vessel calling at the island is the RMS St. Helena, which cannot handle any larger weights with its ships deck cranes.

It has to stand offshore to unload both passengers and crew, and they are both towed in to the quay (or ferried) by lighters. My first choice was the Grove HL150C, which is the only pure Grove crawler (to my knowledge) ever built, but it was one of the first cranes designed to fit its own tracks, so ahead of its time. However it was about to be discontinued, so I opted for Sennebogen, which did a fantastic job in meeting all the tender requirements, and I had to deal patiently with incompetents from the Crown Agents, with no technical knowledge at all about cranes, to explain that ours was the only crane to meet the required spec. The whole project was recorded in detail in my own Memoir "40 Years a Salesman".

St. Helena now has a very expensive airport, built at great cost, and it cannot be used because of the high winds being dangerous to landing aircraft. The fact that this was not thoroughly investigated prior to the airport being built reminded me of that time and negotiating with Crown Agents!

Yours sincerely,

Dick Lloyd

Dear Sirs,

During a recent ALLMI Technical Standards Committee an issue was raised concerning the lifting from the ground of a stabiliser leg during a lifting operation involving a lorry loader, and this letter explains the committee's view of the matter.

If the loader crane in question is CE marked, a Declaration of Conformity will exist and it will have been installed in accordance with the product standard EN12999 which requires the lorry loader to have successfully passed a stability test before being put into service.

BS EN12999: 2011+A1:2012 defines the following in the extracts below:

- 3.1.1, Loader crane: powered crane comprising a column, which slews about a base, and a boom system which is attached on to the top of the column, usually fitted on a commercial vehicle with a significant residual load carrying capability, and being designed for loading and unloading the vehicle.
- 3.1.39, Stabiliser: aid to the supporting structure connected to the base of the crane or to the vehicle to provide stability, without lifting the vehicle from the ground.
- 3.1.40, Stabiliser Extension: part of the stabiliser capable of extending the stabiliser leg laterally from the transport position to the operating position.
- 3.1.41, Stabiliser Leg: part of a stabiliser capable of contacting the ground to provide the required stability.
- 6.2.5.1, Stability Test: the purpose of the test is to verify the stability of the loader crane mounted on the unloaded vehicle. The test loading shall be effected with the unloaded vehicle without the driver.
- 6.2.5.4, Stability Test Approval Criteria, the test shall be considered to be successful if the test load is held static. During the test loading, one or more stabiliser legs or wheels may lift from the ground. However, at least one wheel braked by the parking brake shall remain in contact with the ground.

The loader crane is mounted on a commercial vehicle chassis which comprises a flexible chassis frame, suspension system and pneumatic tyres. This makes for an intentionally flexible structure in contrast to a mobile crane, which is designed to be a rigid structure. Unlike a mobile crane, which employs outriggers that are used to lift the crane from the ground, the lorry loader stabilisers are designed only to aid stability.

Due to the flexible nature of the structure it is not uncommon during a lifting operation for one or more unloaded stabilisers on the side opposite to the lift to raise clear of the ground, this should not be taken as evidence of instability.

Should you require any additional information or clarification, please do not hesitate to contact me.

Yours faithfully

Keith Silvester

Technical Manager

ALLMI

Dear Leigh,

In December City Lifting took over tower crane and hoist specialist Vertical Transportation from owners and founders Tom Newell and Ray Balach who have retired. Tom Newell started his career with Climbing Cranes Ltd in 1959, with Ray Balach joining the same company two years later. Newell almost certainly erected the very first Alimak hoist in the UK and was in charge of dismantling the Linden D25 tower crane that was used to build GPO/Post Office tower (now the BT Tower) in 1964 having erected the crane in 1961. Also he is almost certainly the only person to have personally erected tower cranes in the 1950s, 60s, 70s, 80s, 90s, 00s and 10s. The last crane he dismantled was at end of December 2016.

Vertical built up a good reputation and safety record with its Magni S46s and the unusual Kroll K103 'pipe cranes' have been part of the London Skyline for many years.

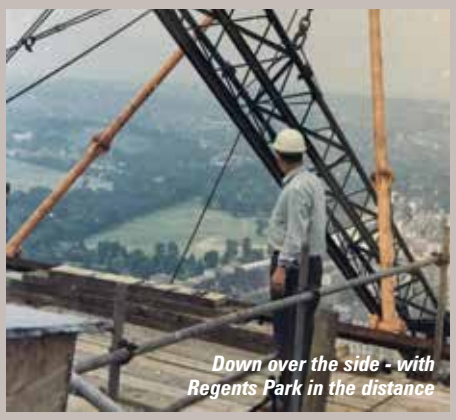
We wish him and Ray a happy retirement.

Trevor Jepson,

City Lifting

One of Vertical's Kroll K103 'pip cranes' working for Skanska on New Bond Street

Tom Newell began his tower crane career in 1959



Down over the side - with Regents Park in the distance

Dismantling the Linden D25 from the top of the Post Office Tower 1964