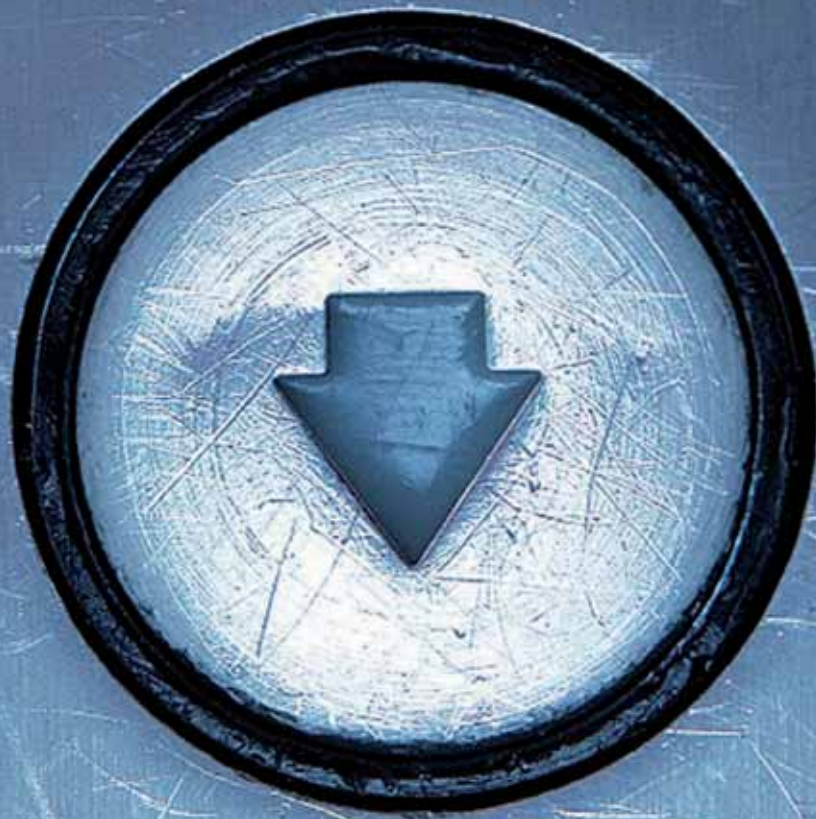


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On the cover:

Two 600 tonne Terex CC 2800-1 crawler cranes working in tandem with 500 tonne telescopic cranes erecting the massive, 153 metre long front section of the new aircraft maintenance hangar at Berlin-Brandenburg International airport.



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Positive trials for new AFI-Uplift safety system, AA Access acquires Zenith lifts, Genie launches new 40ft compact scissor, Locatelli under new ownership, Hiab launches small telescopic loader crane, Matilsa appoints Hi-Lift Access in UK, Socage announces nine new products and celebrates 30th anniversary, SkyHigh closes its doors, Manitou expands MHT range, OSHA rescinds lanyard interpretation, Pagliero celebrates 100 years, JLG issues guidance on 2012 pricing, Terex introduces 45 ton Crossover, Link Belt updates RTC 80100 and HTC3140, New Holland withdraws telehandlers, Liebherr Nenzing 35th anniversary celebrations, XCMG and Sany drop share sales.



Crawler cranes 17

The crawler crane market is currently a story of many parts, all of which are performing quite differently through the current market slow down.

We take a look at both telescopic and lattice crawler cranes, interview Rod Abbott of NRC



Plant who is celebrating 50 years in the crawler crane market and review some interesting applications.

APEX review 35

The seventh Apex exhibition - held over three days in Maastricht, Holland last month - reflected the current state of the access industry. Overall the size of the show was smaller, with around 100 exhibitors but there was a good turnout of visitors, many of whom were



looking to invest in new equipment.

We review some of the more interesting products and news from the show.

In the next C&A

In the next issue of Cranes & Access out late November we have features on loader cranes, mastclimbers and hoists and a review of the first Lift and Access Showcase & Symposium - an American Vertical Days.

Outrigger mats 43

With numerous associations including IPAF, ALLMI and the CPA launching campaigns to raise awareness of ground conditions, our annual feature continues to bang the drum about using outrigger mats/tracking to spread point loads to prevent tipping and sinking.



Be warned - not using outrigger mats can seriously damage you and your equipment's health!

Europlatform
2011 66

The fifth Europlatform conference held in Maastricht on the eve of Apex obviously hoped to encourage show-goers to arrive early and attend. Unfortunately few did - a surprise given the strong line-up of speakers and topics. Mark Darwin reviews the proceedings.

CPA Crane
Interest Group 67

This year's CPA Crane Interest Group meeting in the UK was well attended - perhaps anticipating a lively discussion around the agenda topics. In reality it was 'business as usual' with most speakers re-capping on current issues although there was one area - HSE cost recovery - that did raise a few hackles...

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The Vertikal Press

PO box 6998 Brackley NN13 5WY. UK
Tel: +44(0)8448 155900 Fax: +44(0)1295 768223
email: info@vertikal.net
web: www.vertikal.net

In Germany:

Vertikal Verlag

Sundgaualle 15, D-79114,
Freiburg, Germany

Tel: 0761 8978660 Fax: 0761 8866814
email: info.vertikal@t-online.de
web: www.vertikal.net

Germany, Scandinavia,
Austria and Switzerland

Karlheinz Kopp, Vertikal Verlag,
Sundgaualle 15, D-79114, Freiburg, Germany
Tel: +49 (0)761 89786615
Fax: +49 (0)761 8866814
email: khk@vertikal.net

Italy

Fabio Potestà, Mediapoint,
Corte Lambruschini,
Corso Buenos Aires 8, V Piano-Interno 7,
I-16129 Genova, Italy
Tel: 010 570 4948 Fax: 010 553 0088
email: mediapointsr.it

The Netherlands

Hans en Anneke Aarse
Oranjestraat 167
3295 AS - 's-Gravendeel
Tel: +31-78 673 4007
Mobile: +31(0) 630421042
email: aarse@kpnplanet.nl

UK and all other areas

Pam Penny
PO box 6998 Brackley NN13 5WY. UK
Tel: +44(0)8448 155900
email: pp@vertikal.net

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Editors:

Leigh Sparrow
Mark Darwin

Associate Editors:

Rüdiger Kopf (Freiburg)
Alexander Ochs (Freiburg)

Sales & customer support:

Pam Penny
Karlheinz Kopp
Clare Engelke

Production:

Nicole Engesser

Subscriptions:

Lee Miller

Publisher:

Leigh Sparrow

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Letters, emails, faxes and
phone calls are welcome and
should be sent to:

The Editor,
cranes & access,
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NN13 5WY, UK
Tel: +44(0)8448 155900
Fax: +44(0)1295 768223
email: editor@vertikal.net

c&a
comment



Make them stop....

While the cost and inconvenience of having your car inspected and tested each year can be an irritant, at least you know that it has been certified as being in roadworthy condition. And you can take some comfort knowing that

every other vehicle on the road has to satisfy the same stringent safety tests. So when you next have to brake rapidly to avoid an accident you can safely assume that the large HGV behind you will be able to do the same.

Well you would be right most of the time. HGVs have to undergo even more stringent and regular tests than cars, however in the UK and several other western countries, mobile cranes do not. And with an increasing number of them weighing in at between 80 and 100 tonnes, that is an awful lot of deadweight to stop.

In recent months there have been a number of serious instances around the world of cranes 'running away' or not stopping as they should, several resulting in fatalities.

The CPA - the association that represents UK crane rental companies - is usually a stickler for safety and more than keen to promote good practice. So it is odd to find them lobbying against annual crane roadworthiness tests - an MOT as its known - even though almost every UK crane operator we have spoken to is in favour. True, testing larger capacity cranes could be a problem - there are only a few test centres capable of physically accommodating them - and 'apparently' smaller test centres run the risk of their inspection pits collapsing under their weight?

Perhaps it is more surprising that VOSA - the Vehicle and Operator Services Agency - has not pushed (or been pushed by other government departments) to implement this basic safety check for 'all' road going vehicles - cranes included. After all we seem to be under 'Big Brother's watchful eye every time we venture out on the road these days.

To many - this is a no-brainer. The age and poor condition of some cranes means that they should not be allowed on the public highway. This may also be one of the more simple ways to remove substandard equipment from the market and improve safety in one fell swoop.

We are not usually in favour of increased regulation and paperwork - but in this case we most certainly are.

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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