

# cranes & access

February/March 2024 Vol.26 issue 1

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**BOOM LIFTS**

**ROUGH TERRAIN  
CRANES**

**ALTERNATIVE  
LIFTING**

**BATTERIES**

**ARA REVIEW**



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Haulotte's new 46ft 'E' boom, Tadano to rationalise German facilities, Teupen launches 27m spider lift, Manitou's new scissor lifts, Genie updates TraX boom lift, New Terex 150t/m flat top, Boels acquires Riwal, Another new Potain luffer, Jekko's smallest JF, New ToughLift material lift range, New Skyjack micro scissors, 65ft telescopic boom from JCB, New Mecaplus self-levelling scissor, New Faymonville wind tower transporter, Dica levelling mat, UK crane movement embargoes and financials round-up...

## BOOM LIFTS 17

Perhaps the biggest change to the self-propelled boom lift market in recent years is the rapid increase in the number of manufacturers with a growing volume of lifts built in China. We review the latest developments as well as looking into boom lift safety and accident statistics - particularly overturns and being thrown from the platform.

## ROUGH TERRAIN CRANES 29

Historically, the fortunes of the Rough Terrain crane market are said to follow the average price of a barrel of oil which may account for many of the new RT cranes being launched onto the market over the past year or so. We take a look at the latest products.

## HEAVY AND ALTERNATIVE LIFTING 37

UK based Durham Lifting offers a wide range of lifting and testing services. Editor Mark Darwin interviews managing director Amanda Gardiner about its history, recent developments and plans for the future. We also highlight a range of big lift projects from around the world.

## BATTERIES AND ENERGY STORAGE SYSTEMS 47

A battery is a container that stores energy until it is needed. We take a look at the latest developments from the traditional batteries to the growing market for large solar/hydrogen powered hybrid and full electric power packs capable of powering large construction sites.

## ARA SHOW REVIEW 53

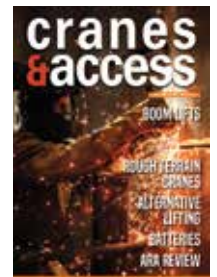
Publisher Leigh Sparrow attended last month's American Rental Association ARA Show in New Orleans. Here is his show review which includes a number of new products.

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## ON THE COVER

Work is progressing in the second reactor building at the UK's Hinkley Point C nuclear power station following the positioning of the 245 tonne, 47 metre diameter dome by Saren's 5,000 tonne capacity SGC-250 closing the roof of the first reactor.



**IN THE NEXT ISSUE** Scheduled for publication in May, the next issue of Cranes & Access will include features on Crawler cranes, Van and small truck mounted platforms, our annual equipment Source Guide, Transport trailers and a review of the Internat exhibition in Paris. If you have any contributions or suggestions to make or are interested in advertising in this issue, please contact our editorial or sales teams.



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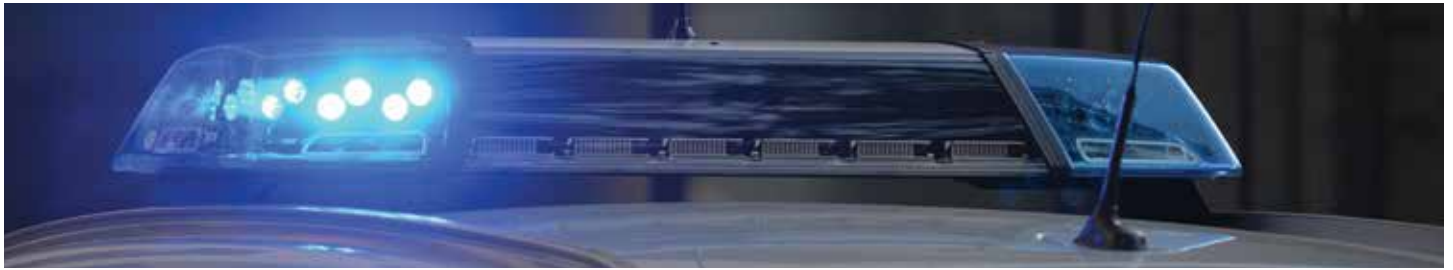
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# COMMENT

## POLICE STATE

Police forces across the developed world are going through a 'sticky patch' at the moment, as they struggle to balance the 'management of demonstrations' with free speech, while trying to deal with serious crime and growing levels of fraud, leaving crimes such as burglaries and robberies unsolved and often not even investigated. On top of this some face serious allegations of criminal misconduct and corruption. The Police do, however, seem to have the resources to catch motorists exceeding the speed limit or infringing other driving rules. Perhaps the revenue generated is behind this priority? Whatever your opinion of the Police where you do business, we believe that they should know the law and how to apply it. However, feedback from readers in several countries over the past few months, suggests that this is not always the case. Companies in markets across Europe are saying how hard it to move cranes freely on the roads as they go about their business. Companies in the UK are the latest to shout 'enough!' with many facing extreme difficulties with embargoes preventing travelling to and from site during the critical hours at the start and end of the working day, exasperated by arbitrary enforcement, compounded by a lack of knowledge and disinterest in learning more about the equipment involved. They often fail to differentiate between a 90 tonne All Terrain crane and a 4.5 metre wide, 250 tonne abnormal load. The UK National

Highways state that 'abnormal load' refers to any vehicle weighing more than 44 tonnes, or with an axle load of more than 10 tonnes (11.5 tonnes for a single driving axle) or overall width of over 2.9 metres.

In the English Midlands the situation has reached the point where crane companies have sent letters to Government ministers, Members of Parliament and Police commissioners. Such efforts can take months if not years to make any impact - if at all. Perhaps the issue needs a television drama?

Some areas have adopted a dispensation for mobile cranes in so far as the embargo and notifications apply only to cranes with five or more axles - so around 100 tonnes and above. Most modern cranes can also be configured with axle loads below 10 tonnes, although the UK permits up to 16.5 tonnes per axle.

What is needed is agreement of simple guidelines, such as removing cranes with an overall width of 2.5 metres or less from the abnormal load classification and for all police forces to enforce it consistently.

Crane rental companies already have to deal with enough paperwork and restrictions (movement, emissions, noise, road closures etc) just to carry out routine lift. And that is before they reach site!

Assuming such letters and petitions fall on deaf ears, perhaps it is time for crane rental companies to take a leaf out of the farmers protest play book?

#### 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](mailto:editor@vertikal.net)*