



**Niftylift's** innovative **ToughCage** gives increased strength and durability while improving operator safety and reducing running costs.

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- Reduced likelihood of cage damage
- Larger cross-section steel cage
- Better operator protection
- Base & rails replaceable separately

A tough impact resistant composite base and larger cross-section steel cage give **ToughCage** extra strength and durability, both protecting the operator and reducing the risk of damage to the cage.

As well as resisting damage, **ToughCage** absorbs much of the force of an impact preventing damage to the boom.

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To watch a video on the Nifty **ToughCage** and its benefits please visit our website.

To arrange a demo, please call us now on:

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## On the cover:

A 70 metre working height, 400kg capacity Barin AP 70/33 J2 truck mounted lift sold to Ace Tower Hire & Services was recently used to work on the Southern Star Wheel in Melbourne. The Wheel offers views of up to 40 kilometres - as far as Mount Macedon, Arthur's Seat and the Dandenong Ranges.



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**SUBSCRIPTIONS:** Cranes & Access is published eight times a year and is available on payment of an annual subscription of £40.00. If you wish to subscribe, please send a crossed cheque made payable to The Vertikal Press Ltd to: Subscriptions, The Vertikal Press, PO Box 6998, Brackley, Northants NN13 5WY. Address changes should also be sent to this address. Please include the address label from a recent issue with all correspondence and allow 3 months for changes to be effective.

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**Kran & Bühne:** The Vertikal Press also publishes a German magazine which deals with the same issues as Cranes & Access, but is written for German users and buyers. Details available on request.

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## In the next C&A

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**There is only one real sin, and that is to persuade oneself that the second-best is anything but second-best.**

Doris Lessing

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### Vertikal Verlag

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## Something old, something new?

Having just been to a wedding I was reminded of the phrase 'Something old something new, something borrowed, something blue'. In equipment terms it would appear that everywhere you turn manufacturers are offering 'something old refurbished into something new'. But is this the way we should be going?

True, recycling reduces waste and saves resources but what about the associated problems with older equipment - surely we should looking to cut the average age of fleets rather than tarding up the very old to look like new?

At Conexpo crane manufacturer Lampson promoted its 230 tonne 4100 Millennium which is basically a refurbished and completely updated Manitowoc 4100 crawler crane. Forgive me if I am wrong but don't these date back 40 years? The 4100 was a fantastic, almost legendary crane, but surely it has earned its retirement?

Old lifting equipment - and I am thinking 15 to 20 years or more - has more issues than just ageing controls and drive trains. Time, usage and the environment inevitably take their toll. Look at the uproar in New York and London after a 25 year old tower cranes collapsed with fatal consequences and moves in the UK and USA to limit the age of cranes allowed on site to arbitrary levels. But should a main contractor accept a 25 or 30 year old machine?

Speaking to several crane and access manufacturers which offer good refurbished equipment they estimate savings of around 30 percent on the price of a new machine, but is it really worth it? Some countries such as Australia and Finland have for a long time had rules that require equipment approaching 10 years to undergo intensive inspections or rebuilds, including a full check of the structure for defects and fatigue. This often leads to equipment - rightly or wrongly - being exported before the deadline is reached.

While I applaud the skill and engineering know-how needed to revive old machines and turn them into an 'as new' item (as well as the 'green' benefits) are you telling me that a 30 year old complex steel structure such as a long lattice boom, has the same structural integrity as one manufactured using the latest steels and techniques and modern corrosion protection? I think not - surely the work required to properly check every strut and weld on a crane boom and seek out internal corrosion etc makes it at best marginally economic?

Would you be happy if a 40 year old crane was delivered to your site? If so would you equally happy to board a commercial aircraft built in the 1970's, even if it had been refurbished a few years ago?

With the advances in design standards, materials and modern manufacturing I think we need to consider - for better or worse - pulling the plug on older equipment whether in sickness or health - 'til death do us part.

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*

## Vertikal Press

MEMBERS OF:



ISSN: 1467-0852

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