

# Compact and exceptional variable

**Terex** Demag AC 100/4: most powerful four-axle, 100 tonne crane, with a vehicle width of only 2.55 m.

### What makes the Terex. Demag AC100/4 so valuable for you:

- It is the first and only crane in its class with a vehicle width of only 2.55 m, even with large size 16.00R25 tires.
- Newly designed 50 m main boom with only four internal sections, providing excellent lifting capacitiy
  and fastest telescoping times.
- It is the only 100 t crane with the dimensions of a 70 t four axle crane.
- Unique in its class four different outrigger bases as standard.



### On the cover:

The world's largest lattice boomed crawler crane that can move with a load - the 3,200 tonne capacity Terex Demag CC8800-1 Twin.











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MBO at Ainscough, APS - IPS to form joint venture, AFI takes North East, world's highest aerial lift, Demag launch two cranes, Tanfield on the up, four charged over platform accident,

Cranes&Access Russia, Vikings land in Dublin, Instant name change, new Manitou Privilege telehandlers, Palfinger Indian venture, new MEC

booms, Hiab merges, new Liebherr crawler.



### Crawler cranes 17

This month we look at the growth of the telescopic crawler crane market as well as the latest products available in the lattice boom sector, including the 3,200 tonne capacity twin



boomed CC8800-1 from Terex Demag the world's largest lattice boomed crawler.

## SAIE 23

Italy's premier annual construction show is once again upon us bigger than ever before. Here we take a look at the new products and innovations that might be at the show.



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Better global communications means that we are now seeing how commonplace accidents from poor outrigger set up really are. We look at how these accidents can be prevented.

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An ideal opportunity then for Mark Darwin to chat with Eric Etchart, promoted to president of the Manitowoc Crane Group in May this year.

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In the next issue we look at the large truck mounted platforms; a review of SAIE and the loader crane market; road going cranes and the annual rental rate guide.



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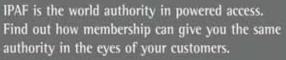
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# cranes &access

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### No Smoking

Until the total smoking ban in public places was introduced during the summer, many pubs and restaurants that tried to cater for both smokers and non smokers had a problem.

While the people could be separated, smoke did not recognise or keep to the same boundaries!

The latest ruse by the Greater London Authority is very similar. It wants construction equipment working on certain high profile sites in the capital (such as the Olympic sites) to be fitted with diesel particulate filters.

For cranes and telehandlers the particulate filter issue is particularly crazy in that they are exempt from requiring these filters on the roads and other 'low profile' sites within the London Emission Zone, but not on these particular sites.

This raises several serious issues, but unfortunately the whole reasoning for requiring the filters at certain sites in the first place is half-cocked (see smoking/non smoking above!). And if allowed to be implemented, it will be without regard to the massive impracticalities and associated costs.

One of the issues raised by the CPA is that retrofitting filters voids engine manufacturers warranties. Filter manufacturers must therefore obtain certification approving the installation/modification for each model type, and this involves extensive testing and costs, particularly bearing in mind the uncertainty of the market size and longevity.

But perhaps this mad cap idea will backfire on the GLA. The CPA is sensibly telling its members that they may be better off boycotting these 'high profile' sites. After all most, if not all, hire companies are probably as busy as they have ever been and will have more than enough work on 'normal' sites using unmodified equipment.

Ultimately, these special sites will have to pay a lot more for their equipment and depending how many decide to fit the filters, could see delays in equipment supply. For those that do modify equipment there is obviously an opportunity to charge inflated rates for equipment that maybe highly utilised due to its rarity value.

But surely the main issue here is why we allow such crazy ideas in the first place. We have more chance of diesel particulates keeping within the 'special' site boundaries than a politician admitting they made a mistake! Like most issues, let's hope common sense prevails. If not, it won't be the rental companies that loose out.

### Mark Darwin

Please mail, email or fax any comments you may have, to the editor, stating if we may publish them or not.

