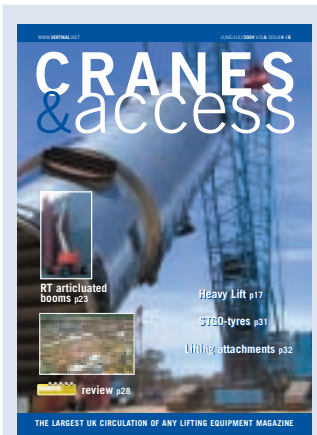


C&a CONTENTS



ON THE COVER:

This 750 tonne Manitowoc crawler belonging to Lampson Australia is one of several Model 18000 units that are helping to meet the heavy lift demands of the east at present. Two other Model 18000s belonging to AJ Cranes of Azerbaijan are also providing vital support to the oil and gas industry in the region and feature in our *Heavy Lift* report starting on page 17.

For the full story see:

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7 NEWS

Kobelco revenues up; JLG on target for billion dollar breakthrough; UK Forks' contract hire move; Ainscough criticises UK crane hirers; Tadano turns profit corner; Workers sue over Clapham crane collapse.

17 HEAVY LIFTING

C&A journeys to the four corners of the globe where the some of the lifting industry's heavy weight lifters have been taking the strain for some magnificent lifts and moves.



23 ARTICULATED ROUGH TERRAIN BOOMS

The past 12 months has hosted an influx of new RT articulated boom launches with many more scheduled for the coming months. C&A reviews this growing sector of the access market.

28 SED REVIEW

A lack of cranes and some absent access companies didn't seem to affect the upbeat mood at this year's SED exhibition. Here we review some of the highlights from another record visitor year.



31 TYRES/STGO

By December 1, 2004 an STGO plate must be fitted to your crane. And if it is classified in one the four main STGO categories, its transport speed could be severely restricted. Turn to page 31 to see why.



32 LIFTING ACCESSORIES

A round up of some of the latest lifting attachment technology aimed at making the life of a lifter more productive.



34 TOWER CRANE TRAINING

The launch of the Construction Industry Training Board's new tower crane operator training course has ruffled a few feathers of some industry players. Here we hope to put those disgruntled members at ease with an in depth look at the course.

35 ENGINE UPDATE

On the advent of the new engine regulations in January 2006, crane producers will have to take on board lower emissions levels. But will the enforcement of the new noise directive at the same time be too much to bare. C&A reports

36 PLANT RESTORATION

US firm Dakota shine claims that its new treatment for fading paintwork could add thousands of pounds to the value of an ageing machine. C&A put it to the test.

REGULARS

39 ALLMI TRAINING

C&A has teamed up with ALLMI Training, the training accreditation service of the Association of Lorry Loader Manufacturers and Importers (ALLMI) of Great Britain, to bring its readers all the very latest training news and views from the loader crane sector in a brand new regular feature.



40 IPAF FOCUS

41 INNOVATIONS

43 WHAT'S ON/ CLASSIFIED ADVERTISING

45 WEB DIRECTORY

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Somebody once said: 'rules are there to be broken'. But C&a strongly recommends that this statement isn't adhered to in the case of the Special Types General Order (STGO) 2003, to be fully implemented by December 1 this year, and by which time STGO plates must be fitted to cranes.

The fact is that squeezing more weight or a bit more speed out of your crane will not only be legally risky – authorities will easily be

able to check the new STGO plates and immediately confirm the crane's maximum allowed weight and speed, but we also now know of the potential dangers. Only the lesser-used 20.5 tyres will allow cranes in all categories to travel at the maximum speeds permitted under the new rule.

In the past the rules were complex and not easy to check, with most police forces only concerned about keeping traffic moving. The tyre limitations have not changed, but now as a by-product of the new rules, they are being spelled out and placed right under the driver's nose.

Now, if a crane goes too fast for its weight and a tyre blows at a roundabout, causing a serious accident, pleading ignorant will most certainly not be an option.

Our 'STGO- tyre check' update starting on page 33 should lend a few guiding words.

If the above isn't enough for manufacturers to worry about – manufacturers will be responsible for supplying the basic information to crane owners for the STGO plates for all cranes, old and new, then there's always the new Stage IIIA engine requirements to consider, scheduled to come into operation by January, 2006.

Sounds fairly straightforward. But combine the requirements with the fact that the new engine noise regulations are set to come into practise at exactly the same time, and problems start to arise. If you are a crane producer, be sure to make the most of your holidays. The full report begins on page 35.

Although this is quite a crane orientated issue, we haven't forgotten our access readers. Our guide to articulating rough terrain booms, complete with comprehensive comparison charts for all the offerings on the UK and Irish markets, begins on page 23, while a review of the new products launched at SED this year can be found on pages 28 and 29.

Finally, C&a would like to welcome on board ALLMI Training, the training accreditation service of the Association of Lorry Loader Manufacturers and Importers (ALLMI). ALLMI and C&a have joined forces to create a brand-new regular feature that will bring readers the news and goings on from the UK lorry loader scene each issue. We hope you enjoy the first!


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