



cranes & access

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December/January 2019 Vol.20 issue 9

**Rough Terrain
cranes**

**Look back
at 2018**

**Rough Terrain
scissor lifts**

**Annual rental
rate survey**

.... New 13ft Genie micro scissor...Zoomlion acquires Wilbert...Compact Dieci unveiled....



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On the cover:

Construction firm Mortenson used Modulift spreader beams combined with other rigging equipment in 19 different configurations to complete more than 200 lifts during the modular construction of the citizenM Hotel in South Lake Union, Seattle, Washington.



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New 13ft Genie micro scissor, Zoomlion acquires Wilbert, Loxam cleared for UK Platforms takeover, XCMG unveils 186ft boom, New compact Dieci, 10,000th Hy-Brid scissor lift, CMC launches hybrid S32, New fibre rope from Liebherr, Potain launches largest flat top, Crosby acquires Straightpoint, Ramirent to quit Denmark, New 25m Multitel, Ainscough rebalances and financials round-up.



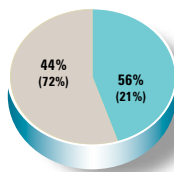
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The health of the Rough Terrain crane sector is largely dependent on the price of a barrel of oil, with North America typically representing two thirds of all RT sales outside of Japan. We take a look at the latest developments including the new 149 tonne Grove GRT 9165 and the 90 tonne Link-Belt 100RT.



Rental rate guide 25

In this our 18th annual rental rate and confidence survey, 2018 has been a bag of mixed fortunes with rental rates going up and down depending on product type, size and time of year. Find out the full facts in our comprehensive survey.



In the next C&A

The next issue of Cranes&Access scheduled for mid February will feature Truck and Aluminium boomed cranes, Telehandlers, First Bauma preview, Van mounted platforms and Battery developments. If you have any contributions or suggestions or are interested in advertising in this issue, please contact our editorial or sales teams.



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The Rough Terrain scissor lift market is fairly conservative with most companies interested in familiarity rather than innovation. Although the major North American manufacturers dominate, they may not have it all their own way as Chinese manufacturers try to gain a foothold.



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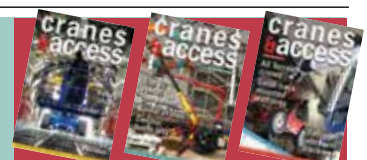
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Operator error?

Several years ago we changed the way we used the word 'accident' after readers pointed out that most 'accidents' were predictable and could have been avoided. In all too many, incorrect use or set-up is the cause, and thus operator error. Taking the argument on board we dropped the word accident in favour of 'incident'.

Last month one of our readers responded to our comment pointing out that the term 'operator error' masks a number of other issues that cause the operator to make the error in the first place. So what exactly is operator error and how or why does it happen so often? Were they not fully trained, did they lack the required experience, or were they

not familiar with the machine? Was the job poorly planned or information on ground conditions or load weight etc...incorrect?

In the weeks leading up to Christmas we reported three cases in the UK of telescopic crawlers overturning rearwards onto their counterweight. In each case the tracks were fully retracted, the boom fully elevated and retracted and full counterweight in place so when the operator slewed over the side, the position of the crane meant it tipped over backwards, as the manual would surely have stated. All were clearly 'operator error'.

Assuming that all three operators were certified to operate this type of crane, they were either not familiar with the specific models, were pressured to get on with the job rather than familiarise themselves with the machine, were being lazy and taking short cuts, did not engage the brain or had blagged their way into the job without the requisite knowledge. Whatever the reason they should not have operated the crane if they were unaware that the action they took would cause an overturn.

An increase in such incidents in the UK may be exacerbated by the increased use of agency operators who arrive on site and are expected to get to work immediately, rather than being given adequate time to fully familiarise themselves with the machine's peculiarities and features. The operators may also have claimed to be more familiar with the machine than they actually were to get the job, and those of course, tend to be the least skilled.

We are all guilty of jumping into an unfamiliar hire car and fiddling with the various controls as we drive off, rather than consult the quick start guide provided. Doing the same with a crane or work platform is far more serious and when incidents such as these occur, the eyes of the safety authorities should certainly be on the operator, but also on the supervisor, site manager and contractor responsible for appointing the operator.

As we have said before, having a piece of paper which says you are trained does not mean that you are competent.

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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