



Technical Newsletter

Issue 02 June 2006

DOUBLE BRAKES

Since we started LTM we have had enquiries for hoists with double brakes, we fitted these gladly.

Over recent months however we've had doubts about why these are used, John Jones did an article about double brakes which was published in Sightline the magazine of the Association of British Theatre Technicians.

A copy of this article can be downloaded from the attached link, <http://www.liffturnmove.co.uk/publications.html>

We at LTM do not think that double brakes when fitted on there own add anything to safety. They need to be used in conjunction with other safety features whether that be steels, load arrestors or a full BGV C1system. Your comments would be appreciated on this subject so that we can help develop viewpoint which covers all opinions within the industry.

NEW MANUAL ON LODESTAR® HOISTS

CM have recently published a new manual on the Lodestar, this includes some modifications made to meet the needs of the latest European regulations.

A copy of this can be downloaded from the following link, <http://www.liffturnmove.co.uk/publications.html>

TRAINING

We are about to start the new LTM motor schools. We've presented a few of them for PRG, Prism Lighting, Vertigo Rigging and Summit Steel and now is the time to start them at our premises.

If you have staff you would like to send please contact us and we will let you have full details of the training we can offer.

NEW STAFF

Many of you will be pleased to hear that Dan Holme joined us back in February 2006 as external Sales Manager.



Dan is already knowledgeable in the field of rigging, having chalked up 3 years at Tomcat UK. He left there for a brief foray into the moving light business .. before realising that his heart was definitely in rigging ... and approached LTM.

He brings a wealth of knowledge in this specialist area to LTM, plus a fresh outlook and plenty of enthusiasm. John Jones explained, "Dan is one of the few people who we felt was capable of joining us and providing extra knowledge and experience, when he became available we jumped at the chance to appoint him".

Dan's main responsibilities will be on the road promoting the products and giving great LTM service to clients.

Dan can be reached on the following email address –

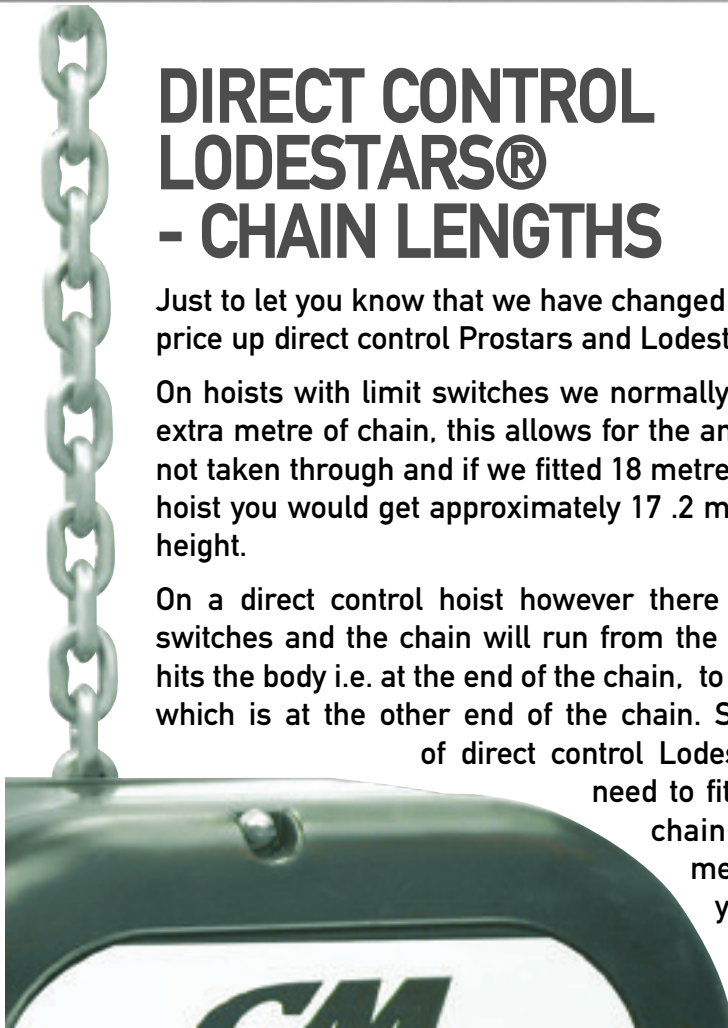
DanHolme@Liffturnmove.co.uk.
Or by mobile on +44 (0) 7737 939124

DIRECT CONTROL LODESTARS® - CHAIN LENGTHS

Just to let you know that we have changed the way we price up direct control Prostars and Lodestars.

On hoists with limit switches we normally have to fit an extra metre of chain, this allows for the amount of chain not taken through and if we fitted 18 metres of chain to a hoist you would get approximately 17.2 metres of lifting height.

On a direct control hoist however there are no limit switches and the chain will run from the hook where it hits the body i.e. at the end of the chain, to the chain stop which is at the other end of the chain. So in the case of direct control Lodestars we only need to fit 18 metres of chain for an 18 metre lift, saving you money.



SHACKLE INSPECTION

We have new documents from Crosby regarding how to inspect a shackle, if you wish to see these to check that you are inspecting these critically important units then please see the our web site.



EXHIBITIONS

LTM recently attended the Palme exhibition in Dubai with their Spanish partner VMB (see above picture).

We will also be at the ABTT Theatre Show in the Royal Agricultural Halls in London next week on stand 144 in Lawrence Hall. We hope to see you there, come and have a drink with us!

NEW SERVICE

Many of the lighting, sound and rigging companies in the UK have the odd Lodestar that just gives problems, your staff have been on training courses and it's just a bit too complex or maybe some parts have been taken off.

We think of ourselves as Lodestar experts and would be delighted to get these back to restore them to full operation - we love a challenge!

Please contact us at:

sales@liftturnmove.co.uk

if you have any of these, details of the faults etcetera would help and we promise to get them back into working order.