

7th May 2004

TO ALL CRANE INTEREST GROUP MEMBERS

THE ROAD VEHICLES (AUTHORISATION OF SPECIAL TYPES) GENERAL ORDER 2003

STGO Revision 25th August 2003

Crane Interest Group Members have already been made aware of the above revision by letter and at the Crane Interest Group Open Meeting held last September. Various meetings have since been held with FEM Mobile Cranes, the organisation representing the mobile crane manufacturers. On the 7th April 2004 a meeting was held with the UK representatives of the manufacturers to clarify the way forward in obtaining the revised STGO plates, which have now been approved, by FEM Mobile Cranes and the CPA.

Attached to this covering letter is the form to be sent to the UK manufacturers when applying for the revised STGO plate. Members are aware that that all category A, B and C mobile cranes must be fitted with a plate on or by the 1st December 2004. Failure to fit a plate to the mobile crane will leave you liable to prosecution after that date.

Important Note.

If you already have a VIN plate on the crane, (usually 12 tonnes per axle) and your crane weighs, in travelling order, less than that plate, then you do not need to apply for a revised STGO plate. The revised plate, to be supplied by the manufacturer, is required where your mobile crane weighs in excess of the original plate in normal travelling order.

Members who require the revised STGO plate to comply with the new regulations must fill in the enclosed form and send it to their service contact of the relevant crane manufacturer.

In addition to the STGO plate on the outside of the crane (which is a legal requirement) it has been agreed to put a more crane specific self adhesive plate at the crane dashboard near to the steering wheel and in the field of vision of the crane driver. This plate must take into account the tyre speed restriction that takes priority over the new STGO crane speed limits detailed in the new regulations. The tyre speed restriction is based on the maximum axle loadings your crane is travelling at and the type of tyre. **Steve Cooke, on behalf of the Crane Interest Group, is still discussing the final details on tyre speeds with the major tyre manufacturers and the crane manufacturers and further information for this secondary plate in the cab will be provided as soon as possible. It is imperative, that once this situation has been finalised, the secondary self-adhesive plate is fitted in the cab to enable the crane driver to know what the tyre speed restrictions are for the tyres and axle weights for that particular mobile crane.**

Engineering Plant

In addition to the STGO crane categories A, B, and C it is technically possible for heavy mobile cranes to operate as Engineering Plant if their individual axle weights exceed 16.5 tonnes.

However, Members should be aware that mobile cranes operating in this category are restricted to 12 miles per hour on normal roads and 30 miles per hour on Motorways. This causes two potential problems. In the first instance, on normal roads, it will be extremely difficult for those mobile cranes to comply with the 12 miles per hour speed limit. Both operational requirements and pressure from following traffic will encourage crane drivers to exceed the 12 miles per hour speed limit. It is also reasonable to assume that the enforcement officers will be more vigilant on heavy cranes exceeding the 12 miles per hour, now that the categories have been re-defined.

Secondly, the tyre speed restriction applicable to these heavier axle weights may well stop those mobile cranes from travelling on Motorways, which is an unrealistic proposition.

In our opinion Members should take these points into consideration and endeavour wherever possible to operate within categories A,B and C .