

cranes & access

June 2023 Vol.25 issue 3

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**VERTIKAL
DAYS REVIEW**

**LOW LEVEL
PLATFORMS**

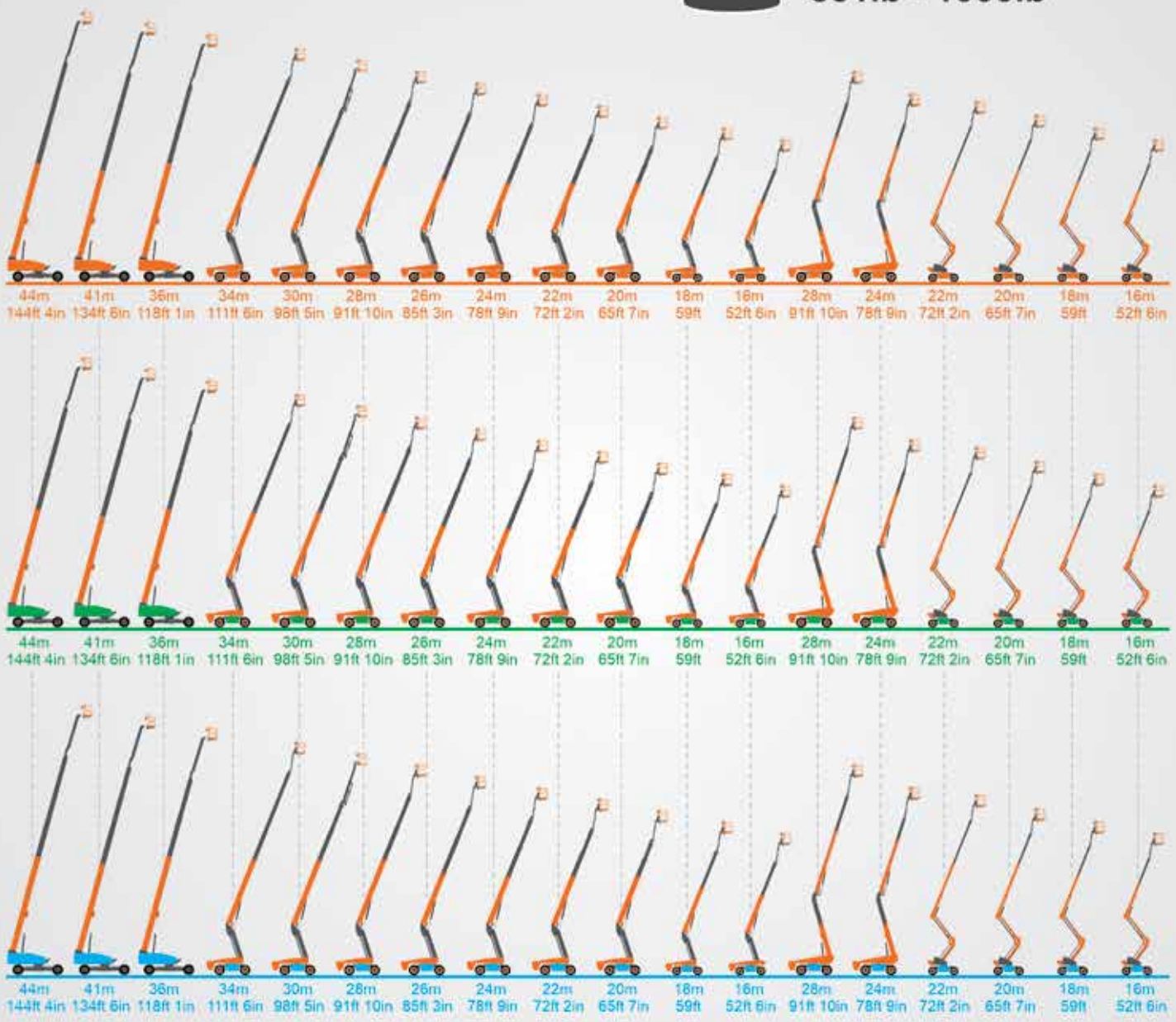
LEADING WOMEN

TELEHANDLERS





Heavy Loading
250kg - 454kg
551lb - 1000lb



Working Height

Modular Boom Series

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Standard Container Transport For The Full Range



6



17



27



39



47



59

CONTENTS

COMMENT 5 NEWS 6

New spider lift manufacturer, 5,000 tonne Mammoet SK350 mega lifts, JCB launches new booms and scissors, 100 metre Ruthmann truck mounted lift, New compact 'city centre' Multitel, Platform Basket introduces mast booms, First Zoomlion spider lift, 'All Electric' Versalift VTL 135, XCMG adds second Euro AT, First MEC mast boom, Haulotte lanyard detection device, New van mount from Comet, Vertikal Days on the move, New president for Skyjack, Sinoboom new product launches and financials round-up...

LOW LEVEL ACCESS 17

The market and usage of low level powered access equipment continues to grow and is generating more than its fair share of new products and innovation while attracting new players to the market. We take a look at how the sector has developed.

ALL TERRAIN CRANES 27

Tadano's acquisition and integration of Demag has reduced the number of mainstream manufacturers to three, yet at the same time Chinese crane manufacturers have started looking seriously at the market and are working hard to refine their European All Terrain products...

TELEHANDLERS 39

The past few years have seen all-electric telehandlers becoming a practical reality, while hydrogen power is also being tested. More recently Chinese manufacturers have begun to

introduce telehandlers both in North America and Europe, in spite of having little to no domestic demand. We take a look at the what's happening, while Nick Johnson checks out Faresin's 17 metre full electric, Bobcat's latest 12 model R-Series and JCB's hydrogen powered telehandler.

VERTIKAL DAYS REVIEW 47

The biggest Vertikal Days to date saw more than 270 manufacturers represented. Here we have an extended review to try and give you a flavour of the show.

LEADING WOMEN 59

We interview Tjitske van Hellemond - managing director of JLG's commercial operations for Europe, Africa, the Middle East and India - one of many women moving into senior positions in the access industry.

GIN POLES WIND TURBINE ERECTION 63

When Frontier Power Systems was asked to supply wind power generation systems for customers in some of North America's most challenging terrain, the Canadian company turned to old fashioned gin poles to get the job done. Saul Chernos reports.

IN THE NEXT ISSUE Scheduled for publication in July, the next issue of Cranes & Access will include Tower cranes, Scissor lifts, Equipment for arborists, the APEX review and the annual Equipment Source Guide. If you have any contributions or suggestions to make or are interested in advertising in this issue, please contact our editorial or sales teams.

REGULARS

ALLMI FOCUS	65
IPAF FOCUS	67
CPA FOCUS	69
IN THE NEXT ISSUE	70
TRAINING	71
BOOKS & MODELS	73
LETTERS AND OBITUARIES	74
WHAT'S ON	77
ONLINE DIRECTORY	80

ON THE COVER

Maria Hadlow's rescue dog Finn was one of the record number of visitors to the biggest Vertikal Days ever - see the full review on page 47





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COMMENT

CLUNK CLICK EVERY TRIP!

Legislation touches the daily lives of us all, with penalties for non-compliance which can range from a warning or small fine to incarceration. Car drivers, for example, must comply with hundreds of laws and regulations from speed limits and driving under the influence to having safe tyres, working lights and insurance... the list goes on and on.

Some of them - such as the compulsory wearing of seat belts and motorcycle helmets - have been proven to reduce injuries and save lives so that any inconvenience in wearing them is clearly beneficial.

In the 1960s and 70s several car manufacturers, mostly in North America, began installing mechanical systems which automatically moved the seat belt into place once you sat in the car. Whether it was customers' resistance to them or reliability issues, they were soon dropped. It seems that it was too much hassle trying to make a simple process simpler.

All cars now detect if the driver or any passenger is not belted in, with a warning light and very annoying beep which cannot be turned off. As a result of features such as this - along with education and self-preservation - the wearing of seat belts now has a very high uptake. Substantial fines by the police and awareness of what would happen in a major incident reinforce the action.

We are now seeing the introduction of lanyard detection devices in boom lifts. But are they really necessary? There is obviously a significant cost to install them across an entire fleet, but it is

an undisputed fact that wearing a harness with short lanyard when using a boom lift can prevent serious injury or death in the event of an incident.

The use of harnesses is only enforced on a minority of job sites... it is not compulsory in law, although there can be legal implications for an employer should a serious incident occur. So, should all platforms be equipped with a lanyard detector? Or is it just another level of complication and expense to try and get us to do the sensible thing which should surely be second nature for a trained operator?

It took years of advertising, legislation and fines to get us to where we are today with car seat belts. The number of boom lift users is insignificant compared to the number of drivers on the road, however training programmes and advertising from organisations such as IPAF promote the need to clip on every time we get into a boom lift. New regulatory standards also highlight it, all of which is focusing the minds of employers and operators.

But as is the way with all rules, some people need more of an incentive to comply than others.

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