

cranes & access

w w w . v e r t i k a l . n e t

October 2007 Vol. 9 issue 7

Articulated
boom lifts

Crawler
cranes

Outrigger
mats and
tracks

SAIE 07 INTERNATIONAL BUILDING EXHIBITION
BOLOGNA: 24 - 28 OCTOBER

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On the cover:

The world's largest lattice boomed crawler crane that can move with a load - the 3,200 tonne capacity Terex Demag CC8800-1 Twin.



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An ideal opportunity then for Mark Darwin to chat with Eric Etchart, promoted to president of the Manitowoc Crane Group in May this year.

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c&a comment



No Smoking

Until the total smoking ban in public places was introduced during the summer, many pubs and restaurants that tried to cater for both smokers and non smokers had a problem.

While the people could be separated, smoke did not recognise or keep to the same boundaries!

The latest ruse by the Greater London Authority is very similar. It wants construction equipment working on certain high profile sites in the capital (such as the Olympic sites) to be fitted with diesel particulate filters.

For cranes and telehandlers the particulate filter issue is particularly crazy in that they are exempt from requiring these filters on the roads and other 'low profile' sites within the London Emission Zone, but not on these particular sites.

This raises several serious issues, but unfortunately the whole reasoning for requiring the filters at certain sites in the first place is half-cocked (see smoking/non smoking above!). And if allowed to be implemented, it will be without regard to the massive impracticalities and associated costs.

One of the issues raised by the CPA is that retrofitting filters voids engine manufacturers warranties. Filter manufacturers must therefore obtain certification approving the installation/modification for each model type, and this involves extensive testing and costs, particularly bearing in mind the uncertainty of the market size and longevity.

But perhaps this mad cap idea will backfire on the GLA. The CPA is sensibly telling its members that they may be better off boycotting these 'high profile' sites. After all most, if not all, hire companies are probably as busy as they have ever been and will have more than enough work on 'normal' sites using unmodified equipment.

Ultimately, these special sites will have to pay a lot more for their equipment and depending how many decide to fit the filters, could see delays in equipment supply. For those that do modify equipment there is obviously an opportunity to charge inflated rates for equipment that maybe highly utilised due to its rarity value.

But surely the main issue here is why we allow such crazy ideas in the first place. We have more chance of diesel particulates keeping within the 'special' site boundaries than a politician admitting they made a mistake! Like most issues, let's hope common sense prevails. If not, it won't be the rental companies that loose out.

Mark Darwin

Please mail, email or fax any comments you may have, to the editor, stating if we may publish them or not.

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(L-R): Colin James of BOSIF, Brendan Ainscough, Martin Ainscough, Neil Partridge, James Ainscough and Tony Meeke of Price waterhouse Coopers

MBO at Ainscough

Ainscough Crane Hire, the UK's largest crane rental company, has announced the sale of the business to the existing management team led by Neil Partridge, for £255 million. The deal is funded by an integrated debt and equity package from Bank of Scotland Integrated Finance.

Based in Standish, near Wigan, Ainscough was founded in 1976 by Gerald Ainscough and has been run by his three of his sons, Martin, James and Brendan since 1984. The company currently operates from 24 locations and employs 1,000 people.

Martin Ainscough, chairman, said: "I'm delighted to be able to give chief executive Neil Partridge and the rest of the management team the opportunity to continue to develop and grow the business."

Partridge said: "The buy-out has come at an extremely exciting time for the company, market conditions are buoyant and with the bank behind us we will be able to continue to enhance our market leadership position. The entire management team is remaining in place and we are delighted to be going forward with the Bank of Scotland."

AFI takes North East

AFI-Uplift has acquired North East Access Ltd the powered access rental company based in Hebburn, Tyne and Wear. North East was founded in 1995 and has a fleet of 140 boom and scissor lifts. The company is owned by Malcolm Hession and is a member of the Access Link.

The purchase price has not been disclosed.

AFI says that it will merge its own North East depot with the North East Access depot to form a larger location with an expanded fleet. Hession is expected to join the AFI management team.

AFI corporate development director Nick Selley said: "This is our third significant expansion following our merger with Uplift Power Platforms and our acquisition of Alan Drew in 2006. It is a tangible demonstration of our confidence in the future of both AFI and the UK powered access rental sector."

AFI expects revenues to exceed £30 million this year, compared with £20 million in 2006, the company operates from 17 locations and following completion will have a fleet of over 4,200 aerial lifts, the second largest in the UK.



APS - IPS to form joint venture

Independent Parts and Service (IPS), the UpRight distributor in the UK and Access Platform Sales (APS) the Snorkel distributor, have reached an agreement to form a new company, UpRight Powered Access Sales Ltd, (UPAS) with each of the two companies holding 50 percent of its equity. The two businesses will continue to operate independently to distribute the other products and services in their range but all UpRight sales will pass through the new company.

The deal was finalised at this year's Vertical Days event, following weeks



(L-R) Tony Jennings of IPS, Richard Tindale of UpRight and Ian James of APS at Vertical Days after concluding the agreement.

of negotiations between the two parties and UpRight. The combined operations will boast the largest sales and service team in a UK access business with more than 60 field engineers and a dozen salesmen. However UPAS will have a minimal overhead in its own right in order to ensure a competitive offering for rental companies.

The world's biggest comes out in Basel.

The world's highest aerial lift, the 103 metre Wumag WT1000, the first unit of which has been purchased by German crane and access company, Eisele, was unveiled at the Europlatform event in Basel in mid September. The new truck mounted lift is mounted on a five axle Tadano-Faun crane carrier with multi axle drive and steer.

Wumag is claiming to have sold 11 WT1000 so far, including a €4 million, three unit order from Dutch based company Riwal, one of which is destined for a year long contract in Dubai.



The WT1000 almost topped Basel's highest building, the 105 metre Ramada hotel

Among the other orders we understand that one unit is destined for the UK, although both Wumag and its UK distributor SkyKing remain tight lipped on whom the customer might be.

The Europlatform event attracted almost 100 delegates to hear a number of high profile speakers discuss the aerial lift business along with safety topics. A full review of the event and presentations can be viewed on Vertical.net.



The Wumag WT1000 was unveiled in Basel at Europlatform, and the operator is wearing a harness!

Demag double

The 3,200 tonne capacity Terex Demag CC8800-1 Twin - the world's largest mobile crawler crane - was handed over to its new owner Al Jaber Heavy Lift & Transport at a ceremony earlier this month. A few days later, Demag used a customer open day at its Zweibrücken facility to unveil its new 300 tonne AC300/6 All Terrain crane.

Based on the CC8800-1, the Twin utilises a double boom and back mast configuration boosting capacity to 3,200 tonnes. Terex claims that as a pick and carry crawler crane the new unit offers considerable time and space benefits compared to ring lift cranes and jacking towers. (see full story on page 22)

Terex is pitching its new 300 tonne AC300/6 as a 'jack-of-all-trades' crane which can be used for a wide range of lifting duties. With partial counterweight it can go out efficiently as a 140 tonne to 220 tonne class crane while its strong load chart allows it to tackle some 400 tonne work at the top end.

(R-L) Steve Filipov and Alexander Knecht of Terex Demag hand over the CC8800-1 keys to new owner Alex Mullins of Al Jaber Heavy Lift and Transport.



The new 300 tonne capacity six axle AC300/6



UpRight/Snorkel held a series of meetings at its new Vigo plant in September to launch its new branding strategies. The full Snorkel boom range was on display in UpRight blue.

Tanfield up

Revenues and profits at Tanfield, owner of UpRight and Snorkel have soared. First half revenues leapt 120 percent to £36.8 million while pre tax profits more than tripled to £5.36 million.

The UpRight division, celebrating its first year under Tanfield ownership, reported a six-fold increase in sales to £19.1 million from £3.1 million in 2006, while pre-tax profits more than doubled to £3.5 million.

Snorkel's \$18.5 million order backlog at the end of June was at its highest level for more than five years. That figure has risen since its acquisition in June to \$26.7 million - fuelled by orders from UpRight distributors in Europe as the company reports over £20 million of 'cross selling'.

Tanfield says that with its third production line now installed at its UK facility, production is touching 200 units a week. In the USA, a further 4,500 square metres (50,000 sq ft) of assembly floor space at Snorkel's Kansas facility will be opened, while the group has plans to add another 18,000 square metres (200,000 sq ft) of manufacturing space over the next 12 months.

And more acquisitions?

The company held a major international dealer meeting and rental customer open day at its new Vigo plant in the north east England in September to launch its new branding strategies and forward plans. These include further acquisitions or 'badging' agreements to add large heavy duty scissor lift models and large telescopic trailer mounted lifts.

Cranes&Access Russia

The Vertikal Press, publishers of Cranes&Access is moving into the Russian market. The company has signed agreements with the DM group to produce Cranes&Access Russia, a magazine dedicated to providing the rapidly growing Russian lifting sector with news, technical information and safety advice. The first issue has now been printed and is being mailed to 15,000 recipients across Russia and CIS states. The readership breakdown is similar to Vertikal's other magazines including a wide variety of end users, rental companies and distributors.

And Vertikal.Net Russia

www.vertikalNet.ru - a Russian language version of Vertikal.Net - is due to go live at the end of this month. The site will combine international news along with local Russian lifting news and information as well as a technical library. Two members from Vertikal's Russian team will be attending the SAIE in Bologna.



The first issue of Cranes&Access Russia goes out this month.

Four charged over lift accident

Three senior managers as well as the bus driver were charged last month by police investigating the death of a platform operator in Manchester. Signwriter Martin Pilling, 27, from Worsley, was knocked from the platform of his boom lift into the path of a double-decker bus which had clipped his machine.

Vincenzo Casale, 43, managing director of GM buses/UK North

is charged along with co-director Ernesto Casale, 44, and David Michael Ellis, 36, the group's business manager. All three are charged with conspiring to create false documents. It follows a joint investigation by police and the Vehicle Operation Services Agency. The driver of the bus, Krzysztof Ociepa, 46, was charged with causing death by dangerous driving.

Record numbers for IPAF -PDS

IPAF's annual Professional Development Seminar attracted record numbers in September with over 175 delegates attending the event for the staff of IPAF training centres, held this year during Vertikal Days at Haydock Park.

More than 175 turned out for this year's IPAF PDS



Keeping it in the family

A new crane to mark the change of ownership - the first Spierings SK2400-AFT in Ireland



William O'Brien Plant Hire, Ireland's largest crane hire company, has changed ownership with William O'Brien Junior purchasing the 75 percent holding in the company that he did not already own. The shares were bought from his parents and other members of the O'Brien family for an undisclosed sum. The company, started 50 years ago by his father, is said to have a value in the region of €10 to €12 million.

O'Brien junior said: "I remain committed to expanding the business, central to these plans is a recent land purchase at Little Island which will be used to build a new, state of the art maintenance facility for our fleet. We expect construction to begin in April next year." The company also has €7 million of new equipment on order. Recent deliveries included a seven axle Spierings SK2400-AFT mobile self erecting crane, the first in Ireland.

Checking the clock

Tracked Access has recently supplied both aerial work platforms and mini cranes for the massive reconstruction project at St Pancras station in London. One job involved taking a surveyor up to inspect the building's structure prior to fitting a new clock. A light-weight glass fibre clock (pictured) had been hung after the original was removed and sold. Unable to buy the original back the station is having an identical replica made. Given the significant weight difference between the temporary clock and the replica, a full structural survey was required. The problem was that the platforms under the clock are not solid, they incorporate space originally used to store beer. So the company supplied a 23 metre Palazzani TSJ23C tracked spider lift for the job.

Question: Perhaps one our readers can tell us why the fibreglass clock was fitted during construction work?

A Palazzani TSJ23C was used to reach the area around the St Pancras clock.



Manitowoc adds capacity all over

The Manitowoc Crane Group is adding production capacity all over the world here are some of the latest additions:

New Potain facility

Around 300 customers, dealers, senior management and local dignitaries recently celebrated the opening of Manitowoc's new facility in Baltar, Portugal. The facility will support operations at the nearby Potain tower crane plant in Fanzeres. Baltar will produce Potain MC, MCT and MDT crane ranges with the majority of welding and cutting taking place at Baltar and the painting, assembly, testing and shipping taking place at Fanzeres. Baltar will also be a base for the companies Encore crane rebuild and refurbishment programme.

(More details on this in the January rebuild feature).

The official cutting of the ribbon - (LtoR) Terry Growcock, chairman of the Manitowoc board, Phillippe Cohet, EVP Europe, Middle East and Africa and the Mayor of Baltar.



Meanwhile at Shady Grove....

A multi-million-dollar expansion and renovation programme is also underway at the Shady Grove crane plant in Pennsylvania. The work includes additions to two of the 11 manufacturing and assembly shops on the 305 acre site.

Larry Weyers, executive vice president of the Americas said: "These additions and renovations to the Shady Grove facility will help improve our manufacturing efficiency and will go a long way towards increasing manufacturing capacity in the United States."

Work includes an 840 square metre (9,000 sq ft) addition to the Manitowoc Model 999 assembly building, to house a new wash, paint and shipping area, a 1,100 square metre (12,000 sq ft) expansion to the boom fabrication building, while 3,350 square metres (36,000 sq ft) of existing office space will be renovated to provide additional room for Manitowoc Crane Care.

....And 5,000 metres in Manitowoc

The company has also broken ground on a new 5,000 square metre (53,000 sq ft) expansion project at its crawler crane assembly facility in Manitowoc, Wisconsin.

The new addition is part of a \$25 million renovation and modernisation investment that the company is making in its Wisconsin-based manufacturing facilities. The work includes three new buildings and significant capital equipment expenditures. One of the new facilities is a 1,800 square metre (20,000 sq ft) building that will be used for assembling Manitowoc's larger crawler cranes, including the Model 18000 and Model 21000. Another is a 3,000 square metre (33,000 sq ft) final assembly and paint building which will include a new paint booth and oven.

Conference to be repeated

The Middle East Cranes conference held in February this year is all set to be repeated in 2008 at the Shangri-La hotel, Dubai, January 30-31. UAE-based crane rental company Al Jaber has signed up as the event partner.

This year's conference was attended by over 200 people and the feedback we received was extremely positive.



The Grove GMK5130 lifted the Sea Stallion from the river

Vikings land in Dublin

Meade Crane Services completed a challenging lift recently to move the Viking long ship Sea Stallion from Hanover Quay on the river Liffey in Dublin to the National Museum of Ireland at Collins Barracks where it will be on display over the winter months.

The ship - the Sea Stallion of Glendalough - is a 30 metre replica of a Viking ship built in Ireland around 1042 and discovered in Roskilde, Denmark. Constructed with original tools, it sailed the 1,000 km back to Ireland manned by a team of volunteers recreating a Viking voyage.



Meade's Nootboom trailer, extended to 25 metres, transports the Sea Stallion.

Meade arrived at Hanover Quay at 9am with its Grove GMK 5130. The crane was rigged with 50.6 metres of main boom and 23.5 tonnes of counterweight to remove the boat's ballast and masts prior to lifting it out of the water. Once on dry land the excess water was removed, reducing the boat's weight from 14 to 13 tonnes. At 4pm the Stallion was lifted onto Meade's 25 metre Nootboom trailer. At 11pm the ship set off arriving in front of Collins Barracks at 11.25pm ready for its next lift.

The entrance gate was not big enough for the Sea Stallion to pass through, so the GMK5130 set up on Trakway inside the Croppie Arce courtyard and at midnight, rigged with 45.8 metres of boom and 40.1 tonnes of counterweight, it lifted the boat over the gate, and back onto the trailer which had then passed through the gate.

The boat was then driven to the far end of Croppie Arce where Meades Demag AC200 was set up with 42 metres of boom and 69 tonnes of

ballast. The Demag lifted the boat over the Luas train lines into Collins Barracks, after the overhead power lines had been turned off at 2am. Work resumed at 7am next morning when a Grove GMK6300 with 100 tonnes of counterweight, 23 metres of main boom and 45 metres of luffing jib lifted the Sea Stallion over a four storey building into the inner courtyard. A Demag AC100 was then used to move the boat the final 32 metres to the other end of the courtyard.

Note: Fergus Meade, owner of Meade Crane Services took direct responsibility for all of the lifting on this project, while John Meade director of Sean Meade & Sons handled the transportation of the Sea Stallion.

See vertical.net for further photos



The GMK6300 with 45 metres of luffing jib was needed to lift the ship into the courtyard



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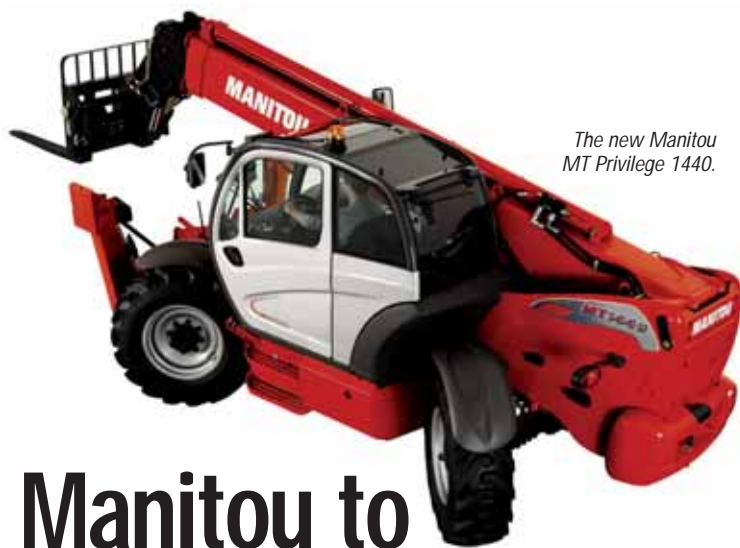
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The new Manitou MT Privilege 1440.

Manitou to double production

Manitou, the world's largest telehandler producer held a major new product launch and dealer conference in Budapest in September to unveil its new range of telehandlers with heights from 14 to 18 metres. The new MT Privilege range has been designed primarily for the construction market with improved performance, comfort, safety and reduced operating costs.

The three model range - the MT1436, MT1440, MT1840 - is available in Rental (R), Extendable and Precise (EP) and Access (A) versions. Lift heights are 13.52 metres, 15.40 metres and 17.50 metres respectively, with horizontal reaches ranging from 9.42 metres to 13.17 metres. Improved stability is one of the main features of the new models, with a capacity of 1.2 tonnes at maximum reach when the stabilizers are set.

The new range also offers a 1,000kg capacity platform version as standard allowing more materials to be carried. The platform can also be extended from 2.25 metres to 4.0 metres.

With an overall width of 2.38 metres and a height of 2.45 metres combined with an outer wheel turning circle of four metres they offer good manoeuvrability - helped by '360 degree' visibility. The new controls include automatic activation of the parking brake each time that the machine is placed in neutral; a patented

one hand joystick controller and a system to reduce shock loadings, helping reduce to the possibility of tipping. Manitou also offers a built-in anti-theft device which uses a security code to prevent unauthorised use of the machine.

The company took advantage of the launch to announce that it was increasing its worldwide production capacity from 100 units a day to 200 units a day by 2010. It also said that it is expecting the world market for telehandlers to almost double by 2014 to around 100,000 units and plans to maintain its leading market position.



The new heavy duty extending platform offers 1,000kg lift capacity.

New Falls from Vehicles website

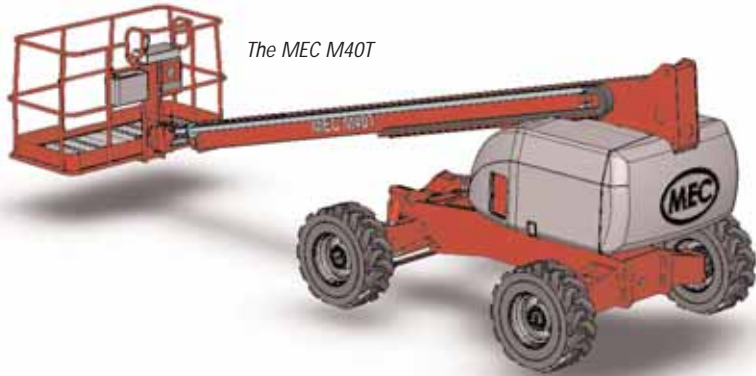
An official HSE Falls from Vehicles campaign website has been launched to support a campaign scheduled to take place during October and November. The new website's interactive home page will take you to the guidance you need to reduce the likelihood of serious accidents from falling from vehicles. See the website on: www.hse.gov.uk/fallsfromvehicles

New line of booms

California-based scissor lift producer MEC has revealed plans to develop a full line of boom lifts. The company has employed Steve Citron who spent 20 years with Genie as business development director in order to help with the programme.

The first machine to be launched will be a 40ft straight boom with a 45ft jibbed version, both of which will be available for unveiling at Conexpo 2008 in March. It then plans to add further models over the following two years.

Jim Tolle of MEC is quoted as saying that the company has raised significant capital to fund its aggressive expansion into the boom lift market with the aim to be a full line producer.



The MEC M40T

Indian venture

Palfinger has entered into a distribution joint venture agreement with a leading automobile trading company in India, Western Auto Duba. The jv will include the import, marketing, distribution and service for selected Palfinger loader cranes. The initial investment of both parties is €1.2 million. Palfinger has been represented by a subsidiary in Asia since 2006. In addition to the headquarters in Singapore, the Group operates an assembly plant for container handling systems in Shenzhen, China.

Instant name change

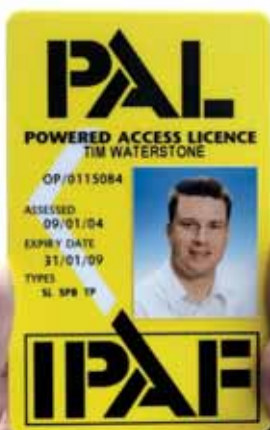
Irish-based alloy tower system manufacturer UpRight International has unveiled a new corporate image and changed the company name to Instant-UpRight. This focuses on the Instant brand name whilst retaining UpRight which it has held since the company was founded with the invention of the alloy tower by Wally Johnson in 1947. Its previous corporate logo, the blue UpRight adopted in 1990, had

become synonymous with the powered access side of the business which was sold to the Tanfield Group last year. The company says that the new identity is a deliberate and planned move away from the blue, in order to bring a separation between the two UpRight companies while directing the focus towards the Aluminium Tower business.

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Universal - the London-based powered access rental company now part of the Facelift Group - has ordered 15 Nifty HR21. The 63ft platform height, four wheel-drive, rough terrain articulated boom offers 13 metres of outreach in a machine only 2.25 metres wide and weighing only 6,500kg. Universal has stated that Niftylift is now its 'manufacturer of choice'.

Kier orders new cranes

Deliveries of Kier Plant's 17 new tower cranes, part of a major investment program to expand and modernise its rental fleet, are almost complete. The £4 million order includes nine Liebherr and eight Potain cranes.

The Liebherr order includes four 200 EC-B 10 Litronic flat-top cranes; two 200 EC-H 10 Litronic cranes; two 160 EC-B 10 Litronic flat-top cranes - the first of their kind in the UK with two tonnes maximum lift capacity at a 60 metre radius - and a 160 HC-L luffing jib tower crane.

The Potain models include six

MDT 178 City Topless cranes with 60 metre jibs and a lifting capacity of 1.75 tonnes at 55 metres and two MD265 J-10 machines, featuring a 65 metre jib and 2.85 tonnes lifting capacity.

The company says that it is investing at record levels to improve its range and meet growing demands both from external clients and the Kier Group. The company has a fleet of more than 100 cranes and some 3,500 accommodation units from seven depots around the UK.

Two of the new Liebherr cranes a - 200EC-H 10 (L) and a flat-top 200 EC-B 10 - working at Kier Build's Snowhill project in Birmingham



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Hiab merges crane lines

Hiab, the loader crane manufacturer has announced that it will merge its three crane product lines into a single business from January 2008 in order to improve the efficiency of its operations. The products will continue to be sold under the Hiab, Loglift, and Jonsered brands but the change is expected to improve the use of common resources for developing, producing, and marketing the products.

The merged crane business will develop and produce loader cranes, forestry cranes and recycling cranes from five facilities in Hudiksvall in Sweden, Meppel in The Netherlands, Zaragoza in Spain, Salo in Finland and Chungbuk in Korea. It will employ 1,200 people and be managed by senior vice president Harri Ahola, the current head of Hiab Loader Cranes.

Harri Ahola will head up Hiab's merged crane business.





Uwe Strotmann of Ruthmann handing over one of the T 370s to John Weights of Nationwide.

Take five

Ruthmann has completed delivery of five T370 platforms to Nationwide Skylift. The units are part of its £4 million, 47 unit investment in new

truck mounted lifts. Featuring a 37 metre working height with a 30 metre outreach, the T370 has fully variable horizontal/vertical jacking mechanism and an automatic positioning system.

Record numbers and new locations for Haulotte

Haulotte has confirmed its €310.2 million first half revenues and posted a 45 percent rise in its pre tax profits to €57.5 million. Order intake for the period was up by more than 50 percent allowing the company to confirm its initial forecasts of a 25 percent increase in sales this year.

Haulotte will also open new company stores in the Middle East and South America before the year-end, while output at its two new production facilities in Spain and Romania - both of which came on line in March, are it says, growing according to plan. The company expects the two plants to ship more than 1,000 units this year.

Mike the bike

Mike Price, a service engineer at Telford-based IPS, is on the verge of winning this year's formula 600 motorcycle championship. IPS - the international replacement parts and service company - has been sponsoring Price since January by establishing IPS Team Suzuki.

Price moved into second place in the series after a double win earlier

this month with one round left to go. The next round is scheduled at Mallory Park in early November. If Price can repeat his last performance, it would make him and the team this year's champions.



New HD crawler

Liebherr has unveiled its new HS 825 HD Litronic a 40 tonne hydraulic duty-cycle crawler crane designed for demanding applications such as dragline bucket, clamshell, diaphragm wall, grab or casing oscillator, as well as straightforward lifting tasks.

The new crane has a transport weigh of 37 tonnes, while the standard telescoping undercarriage offers a transport width of three metres with crawler pads of 700 mm.

Standard equipment includes 16 tonne free-fall winches with maintenance free multi-disc brakes and fully proportional controls with simultaneous operation for rapid cycle work.

Designed for demanding applications: the Liebherr HS 825 HD.



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ANSI models shown.



- **The Platform Company** has made the wearing of harnesses with short lanyards mandatory in boom lifts for all employees.
- **Oshkosh**, owner of JLG, has promoted **Charlie Szews** to president and COO
- County Durham-based **MSD Equipment** has purchased a VC42 self erecting tower crane from **Vanson cranes**.
- **Terex** has appointed **Jacob Thomas** as corporate vice president of technology.
- **Finning International** - owner of **Hewden** - has appointed **James Carter** a former president and chief operating officer of **Syncrude Canada** to its board of directors.
- A group of angry protesters blocked a road near **Hickstead** with an aerial lift calling on the **Highways Agency** to improve road markings to cure an accident blackspot.
- A plaque has been erected at **Wembley stadium** in memory of **Patrick O'Sullivan** who died when a crane collided with a scaffold platform.
- **Potain** has added the **MCT78** to its **City Topless** line-up.
- UK based **AJ Access Platforms** is now able to provide **Live Support** to visitors to its website.
- **Vp** - the parent of **UK Forks**, the telehandler rental company - has purchased the mobile plant division of **First Engineering** from **Babcock**.
- **Zip-Up Svenska** - the Upright distributor for **Sweden** - has won a **70 TM12** order from **Cramo Sweden**, the largest deal in its history.
- **Alatas** - the UK based crane services company - has been appointed to represent **Cimolai Technology's** crane products in the Americas.
- Access industry veteran **Stuart 'Stu' Cohen** has joined **H&E equipment**, the **Baton Rouge** based equipment sales and rental company.
- A car crashed into a self erecting tower crane in **Malta** causing it to fall onto the car killing its driver.
- **Haulotte UK** has added two new regional managers to its UK sales team. **Dave Roddy** will be responsible for the North of England and **Jason White** for the South.
- **Norbert Wienold**, the German dealer for **Genie** aluminium products for many years has celebrated 20 years in business.
- **National Hire** of **Australia** has purchased **Coates Hire** with support from the **Carlyle** group.
- **Steve Shaughnessy** managing director of **A-Plant Specialist Products** is leaving the company at the end of October.
- **Skyjack** has appointed **Dave Smith** as European parts manager and **John Long** as a field service engineer.
- UK police series 'The Bill' filmed an episode at **Hewden's** **Mitcham**, south London depot.
- **Elavation** the **Milton Keynes**-based powered access rental company in partnership with **Niftylift** has added a sponsored **Nifty HR21** boom lift to its fleet in support of the **Willen Hospice**.
- South London-based **1st Hire** has purchased one of the first **TP9000** trailer scissor lifts in the UK.
- As **Venture Access** in the UK winds up its affairs, joint partners **John Corcoran** and **Paul Korol** have decided to go their separate ways.
- **Favelle Favco** the **Malaysian** based crane company, has won an order for offshore pedestal cranes worth almost \$6 million.



Charlie Szews



Dave Roddy

Jason White



John & Oorla Cusak



Glyn Goodwin



Isabelle Laplume

- **Structure Flex** the UK based producer of slings, bulk crane bags and safety items has appointed **Lisa Pengelly** sales co-ordinator for its **Lifting and Safety** division.
- **Shahid Qureshi** has been appointed as director of engineering at **Bil-Jax**, the Ohio based aerial lift manufacturer.
- **Eugene Heather** has joined **Speedy Ireland** as managing director. **Speedy** also purchased the assets of **Hire Centres Dublin North**
- **Sven Widfeldt** has returned to the access industry, joining **Haulotte Scandinavia** as customer support area manager.
- **Modulift** modular spreader beams has appointed **E. Fox Engineers** as its official distributor in Ireland.
- **MEC** has promoted **David White** to the post of president of its manufacturing business.
- **Link-Belt** has introduced two new 70 tonne models - the truck mounted **HTC 8675** series II and the **138 HSL** crawler crane.
- Truck mounted lift producer **Multitel Pagliero** is adding further production space in order to keep pace with demand.
- **Skylift Hire** is celebrating 10 years in business and has kicked off a number of events and activities to mark the milestone
- **Manitowoc** has appointed **Tim Martin** as sales and marketing manager for its **EnCore** repair and rebuild service.
- The first used **Valla** cranes are now coming on the UK market at **Valla UK**.
- **Palfinger CFO Eduard Schreiner** is to leave the company replaced by **Wolfgang Anzengruber**, currently CEO.
- **San Marco**, the Italian-based tower crane producer has appointed **Eagle West** as its master distributor for **North America**.
- **Alexandre Saubot** of **Haulotte** has been named 'Entrepreneur of the Year' for **Rhône-Alpes**, in France.
- Freight and shipping specialist **Quality Freight (UK)** has purchased a new **Liebherr** mobile harbour crane.
- **A-Plant**, the UK division of **Ashtead**, has placed a new £13 million order for **JCB** equipment including telehandlers.
- Heavy lift specialist **Transbiaga** is using its 'custom build' **Kobelco** cranes in **Cadiz, Spain**.
- Halifax-based **EPS Hire** has bought a new **15.75 Platform Basket** spider platform at **Vertikal Days**.
- **Aichi** has confirmed the first order for its new boom and scissor lift models with **Doornbos** of **Holland** ordering 600 units.
- **NES Rentals**, one of America's largest rental companies, has adopted the **IPAF Click It (Clunk Click)** campaign.
- **Kranlyft** sold eight cranes at **Vertikal Days** including orders from **City Lifting** and **Dewsbury & Proud**.
- **Cargotec** has won an order for €20 million for 40 ship cranes from **China**.
- **Genie** has appointed **Glyn Goodwin** as UK sales manager.
- **Instant**, the **UpRight** alloy tower business has signed an agreement to distribute **Instant** branded **Towermatic** products throughout continental Europe.
- **Wexford**-based **Kavanagh Crane Hire** has added two **Liebherr** mobile self erecting tower cranes to its fleet.
- **Demag** has supplied its second **CC2800-1** to **Breuer & Wasel** in Germany
- **Martin 'Marty' Reid** a past CEO and chairman of North American rental company **RSC** has died from a heart attack.
- **Paul Hemsworth** of **Hewden Access** and his wife **Gill** have a new baby son.
- According to the **AEM**, exports of US made equipment increased by 22 percent in the first half of 2007.
- **Cape** has made a **A\$233 million** offer for the Australian **PCH Group**.
- The first **Terex Comedil CBR 28 Plus** self erecting tower crane has been delivered to Germany.
- **Shanghai Zhenhua Port Machinery (ZPMC)** has delivered its 1000th crane.
- **Kevin Fox** has joined the **Skyjack** sales team.
- The **Department for Transport** has confirmed the tax breaks for the early uptake of **Euro 5** emission standards.
- The **PM Group** has supplied 42 lorry loaders to the **Ethiopian Electrical Power Corporation**
- **AJ Access Platforms** has supplied a mixture of platforms to a new aircraft maintenance facility in the **Middle East**.
- **Docklands**-based **LTS** has added new **Niftylift Height Rider 21 Bi-Energy** rough terrain articulated booms to its fleet.
- **Energy Cranes** has won a contract to refurbish 22 **American Aero** cranes in **India**.
- **JLG** has won a \$78 million telehandler refurbishment contract from the **US Army** in **Iraq** and **Afghanistan**.
- A new **IPAF** working group has been established for mast climbing transport platforms.
- **Terex Cranes** is opening a new distribution and sales centre in **Scandinavia**.
- **Instant Access Holdings** has acquired the Sydney-based platform rental company **Ultrasafe Access**.
- **Structure-Flex** has appointed **Kevin Bignell** as sales manager of its lifting division.
- **Andy McCusker** of **Active Rentals** and his wife **Leanne** have a new addition - a new baby daughter, **Anya Mairi Isabella McCusker**.
- **Manitowoc** has appointed **Mike Wood** as global product manager for crawler cranes.
- **IPAF** has appointed **Isabelle Laplume** as its representative in France.
- An employee of **Kone Cranes** was crushed by a falling steel beam at a site in **Colnbrook**, near **Heathrow** airport.
- **Cramo** of **Finland** has established a new joint venture in **Russia** with **Moscow**-based crane and access company **Rentakran**.
- **Mechan**, the **Sheffield**-based manufacturer of lifting equipment for the rail industry has been bought by its managers.
- **Manitou** is planning to launch an unusual tractor-come-telehandler at **Hanover's Agritechnica** show in mid November.

See www.vertikal.net news archive for full versions of all these stories



Manitowoc: Performing near you

The 200 t (220 US t) Model 14000 joins Manitowoc's celebrated line of lattice-boom crawler cranes, offering an 86 m (282 ft) main boom and 113.7 m (373 ft) luffing jib. The Model 14000 features the exclusive EPIC® with Can-Bus control system enhancing the performance of all crane functions. Crane setup is optimized using FACT™ connection technology to reduce assembly times.

For more information about the Manitowoc Model 14000, go to: www.mcgads.com/1143

 **Manitowoc.**

Little & Large

The increasing diversity and range of products on the market is clearly shown this month as we take a look at both telescopic and lattice boom crawler cranes. From compact telescopics to the highest capacity lattice boom crane ever, Mark Darwin takes a look at the latest developments and machines on the market.

Steady and increasing growth in global demand over several years means that all crane manufacturers and rental companies are busier than ever. Hidden in the general clamour for lifting equipment has been the relatively rapid rise of the compact telescopic crawler crane (the next step up from spider cranes).

Mini me

After several false dawns, the small telescopic crane finally looks like it has escaped from its 'specialist' and 'niche' status and is now beginning to break into main stream hire fleets.

Kranlyft, distributor of Maeda mini cranes in the UK, sold several of its 4.9 tonne capacity LC785 units at last month's Vertikal Days reflecting increasing interest in this type of product. The Maeda seems to be capturing all the headlines, but it is not the only mini crawler crane available. Other machines in the UK and Ireland include 4.7 tonne and 8.0 tonne capacity Hitachi's from NRC Plant, while Valla produces several models from a two tonne fixed boom model to three fully slewing models up to 12 tonnes lift capacity. Peter Hird has several of them available for hire.

The Maeda LC785 is selling well reflecting increasing interest in the mini telescopic crawler.



AGD Equipment was the first company to enter this market with IHI and still has the largest rental fleet with both Kato and IHI zero tailswing machines. It has also added two larger telescopic crawlers taking its total to 20 units. Sparrow Mini Cranes purchased the production rights to the Starlifter range of compact cranes from Sandhurst Manufacturing several years ago but since then only a few units have been built - mainly to order - a classic case of manufacturing and rental not mixing. The company also offers models from IHI, Komatsu and Maeda.

One of the early pioneers in this sector was Stratford-upon-Avon-based AGD Equipment which claims to have launched the concept in the UK at the 1991 SED exhibition with the IHI mini cranes.

Although a high cost unit, AGD sold two, three tonne machines to utilities contractor J Murphy and over a period of time a further six, five tonners. However, the market never developed as anticipated and its stock of three tonne, zero tail-swing units just didn't find customers. The market just wasn't ready for this type of machine.

And it wasn't just the UK that didn't appreciate the features of the mini crane because IHI cut the range after the crash in the Japanese market in the late 1990's.

But now, almost 20 years on, the mini telescopic crawler crane is beginning to take off with a product

C&a crawler cranes



An IHI CCH500T working as a service crane lifting casings for a Stent piling rig working alongside the railway in Rugby. The unit was specified in order to mitigate the risk of the boom falling over the live line and has a slew restrictor fitted in order to stop the operator from inadvertently slewing over the railway.



Liebherr is the only major crane producer with a large telescopic crawler.

Big spiders

A machine such as Unic's new URW 706 - currently the largest spider crane on the market of which the first production unit was bought by City Lifting - has tremendous performance for its size. A six tonne lifting capacity at three metres, 22.7 metres maximum lift height, with extension jib, a total weight of around eight tonnes and dimensions of just 1.6 metres wide, 2.2 metres high and 5.6 metres long. But to achieve this impressive lifting performance it has to set its outriggers giving a 6.5 metre by 6.6 metre footprint.

With a conservative quoted lifting capacity of eight tonnes, the Hitachi 160 LCT weighs nearly twice as much but has a footprint of only 2.49 metres wide by 3.9 metres long with an overall height of 2.9 metres and in the right conditions can lift and carry up to six tonnes.

offering that has changed little over that period - low overall operating weight, compact width and height dimensions, lifting capacities to about eight tonnes and a lift and carry facility that gives them a significant advantage over the growing mini spider crane sector.



The 8 tonne capacity Hitachi is proving very popular

"When we first started with small telescopic crawlers we used to call them the homing pigeons because they kept on going out to site for trial and returned home the same day," said NRC managing director Rod Abbot. How things have changed. NRC currently has a waiting list for these machines and has 10 arriving just before the end of the year. A new engine version of the machine is also due and a new 5 tonne telescopic crawler will be launched at SED next year.

End-users in the know realised a while ago how good these units performed around site. However the rest of the industry is now starting to appreciate the advantages and want the compact cranes. What is unusual is that with such a demand, there are so few manufacturers.

The introduction of two new Maeda machines including the larger capacity LC1385M-2, which may well have a seven or eight tonne rating at two metres - will help the supply problem a little but there is little else at the moment.



The Maeda LC1385M-2 has a 16 metre boom that can lift 2.6 tonnes to full height.

The Maeda is a similar size and weight to the Hitachi and has a 16 metre, five section main boom that can lift 2.6 tonnes to full height. The load chart restricts pick and carry to a maximum of two tonnes, but it can lift 440 kg to almost 16 metres radius.

Quick set up

The larger telescopic crawler machines are very different beasts altogether but are also increasing in popularity. Their attractions include easier transportation and the ability to quickly stow their booms to pass under overhead obstacles while benefiting from always using the optimum boom length configuration for each lift.

The main advantage for these larger units compared to their lattice boomed cousins is the set-up speed. On restricted inner city sites, the telescopic crawler crane does not need a large rigging area to set up, so it can be ready to work

within minutes of offloading. Being self-contained it also saves on transport costs, particularly attractive for short term contracts. This quick set up time also means that the crane is available for lifting for the entire hire period, resulting in cost savings for the user. Hirers promoting this rapid 'availability to work' time see big returns on the hire rates - which can be up to 50 percent higher for a similar lift capacity lattice boom machine. A win win situation.

The concept is still very niche, reflected by the relatively few manufacturers offering such a product but interest is growing. Years ago, a 60 tonne capacity telescopic was needed to have the performance of a 40 tonne lattice crane. However over time, the performance difference has closed so that a 50 tonne telescopic is the equivalent to a 40 tonne lattice and they are getting closer and closer.

Price was also against the telescopic crawler, but it would now appear that a 40 tonne telescopic may even be about £10k cheaper than a 40 tonne lattice. No wonder telescopic cranes are on the increase.

As Hitachi Sumitomo UK dealer, NRC has been offering these machines for about 10 years and says that the signs are good for a big increase in popularity. It has put in an order for 10, 40 tonne SCX400T telescopic crawler cranes and is hoping for a range which will include 5, 8, 20, 40, 65 and 85 tonne machines.

NRC has 10 of these 40 tonne SCX400T machines on order.



The 65 tonne capacity Marchetti Sherpa Logicrane has radial outriggers allowing self leveling.

One company that offers nothing else is US-based Mantis cranes which produces the Spandeck line up. While the company has looked at the European market a number of times, demand in North America is currently keeping the company's production facilities humming. Mantis takes a different approach with its cranes developing booms that can cope with side and shock loadings that would quickly ruin a regular telescopic lift crane boom. The company argues that with its heavy duty undercarriages its cranes are often used off-level, while pick and carry on uneven ground creates all sorts of dynamic loads that are transferred to the cranes boom and other components.

Heavy duty work

Mantis takes the line that rather than hide behind a statement that the crane must be used on perfectly prepared ground it builds its crawler cranes to handle the treatment that its customers' applications inevitably deliver. In addition, although its cranes all have telescopic booms, its customers look to use them for duty cycle work, including clamshell and auger work, so once again all components must be sized and specified to handle the stresses and strains from this type of work. The Mantis telescopic crawler range currently runs from 27 to 63 tonnes although a 100 tonner has been on the drawing board for some time and is due for launch at ICUEE this month. A special 100 tonner was produced recently for re-railing applications with 600mm ground clearance, four motor drive, four miles per hour maximum travel speed and incredible gradeability. The new model will incorporate

many of the re-railers features.

Back in Europe Italian crane producer Marchetti - itself a niche manufacturer - launched an unusual tracked telescopic machine at this year's Bauma. The Sherpa Logicrane CW65.42L has a 65 tonne capacity and a 42 metre maximum length boom. However it has a narrow width of 2980mm before extending its tracks and also has radial outriggers allowing the unit to self-level giving increased lifting capabilities. With jib, its maximum boom height is 56.5 metres.

In fact Italy is home to a number of telescopic crawler crane manufacturers, including TCM and Terex. Its Bendini subsidiary launched two new mid range models at last year's SAIE exhibition in Bologna, giving the company three models, the base model TCC40 and its sister machine the TCC45 which offers a slightly higher nominal capacity at 45 tonnes and a longer full power boom, and the 60 tonne TCC60.

One of two machines launched by Terex Bendini at last year's SAIE exhibition was the base model TCC40.





Linkbelt has launched its 75 tonne 138HSL targeted at the US market

The Italian crane market differs from the rest of Europe in that more contractors own their own cranes and look at on-site performance over road going ability. As a result there are more Rough Terrain and telescopic crawler cranes sold than in the rest of Europe combined. Most industrial buildings are made of concrete rather than steel and cladding, and many sites produce wall sections on site and then tilt-up. The telescopic crawler crane is ideal for this sort of work.

The only major crane producer with a large telescopic crawler is Liebherr with its LTR1100 which was launched almost two years ago. The unit was its first telescopic boomed crawler crane to go into standard series production. Liebherr had built a telescopic crawler crane before, producing a one-off special version of its 800 tonne, LTM1800, using the crawler base from its LR1550 lattice crane for a Japanese company in 1990. The new model was also the result of a request for a one-off unit combining the LTM1100 All Terrain crane superstructure with the crawler undercarriage from the lattice boomed LR1100.

This time however Liebherr considered that the resulting product might have a much wider appeal, particularly given the increasing popularity of telescopic crawler cranes in Europe.

McNally/Windhoist took delivery of the first machine about a year ago. With a six section, 53 metre main boom the LTR1100 can handle 10 tonnes to 12 metres radius and lift 1.8 tonnes at the maximum radius of 48 metres. Fully rigged it weighs 102 tonnes.

Liebherr say that the advantage of such a crawler crane is its manoeuvrability, particularly on rough terrain and of course it can pick and carry its full capacity.

McNally bought the machine for use predominantly for erecting the large mobile cranes it uses on wind farm assembly work as well as an assist crane for tailing in the longer wind turbine elements. It believes that the LTR1100 will prove to be an ideal lifting tool on major windfarm work primarily as the LTR1100's crawler undercarriage features hydraulic track width adjustment, allowing the crane's five metre overall width (with 900mm track pads) to be quickly reduced to 3.5 metres, making it ideal for even the narrowest of windfarm roads/tracks.

Overall, the LTR1100 looks like a very useful crane and has so far sold a handful in Europe. While the capacities in the mid range of the chart are only half that of its lattice cousin, it compares more favourably at longer radii and of course it is a lot easier to handle.

Supersize me

Recent additions to the lattice crawler cranes have been varied and from all over the globe, from Germany to the USA, Japan and more recently China. The most recent big crane launches include the massive 3,200 tonne capacity Terex Demag CC8800 Twin (see separate story), the Sany range of Chinese crawlers now available in the UK from exclusive dealer Watson and Hillhouse and Liebherr's 600 tonne LR1600/s and at the other end of the spectrum its 40 tonne HS825 HD duty cycle crane. Link Belt has also launched a new crawler - the 75 tonne 138 HSL - although it is targeted at the US market. Another Chinese manufacturer Zoomlion is looking to bring product in through its new UK and Ireland dealer Crowland Cranes.



Watson and Hillhouse is now bringing in the full range of Sany equipment including crawler cranes.

In May, Watson and Hillhouse were appointed exclusive UK agents for the full range of Chinese manufacturer Sany equipment including drilling rigs and hydraulic crawler cranes. The crane range is impressive and currently includes machines from 50 to 400 tonne capacities. All units from 50 to 250 tonnes are now CE marked and are available for sale in Europe. Watson and Hillhouse has ordered and sold its first machine - a 50 tonner - although as we went to press, the company was not willing to name the customer although delivery was scheduled for mid October.

The larger capacity machines - 320 and 400 tonners - are currently going through CE approval with a new 900 tonne machine to be launched in Nanjing, China next January. There are also rumours circulating that a 1200 tonne machine may also be on the cards.

Like many Chinese cranes, prices are competitive and delivery times are relatively short but quality and reliability are yet to be proven. However all Sany machines have Cummins engines and hydraulics system from either Rexroth or Kawasaki. The Sany marque looks set to become much more popular. It has already sold three excavators, three truck mounted concrete pumps and a trailer mounted concrete pump in the UK. Crowland Cranes is expecting a 70 tonne Zoomlion lattice boomed crawler crane which is currently being tested and modified for the European market. The company also says that a 200 tonne lattice crawler should arrive early next year. In the mean time, Crowland is building a new parts warehouse.



Hitachi's SCX800 is selling 'like hot cakes'.

crawler cranes C&a

70 tonne and a 200 tonne Zoomlion crawlers will be available in the UK shortly from Crowland Cranes



"Our aim is to have a rolling order with the factory enabling deliveries either from stock or at worst four months if not in stock," said Crowland's Peter Issitt. "The factory is also sending engineers to stay with us in the UK to monitor and report the modifications we complete and also to report any possible quality improvements that can be made."

Enteco is another crawler crane range now available in the UK through new dealer P S Webb. However the Italian-made heavy-duty cycle cranes will initially be targeted more at the foundations market as this is the dealer's area of expertise.

Liebherr unveiled its new HS 825 HD Litronic 40 tonne hydraulic duty cycle crawler crane at Matexpo 2007 in Belgium this September, claiming that it is the most powerful crane in the 40-tonne market segment.

Designed as a universal duty cycle crawler crane, it aims to provide maximum productivity for demanding applications including dragline bucket, clamshell, diaphragm-wall grab or casing oscillator, as well as straightforward lifting tasks.

Liebherr claims its new 40 tonne HS 825HD is the most powerful in its class.

With a transport weight of 37 tonnes the standard telescoping undercarriage offers a transport width of three metres with 700mm crawler pads. The crane has a main boom of 47 metres and is powered by a six cylinder Tier III Liebherr engine. Standard equipment includes 16 tonne free-fall winches with maintenance free multi-disc brakes and fully proportional controls with simultaneous operation for rapid cycle work.

An additional equipment option is a GSM modem that enables the transmission of operating and process data and online remote diagnosis on the machine.



Liebherr is also expanding the larger end of its lattice boom crawler crane range with a new 600 tonne model LR 1600/2. With a load moment of 8,085 tonne metres it is based on the larger LR1750 design and is targeted at the wind turbine installation market. The first production units should ship in the first half of 2008.

The new LR1600/2 has a 600 tonne capacity and is targeted at wind turbine installation.



The company says it has fine tuned every aspect of the crane to ensure lower, cost efficient transport and erection and can be practically set up without the need for an assist crane to place 3MW turbines on top of 100 metre towers.

The new crane achieves its maximum lift capacity of 600 tonnes at 10 metres radius on a 48 metre main boom rigged with the derrick system.

The maximum 180 metre reach is made up of a 96 metre main boom with an 84 metre luffing jib, with a derrick boom system in place. Liebherr says that this set up is ideal for plant construction, enabling the crane to work over the top of tall buildings.

The derrick boom can be extended up to 36 metres and equipped with maximum derrick ballast of 350 tonnes either suspended without a guide or with a ballast trailer and

guide. The suspended ballast can be adjusted from 10 to 18 metres radius under full load. This provides a relatively compact footprint for large loads at shorter radii.

For transport the cranes crawler carbody, superstructure and 'A' frame, weighs 74 tonnes and is only 3.2 metres high so that it can be carried on a one metre high semi low-loader. The weight can be reduced by 57 tonnes if the 'A' frame is removed. The crane is also fitted with a new wider cab which offers a second seat and includes three Liccon monitors.

Whatever the size or boom configuration, crawler crane manufacturers are continually trying to make it easier to set-up, transport and operate their machines. Telescopic booms have an enormous advantage in this area, but even the largest lattice boomed machines are closing the gap as engineers become ever more ingenious in designing the cranes from scratch for easy transport and erection.

It certainly looks as though after 20 years of trying, the mini telescopic crane has finally come of age. Whether or not its larger brothers will follow, only time will tell.

The Italian-made Enteco heavy-duty cycle cranes will initially be targeted at the foundations market.



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Boom BOOM

Terex Demag's new CC8800-1 Twin is an impressive crane. Claiming to be the world's largest lattice boom crawler crane that can travel with a load, the machine was shown for the first time at its hand-over ceremony to new owner Al Jaber Heavy Lifting earlier this month.

Steve Filipov president of Terex Cranes likened the Twin to a 'fine red wine - the longer you wait, the better it gets' - a reference to the eight years taken to develop the crane in association with Al Jaber to meet the increasingly demanding needs of a continually changing lifting industry.

The end result appears to have been worth the wait giving a crane that is based on the tried and tested components of the CC8800-1 yet with the addition of the double boom gives a 3,200 tonne lifting capacity and a maximum load moment of 44,000 metre tonnes. This combination gives erection savings in terms of time and space when compared with ring lift cranes and jacking towers.

Alex Mullins, general manager of Al Jaber Heavy Lifting, outlined the long and at times, difficult birth of the Twin.

"In 1999 the largest crane was the 600 tonne capacity CC12600, but due to the changing heavy lifting sector, we could see a demand for a crane with a 2,000 tonne lift capacity," said Mullins. "So we put this to various manufacturers but only Demag responded positively offering a CC5800 (1,000 tonne) mounted on a ring attachment. Although we rejected this, Demag responded with a CC8800 which in 2002 looked to be a good solution."



Alex Mullins of Al Jaber Heavy Lifting explains the evolution of the CC8800-1 Twin.

"Changing markets and requirements meant that by 2003 the capacity had to be upped to 3,000 tonnes with a redesign of the ring attachments. By 2005 Al Jaber asked for a modular design along the lines of the CC8800-1, so that it would be easily transportable with the heaviest component being 60 tonnes and widest 3.5 metres."

Terex - Demag had in fact first had the twin boom idea in 1999 based on the CC2800, but it was too costly and the capacity too small.



The twin boom configuration can increase the lifting capacity by almost a factor of four over the standard CC8800-1

However, over the following years, it had worked with Al Jaber proposing various ring type machines until arriving at the final version.

Twin Power

The main feature of the Twin is its double main boom arrangement which increases the lifting capacity of the CC8800-1 by a factor of almost four in certain configurations. Like the main boom, the luffing fly jib and the Superlift mast are also doubled up and connected by cross-bracings and all winches and hook blocks are provided in pairs. The undercarriage has been extended by a three metre connecting structure

to 14 metres wide, which is the base for the 10 metre diameter integrated circular track with roller system. The front superstructure of the CC8800-1 is doubled whereas the rear frame has been incorporated unchanged.

The counterweight carrier and two Superlift trays of the CC8800-1 are connected into a patented Twin counterweight system of 1,740 tonnes, allowing the counterweight to be easily adapted to the requirements of the lifting job and achieve the full manoeuvrability of the crane.

Boom boom

Although only rigged to 68 metres at the handover ceremony, the main boom can be extended up to 117 metres long and can be combined with a luffing jib of the same length, resulting in a maximum hook height of more than 235 metres.

For erecting components in petrochemical facilities, a Vessellift is available. Made up of parts of the luffing fly jib, this makes it possible to erect distillation columns of 100 metres in length and weighing up to 1,800 tonnes.

With transport and assembly as simple as a single boom machine, the parallel boom arrangement reduces rigging times as procedures are just doubled.

The Twin also uses the familiar touch screens and joysticks of the

The Twin can pick and carry its full load chart when fully rigged



But the main advantage of the Twin is that it can theoretically pick and carry its full load chart and is mobile when fully rigged. Unlike ring cranes and lifting platforms which impede construction site operations while they are erected on site, the Twin can be erected away from the site and also collect a load and carry it to its final destination.

The format is obviously right as Terex-Demag has firm orders for two more machines and longer-term expects as many as 10 operating around the world.

CC8800-1 Twin Facts and figures:

- Max capacity:** 3,200 tonnes
- Max load moment:** 43,900 tonne metres @ 18 metre radius
- Ability to travel with full load**
- Max transport width of components:** 3.5 metres
- Max component weight:** 60 tonnes
- Max lift on full boom:** 246 tonnes @ 117 metres
- Total rigged weight:** 3,250 tonnes

The main boom can be extended up to 117 metres long and can be combined with a luffing jib of the same length, resulting in a maximum hook height of more than 235 metres.



If its October this must be **Bologna**

If its October and the conkers are here, it must be SAIE. Yes, Italy's premier annual construction show is once again upon us and this year it will be bigger than ever. With Italian crane, access, lorry loader and telehandler manufacturers steadily increasing sales into the UK, now might be a good time to visit the show and also take-in a large helping of Bologna.

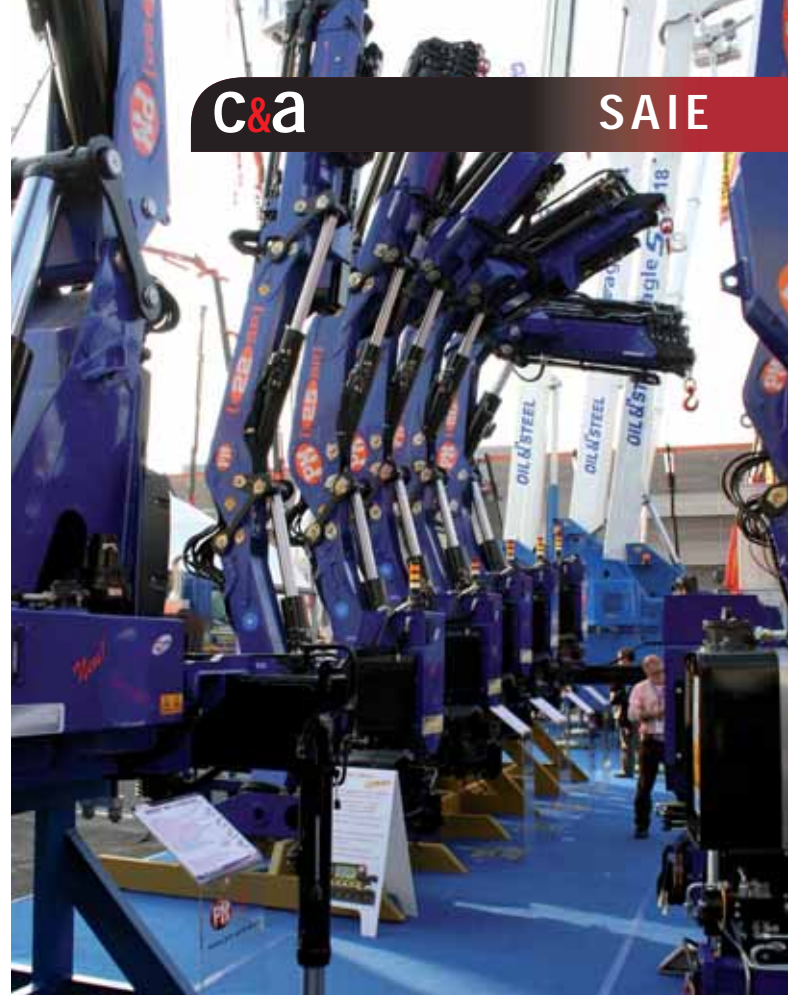
Italy is the home of the loader crane and also has a healthy number of access and mobile crane manufacturers, not to mention a few telehandler specialists. This year's show will cover a total of 260,000 square metres of space and like many major international shows, SAIE covers a wide range of building materials from baths to bricks (mainly in the 15 exhibition halls). Unless you are in the process of building a new home, make your way outside where most of the cranes and access exhibitors are located in the 80,000 sq metres of outdoor space.

Italian engineers are among the finest in the world and the manufacturers have the ability to convert the design concepts into the metal with the minimum of compromise. So if you are looking for the latest innovations, concepts and ideas you really should make the effort to visit SAIE.

The new Bologna-Fiera motorway is now in operation, hopefully reducing the length of the traffic jams. We are also told that major changes inside the exhibition area - including raised connecting walkways between halls and new service areas - have also made it easier to get around.



Three new cranes will be unveiled on the Effer stand



c&a

SAIE

In terms of new product launches many Italian producers prefer to keep this secret until the show opens, but you can expect a large number of innovations from the loader crane, truck mounted and spider lift manufacturers.

Here is a brief look at just a few of the new products that we know will be at the show.

Loader cranes

If you are looking for lorry loader cranes, SAIE is the best show - there simply isn't a wider and more varied selection of machines anywhere. World leaders, Palfinger and Hiab may not be Italian but most of the rest of the sector is! Fassi, Effer, Amco Veba, PM, Ferrari, Cormagh and Pesci will all be there and most will unveil new machines and new technology. Non Italian manufacturer Palfinger is using the show to kick off its 80, new generation loader cranes that it plans to introduce over the next three years with the first models of its new 'High Performance' crane series on display.

Possibly trying to take on the Italian manufacturers on home soil, Palfinger is obviously pushing home its global advantage (and annoying the local manufacturers) by using the slogan 'we've made the best even better'.

At the heart of this €80 million investment is its new hexagonal tube production plant at the Lengau

plant in Austria. Over the next three years, existing crane models will be replaced and the product range will be extended. On display at SAIE will be the PK 8501K, PK 8502, PK 9001EH, PK 11001K, PK 11002, and PK 12001EH.



Palfinger will be showing its PK8501K as well as several new models.

Palfinger also builds Epsilon cranes for the handling of timber and scrap which are also suited to heavy grab and muck-away use. Look out for two E120Z models and the 'tripleZ' solution on the stand.

Its aerial platform division Bison-Palfinger will be showing its new TA25 Business, 3,5 tonne truck mounted machine first seen at Bauma earlier this year.

Effer's 400 square metre stand will have at least three new loader cranes on show including the world premier of the 100 tonne metre capacity 1355-8S - the only model on display that will be mounted on a truck - and the 470.



The 1355-8S features a decagonal boom profile and eight hydraulic extensions giving a maximum horizontal reach of more than 19 metres and a lifting height of 24 metres. The main new feature of the crane however are its X-shaped outriggers (the Effer CroSStab concept) which is claimed to give improved stability over the crane's full 360 degree working area without increasing the mounting space on the truck.

The 470, on display for the first time in Italy, is also worth a look - shown in the 6S version which has six hydraulic extensions and a four section fly-jib. Decagonal profile boom, continuous slewing and the latest 1300daN grade steel means that the new fly-jib - with an articulation angle of 200 degrees - has a lifting capacity claimed to be 70 percent higher than previous jibs of comparable size.

Ormig will have its 80 tonne, truck crane which has a maximum reach of 48 metres



Pick and carry cranes

SAIE is also one of the best shows to look for industrial pick and carry cranes. The vast majority of these are now built in Italy and most manufacturers will be exhibiting. Market leaders such as Valla and Ormig always have impressive stands. Valla will almost certainly be showing something new in the electric pick and carry line or perhaps a new tracked machine?

Ormig will be showing several cranes including its 10 tonne capacity, 70 degree angle rear steer 10tmE and a 60 tonne, diesel powered unit.

The company will also exhibit its 80 tonne capacity 804AC commercially mounted truck crane, with a six section boom giving a maximum reach of 48 metres. With an overall weight of 32 tonnes and a 2.5 metre width and 3.4 metre height, the unit makes for a good assist crane.

Other cranes

The major mobile crane producers will all be there along with a number of local producers, but this year don't expect to see too many tower cranes as they are only in attendance every other year.

Access

All of the Italian truck mounted and spider lift producers will be out in force, so expect some new developments from Pagliero, Oil&Steel, GSR, Socage and CTE all of whom are local. Italy is also becoming a major centre for mast climbers and SAIE is usually a great opportunity to see the latest developments from companies like Maber, Rovers, Electroelsa and Safi.

One thing is for sure - you are likely to see powered access products here that you will not see elsewhere. On the non-powered side this is a scaffold and ladder year. The Italians produce some of the most competitively priced alloy towers and ladders in the world, their only problem is finding dealers. So if you are looking for a new product line then this is the year to go.

Telehandlers

While Italy is not home to one of the top three worldwide manufacturers, it can boast more producers than any other country and it can also lay claim to many, if not most of the innovations introduced over the years, such as side mounted engines and 360 degree models. In fact virtually all of the world's 360 degree telehandlers are produced in Italy! If you have any interest in telehandlers the Merlo stand is a must. The company always shows off its latest ideas and developments here. It will be a rare SAIE that Mr Merlo does not launch some radical new idea. The company is also likely to use the show to gather more reaction and feedback on its telehandler-based, self propelled articulated boom (See page 31).

Other Italian telehandler companies that are committed to grabbing a larger share of the world market are Dieci, which has consistently launched new products at the major shows, and Farasin, now free from Haulotte and showing its 360 degree machine first seen as a prototype at Bauma. Bobcat might also show something new as well as its T2250 which was unveiled at Bauma.

The general demand for all things connected with lifting - from compact telescopic crawler cranes and self erecting tower cranes to spider and truck mounted platforms - means that there are guaranteed to be surprise launches. A trip to Bologna is certainly worthwhile, but if you can't make it this year, look out for updates during and after the show on www.vertikal.net. Ciao.

SAIE 07 International
Bologna, 24-28 October
BOLOGNA: 24 - 28 OCTOBER

SAIE Show facts

Where: *Bologna Fair Centre*

When: *24-28th October 2007*

Opening times: *9.00 to 18.00 (9.00 to 17.30 Sunday)*

Entrance fee: *Free to overseas visitors after registration*

Where to stay: *Plenty of choices to stay in and around Bologna. If you are really having difficulty finding a place try Bologna Congress Convention & Travel*

Email: *info@conventionandtravel.it*

Web: *www.conventionandtravel.it*

There is also a direct train connection from the showground to the seaside town of Rimini (Easy Jet flies direct to Rimini).

How to get there

Aer Lingus and British Airways fly direct to Bologna, Alitalia stops in Milan or Rome, while Easy Jet flies to Rimini from where there is a direct train connection to the showground.

If flying with Ryanair be warned the Bologna it flies to is in fact Forli, 84 km and a €100 taxi ride from Bologna. There is a bus/rail connection from Forli but the journey to Bologna takes at least an hour.

Getting around

Once in Bologna, take the short taxi ride to the showground, or if you are a cheapskate, several bus routes stop at the showground. They can be very crowded but it is cheap and they run frequently and you will feel like a local.

For more information contact the organisers:

Email: saie@bolognafiere.it

Web: <http://www.saie.bolognafiere.it>



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Rough, tough and articulate

The new Merlo road-going platform may be something completely different but is it going to transform the rough terrain articulated platform market? We carry out an in-depth investigation into the unusual new machine (page 31) as well as looking at the equipment currently in this sector.

Articulated self propelled booms first appeared in the early 1980's but in those days most were two wheel drive and powered by battery or propane. Initial thinking for these industrial machines was the lower outreach for a given height meant that they could be more compact and/or lighter weight. Some manufacturers believed that there was little point in taking a multi-linkage machine over rough ground. Some also thought that all those joints would not stand up the shake, rattle and roll.

The machine that changed all that was probably the Grove Manlift AMZ66. When introducing its first articulated machine in 1986 several years after Simon, Genie, Snorkel and JLG, the company thought it ought to do something different. So it went to 60ft when all others were clustered around 30 and 45ft. It added four wheel drive and four wheel steer. The result was a runaway

The popular Genie Z80.



success and one of Manlift's most profitable aerial lift launches.

Simon soon followed putting jeep axles under its industrial models and before long most manufacturers were offering rough terrain versions of their 45's and looking at the 60ft market.

Many of these early models that were quick conversions of industrial machines were less than successful. The Snorkel UNO which sported balloon tyres gained a solid reputation but Genie was the first to follow and exceed Grove's lead by introducing the concept to the 45ft market in a solid winning package - the Z45/22 4WD.

Benchmark

Although it looked like a regular articulated boom with massive tyres, it featured a big engine with good hydraulics giving it real rough terrain capability. Soon it became the benchmark for all 45ft 4x4 articulated booms and helped convert this sector from electric to rough terrain.

Most rough terrain articulated boom products on the market today build on the principles set by the Genie Z45/22 4WD most it not all offer great off-road ability with a fantastic working envelope and in some cases a narrower overall width.

Interestingly, the European market for these off-road articulated booms is larger than the North American. Why? Many American contractors prefer straight boom machines for their rugged works. They like the extra reach and the faster simpler lift mechanism. And they believe, a more rigid platform. This latter point is more of a hang-over from the



Haulotte HA16PX

past than modern reality. With most straight telescopic booms sporting jibs while tighter tolerances and chunkier structures have made articulated booms more rigid, there is very little difference between the two. The biggest new development in the articulated rough terrain market is without question the road-going models launched earlier this year by Merlo (See separate story). Whether this catches on time will tell but they do offer an alternative for short duration work as well as offering a new level of rough terrain capability.

New arrival

Another new arrival which has taken off in both the UK and Holland is the new Nifty HR21 Bi-Energy. Nifty, which only builds articulated booms, has come a long way in the Rough Terrain market, somehow managing to squeeze some extra outreach from its models at the same time as reducing the overall width.

The company has quietly introduced

a wide product range and taken a significant market share where its products are sold. The off-road capability of its current range is a far cry from the first Height Riders of the late 80's that bogged down at the mere thought of mud. The company's HR12 4x4 is a gutsy machine which combined with its light weight, makes it a great performer on soft ground.

The lightweight Nifty HR21 is a good performer on soft ground.



Compact Size, Powerful Performance

The new ultra-compact **JLG® Model 1230ES**, a self-propelled mast lift that weighs only 790 kg and provides up to 5.7 m working height. The 1230ES features the same energy saving 'direct electric' drive system, found on the popular JLG ES Series scissor lifts. This system provides up to three times the number of duty cycles compared to other models in its class. Comfortable to operate with fully proportional control for drive and lift, it also features a new hydraulic system that provides elevation to full height in only 12 seconds.

With its reduced weight, superb manoeuvrability, and compact dimensions - 0.76 m wide and stowed height of 1.66 m - the Model 1230ES provides a cost effective solution for use in confined or weight-restricted areas so you can go to work on raised floors, in high-rise buildings and in multi-storey warehouses. It is also light and compact enough to be transported in most construction or industrial elevators and it can be lifted by crane to elevated work areas.

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It will be interesting to see if Merlo's latest rough terrain machine is a success



It will be interesting to see how this smaller end of the market develops. Until now most articulating boom lifts below 45ft have been electric or Bi-Energy slab machines. This raises several questions: Are there sufficient applications for a 33ft platform height articulated rough terrain boom and if so will the rental market see the benefit of buying such machines? Also will they continue to provide 45ft machines for this work? With an increasing number of buyers going for 50ft booms (stretched 45's) perhaps this opens up a gap wide enough to attract smaller models.

The fact that neither Genie, JLG or UpRight/Snorkel are likely to be drawn into this sector and that the 33ft Haulotte is heavy and wide in comparison, (in essence a different machine falling closer to the 45ft models), will limit the take up. Haulotte's HA16PX on the other hand is attracting buyers because of its performance. With a working height of 52ft and 30ft of outreach, and compact dimensions, the machine has good ground clearance and gradeability.

Nifty on its own is unlikely to create a major market, assuming that the underlying demand is there. It needs at least one of the major producers to introduce a similar model. With the big three

Matilsa incorporates an oscillating axle and can also be equipped with outriggers for levelling on slopes.



continuing to ignore the now significant market for electric machines of this height and size, it is difficult to imagine a rough terrain version coming from them anytime soon.

Currently Matilsa is the only other company with something similar. Its Parma 13D offers a similar package but also incorporates an oscillating axle and can be equipped with outriggers for levelling on slopes.

Another new development this year was to be the re-introduction of the UpRight AB46RT, the acquisition of Snorkel might well have put a stop to this however. The AB46 looked like something out of Mad Max with its massive tyres, unusual positioning of the engine in the chassis and its small superstructure. UpRight does acquire three badged articulated Snorkel machines the AB50JRT, AB60JRT and AB85JRT.



The UpRight badged Snorkel AB85JRT

However, the AB46 did perform well on rough terrain and scored the highest in the last Vertical Check for this type of machine back in 2001. Interestingly the six rough terrain articulated boom lifts evaluated at that time are all still on the market - 45 to 50ft units entered by Genie, JLG, Haulotte, Snorkel, UpRight and Manitou.

The company not present at that time was Nifty, which as we have said, now boasts an impressive line up of rough terrain articulated booms. Aichi, so far a straight boom company is set to join this market sector towards the end of 2008 or start of 2009. It is not known yet what size of machine this will be, although it is likely to be either a 50ft or 65ft model. Given the company's reputation in terms of solid engineering and reliability, its first articulated boom will be eagerly awaited.

Higher end

In recent years the 80 to 85ft articulated boom has become a relatively common piece of kit. Models are available from Haulotte, JLG, Genie and Snorkel - now of course also badged as UpRight.

The JLG 800AJ has led this market with more than 3,000 units delivered, while the Genie Z80/S has also become quite a popular unit with its similar lift mechanism. JLG is currently upgrading its units with a fairly sophisticated working envelope management system. This will not only prevent overloads but will also ensure that the machine's two booms are kept within the permitted working envelope.

The Haulotte HA260PX and Snorkel/UpRight AB85J differ from the Genie and JLG in that they both have conventional single section parallelogram risers, compared to the telescopic risers on the former units. The Haulotte is also lower in that its 26 metres is a working height rather than a platform height, but at 77.6ft it is relatively close to the other three units. The machine also offers a lower gross weight - almost two tonnes lower than the JLG - and a narrower width, being less than 2.4 metres compared to 2.5 metres on the JLG and Genie and 2.6 metres for the Snorkel. However where it wins on the compact dimensions and lower weight it gives up on the outreach, being two metres short of the Genie and Snorkel and a full three metres short of the JLG. However if



One of several JLG rough terrain machines, the 510AJ has a 15.8 metre platform height and 9.5 metres outreach.

you are looking for pure outreach then a telescopic boom will serve you better.

When Merlo introduced its machine at Bauma, it did so with a view of generating industry opinion and comment prior to going into production. While there are a few issues with the prototype machine, the concept looks like it might take off. It will be interesting to chart its development and impact on other manufacturers in the rough terrain sector, particularly those with both aerial lift and telehandler divisions. Watch this space.



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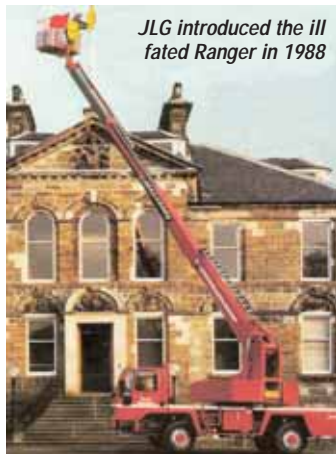


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Travelling boom

At this year's Bauma Merlo unveiled its platform range of self propelled, high speed articulated booms. The three prototypes - the result of a four year development project - were shown with the intention of soliciting access industry opinion and comment prior to finalising the designs and going into production. Leigh Sparrow had the opportunity earlier this year to visit Merlo headquarters in Cuneo, Italy to evaluate and test the new models.

The idea of a road going fully self propelled boom lift has been around for more than over 20 years. In 1988 JLG launched the Ranger, a relatively short compact truck mounted lift that could be driven from the platform while elevated. Built at the company's plant in Scotland a number of machines were sold, but they proved to be hopelessly unreliable. After several attempts at re-engineering, JLG eventually abandoned the product.



JLG introduced the ill fated Ranger in 1988

More recently Versalift showed a self propelled truck mount at Bauma 2004. The axles were locked when ready to work and the truck could then be driven from the platform at up to 12 metres. More recently the company has introduced a street lighting kit which allows users of its van mounted platforms to drive the lift between lamp-posts from the bucket as long as the boom is centred. Once in position the stabilisers must be reset before the boom can rotate or go above a certain height.

The full hog

Unlike the above models, the new Merlo lifts go the 'full hog', offering all of the features of a full specification rough terrain self propelled boom lift with the ability to travel on the road at speeds of up to 40kph. In many ways the machine resembles the small two axle city cranes that are popular in urban areas.

The planned range consists of three models with 18, 23 and 28 metre platform heights. Merlo had considered exhibiting the prototypes at Bauma 2004 but decided to hold off until it felt the market was ready. The next stage is to build up to 30 pre-production machines for testing and placing with key customers for evaluation purposes, before fixing the design for production in 2008.

Once on site

Once the new Merlo arrives on site the platform has to be transferred from its travel position and attached to the jib, roughly a three to five minute job. The current method of doing this is not physically difficult, but it is way too fiddly for the self drive rental market. This has to change before production designs are finalised.

When ready to work the unit can be operated from the cab or from the platform. The platform's suspension system incorporates two oscillating axles which lock when the boom is lifted. They also allow the machine to level itself on uneven or sloping ground by five degrees longitudinally and nine

C&a articulated booms

There are three models in the range



degrees side to side. Add to this the fact that the platforms are calculated to work safely on slopes at up to three degrees from level and you have the ability to work safely on slopes of up to eight

degrees end to end and a 12 degrees side to side slope. The auto levelling function is a single push button which operates all four suspension cylinders to level the chassis.

The basket is unpinned.



The jib folded.



The basket is reattached...



and off we go!



articulated booms C&a



The MP30 offers up to 16 metres of outreach

The top of the line

I concentrated on the MP30, which offers a 30 metre work height, on the basis that the high cost of the base unit, will make the top of the line model the most popular. The lift mechanism comprises a two section telescopic riser/lower boom, a three section main boom and a jib that provides 180 degrees of articulation in any position thanks to its dual chain drive. The lift is fitted with a two metre by 850mm platform with full 180 degrees of rotation, 225 kg lift capacity and electric, water or air power the platform as standard.

Controls need a re-think

The controls comprise five fully proportional, paddle type levers mounted in a removable cable type remote control box similar to those used on loader cranes, with a screen and a mode button to allow the doubling up of functions. The deadman control is a simple wand type micro switch which although looking a little 'Heath-Robinson', functions very well and would be very easy to release in an emergency. As the paddle levers control different functions depending on the mode selected, the decals only show an A B C D or E requiring the operator to consult a mini slide out safety manual located under the controller. The current controls are not practical for every day use and Merlo says that it is planning to use a more conventional control



The upper controls are not self evident and will need to change

panel on production machines. Having said this, operating the machine smoothly is very easy. The functions are reasonably fast and have full multi-function capability. The feel in the elevated basket is very solid and the substantial base machine reassuring. Outreach on the two larger models is restricted so that in the situation where a fully telescoped main boom is lowered from the lift cylinder the function will stop when it reaches the cut off point, forcing the operator to telescope in before continuing to lower the boom. With 16.5 metres maximum outreach the MP30 is a little short even when compared to regular self propelled articulated booms. On the 30, the lower boom must also be raised before it can be telescoped (the 20 and 25 have fixed lower booms) this will normally be the first thing the operator will do, leaving the lower boom telescope for when extra height is required.

The top of the line

As the lower boom is raised it pulls on a mechanical linkage that raises the hinged counterweight slabs, effectively extending their ballasting effect when the boom is up while lowering and centralising it to reduce the centre of gravity and centralising it for road travel. When the lower boom/riser is raised, the machine has minimal tailswing, Merlo says that it will be possible to set pre-established limits on the lower boom position in order to prevent it being lowered or rotated into a traffic lane.

Stowed length a missed opportunity

The overall chassis length is relatively compact at around 4.5 metres but this includes the

lighting board on a 500mm extension which can be removed with two pins, reducing the length to around four metres.

Boom overhang at the front and rear make the stowed machines overall length to just over eight metres, which while compact for a self propelled boom of this size is, in our opinion, unnecessarily long. A four section boom with a little less overhang at the rear and minimal overhang at the front would have created a much better 'city lift' although up and over reach would have been reduced a little.

On rough terrain the platforms will be excellent thanks to their telehandler running gear with



mounts for inner city and congested applications and where the ability to drive at height is appreciated or desirable.

Comments welcome

Merlo says that it is very keen to take on board any comments and



The counterweight is raised as the lower boom goes up



powerful engine, two stage hydrostatic transmission, all round hydro pneumatic suspension system, rear axle diff-lock and large wheels. Merlo has targeted this product at steel erectors, local authority/

criticism for this product so the final production machine is likely to include further significant improvements. We think that the concept is potentially a winner, (depending on price) but believe that the current front overhang will put off some buyers.

If Merlo does not make significant changes before going into production it could find that a competitor such as Manitou or Genie with aerial lift divisions and 360 degree telehandlers launches an alternative product with a four section boom and more compact travel dimensions and then scoop the market out from under its nose.

We felt that the front and rear overhang was greater than ideal.



The platform is very stable

municipality work such as street lighting and tree trimming and of course industrial applications on large sites. We feel that it also has potential within the rental market, replacing some 30 metre truck





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The Saints go marching up

When contractors needed to reach and inspect the upper levels of Southampton (the Saints) Football Club's St Mary's stadium, The Platform Company recommended a Genie Z-135/70 articulated boom lift and a Genie S85 straight boom for the work. The main challenge was to clear the outer wall which is around 18 metres high and reach out to inspection points near the top of the 36 metre high roof line. With more than 23 metres up and over reach and 21 metres of outreach the Genie was ideally suited for the job.

The Saints - which moved into St Mary's stadium in 2001 - is currently mid-table in its second season in the Coca-Cola Championship, following its relegation after a 27 year spell in the top flight league in 2005.

The Genie needed its 23 metres up and over reach as well as its 21 metres of outreach for the contract at the Saints football ground.



Paint it white

Newcastle upon Tyne-based hirer Geoff Huntley Plant supplied one of its Manitou 160 ATJ machines for an unusual hire in Cumbria. The machine was used by Colchester artist Clive Wakeford to gain access to paint a tree in the middle of the Lakeland countryside. Other striking examples of his unique style of art can be found at www.clivewakeford.co.uk.

(Picture by Steve Messam)

Universal

New Spider widens the fleet

The new Falcon Spider FS290 has arrived and is ready to hire. With 29 metres of working height and able to enter through a doorway of 0.8 by 2m, it allows internal applications rarely available. Not only will the spider FS290 set up on uneven ground conditions but can give outreach of 14m with one man operation.

Universal Aerial Platforms now runs the UK's widest range of narrow access equipment for hire or purchase. For more information on the spider and any of our machines call today or visit www.universalplatforms.co.uk

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Haydock back on the map

The first Vertikal Days event for the lifting industry held at Haydock Park near Manchester in late September was beset by wet and windy weather. In spite of this more 1,000 visitors and exhibitors made it an event to remember. In total 53 companies exhibited a wide range of products from the three metre high Power Tower to the first seven axle Spierings mobile tower crane in the UK with City Lifting.

Most exhibitors reported good levels of business with strong sales of product from their stands. While the numbers of visitors did not measure up to the big general construction equipment shows, every visitor counted and everyone certainly had time to talk. The new event was different in that once visitors arrived everything was included, from parking to coffee and cakes to lunch and refreshments. A number of visitors commented how nice it was to not keep having to dip their hands in their pockets some even said 'that it was the best day out they had had in a long time', really!

Although the event was all about people, the focus of the show was still the equipment and services that each of the exhibitors were offering. In the following pages we bring you as many photographs of the event as we can fit in three pages on the basis that a picture speaks a thousand words.

That said a number of exhibits deserve a special mention, some of the major crane manufacturers decided that given that this was a Bauma year there was no point in participating in Vertikal Days, preferring to join in next year.

Some crane companies however made exceptional efforts with their exhibits. MTI, the Jost distributor, used the event to unveil the new Jost JTL 68.4, flat top hydraulic luffing tower crane. The crane, which can be assembled with a mid sized All terrain crane (the heaviest component weighs less than five tonnes) has a 40 metre jib with a jib tip capacity of 1,500kg and has a maximum lift capacity of four tonnes. The first unit was sold to City Lifting who used its new seven axle Spierings to dismantle the new crane and take it home with them.

City Lifting conveniently had a stand adjoining that of MTI on which it exhibited both the new Spierings and one of its Comansa compact city tower cranes. The top slewing crane was assembled in the same time as it takes to put up a self erecting tower crane.

Cranes UK flew the flag for the mobile crane fraternity exhibiting

three of the all-new Tadano Faun cranes launched at Bauma, including the 40 tonne ATF40G-2, 50 tonne ATF50G-3 and 90 tonne ATF90G-4 the first of these cranes to arrive in the UK. In fact staff in both Germany and the UK worked flat out to make sure that the cranes were shipped in time to make it to Haydock. The company said that it had a great show and looked forward to next year's event.

Local crane hirers, Bob Francis and Ainscough supported the event, along with access sales and rental companies AJ access, Easi-UpLifts and Facelift, all helping to bring a cranes and access show back to the North West.

Ainscough showed a new fall arrest system for trailers. The extremely simple built in safety net can be deployed and stowed in less than two minutes, is very light weight and takes up no room in the trailer. The company reported strong interest in the device.

In addition the event attracted some of the largest aerial lifts in the country including the world's largest spider lift, the Teupen Leo 50 from Ranger Equipment; the UK's largest truck mounted lift, the 90 metre

Bronto S90HLA from Zenith; the world's largest scissor lift, the 32 metre Holland Lift G320 and the world's largest spider crane, the Unic 706.

It was also the first appearance in the UK for the new Leguan scissor lifts, PB Liftechnik's new electric scissor lifts, Platform Basket's new 15.75 spider lift, Haulotte's new telescopic handler, Uprights new boom range from Snorkel, the new identity from Instant towers, the new Ruthmann truck mounts, Allan Access's new van mount with no outriggers, the CTE Power Tower and the PL9000 from Planet Platforms.

In summary

The new concept worked well and all visitor input was highly positive. Many stated that they were "happy to see cranes back at Haydock" and in a post show written exhibitor survey, 88 percent said that had already decided to exhibit next year - the majority voting for Haydock Park on June 25th/26th 2008.



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Local crane rental company Ainscough, not only showed off one of its new Liebherr cranes but also showed its easy set up safety nets for flat bed trucks and trailers. The device can be set in minutes and provides a safety net in case anyone should fall.



The UK's largest truck mounted lift the 90 metre Bronto S90HLA also made an appearance on the Thursday. Owned by Zenith platforms the machine was one of three large Bronto truck mounts on display.



The Ascendant stand sported its all-new 17 metre lift on an Iveco chassis. This new British-built lift incorporates single side outriggers to provide excellent outreach in a small footprint.



Facelift also had a 28 metre Falck Schmidt spider lift on its stand. Sold to Universal of London the machine can pass through a single doorway and then reach up into high atriums.

The Facelift 52 metre Bronto equipped with the unique lifting attachment allows the machine to place glass panels weighing over a 1,000kg while a man installs it from the platform.



At the larger end of the market local crane rental company Bob Francis (left), showed several cranes including its new Grove GMK2025 and GMK5100.



In terms of sales Kranlyft UK and Alan Peck(r) showed the way. The company sold eight of its Maeda cranes off the stand, including two of its LC785 compact crawlers.



Another all new lift launched at Vertical Days came from Allan Access. The new van mount has more than 12 metres working height, 12 metres outreach and requires no outriggers yet has a cargo carrying capacity of 450kg.



Haulotte had its new 14 metre telehandler on show. The new unit turned quite a few heads, although the preference was for the all black colour scheme seen at Bauma.



PLC power pads had a range of its nylon outrigger mats on show along with the Telefant hydraulically lowering trailer from Switzerland. The company shared its stand with Vanson cranes, which had one of its more compact self erecting tower cranes on display.



Genie showed its latest telehandler - the compact GTH 2506 with six metre lift height and 2,500kg lift capacity - along with a good selection from its aerial lift line.



Amongst its many models on the stand, JLG's tiny ES1230 mast type lift is proving a winner in the UK.

The Cosmic Sausages entertained during the day and evening.



Instant-UpRight, the alloy tower producer used the show to unveil a completely new corporate identity and branding which included the new company name.



Jost distributor MTI launched the new Jost 68.4 flat top hydraulic luffing jib tower crane. The new crane has a 40 metre jib with a jib tip capacity of 1,500kg and a maximum lift capacity of four tonnes. The unit on show was sold to City Lifting.





The worlds largest self propelled scissor lift, the Holland Lift G320 with 34 metre working height towered over most of the exhibits. Russon Access also showed a range of models from the Manitou line up.



Power Lifting introduced the Bocker range of aluminium cranes. The AHK27/1200 was fitted out as a lift crane while the AHK31/1500 was set up as a 31 metre aerial work platform. The AK32/1500 truck mount was also on show equipped with both lifting and aerial platform options.



City Lifting showed off its brand new seven axle Spierings mobile self erecting tower crane. With a lifting capacity at height and long radius equal to a 300 tonne plus telescopic, the crane is ideally suited to congested city work. It also had one of its Comansa flat top city tower cranes on display. The unit offers a real alternative to folding self erectors.



Niftylift showed off its new HR21 4x4 articulated boom lift which is now available with a bi-Energy power pack as well as its most popular models the 12 metre working height HR12 bi-energy and the T120 trailer lift.



Another new spider lift was to be found on the Promax stand where the company had the new 15 metre Platform Basket 15.75. Designed to pass through a single door the company reported sales from the stand.



Skyjack used Vertikal Days to show off its new 45ft boom lifts. The new model. The SB45J offers excellent reach and rough terrain performance in a rugged and simple to maintain package.



Compact crane specialist Valla cranes, had a selection of electric powered crawler pick and carry models for industry and public authority type work.



Tadano Faun showed three of its new All Terrain cranes, the 40 tonne ATF40G-2, the 50 tonne ATF50G-3 and the 90 tonne ATF90G-4 all of which were unveiled at Bauma and now beginning to ship.



CTE and Planet Platforms launched the new Power Tower, the unique push around powered lift that uses a sigma type linkage to provide a five metre working height with 250kg lift capacity. CTE also showed its new CS179 spider lift and its 19 metre Z19 sigma linkage and telescopic boom truck mount. Planet also displayed the new TP9000 trailer mounted scissor lift.



Skyking - the UK distributor for GSR and Wumag truck mounted lifts and Bluelift spider lifts - had a range of product including the 45 metre WT450 from Wumag in Wilson Access colours, a 29 metre GSR E290PX and Bluelift SA16 Compact.



Energy Batteries unveiled the new maintenance free Trojan gel batteries for aerial lifts.



The granddaddy of all spider lifts though was found in the demo area where Ranger had the massive 50 metre working height Teupen Leo 50GT.



UpRight displayed its range of scissor lifts and several models from the Snorkel boom lift range all branded in UpRight blue. It also announced that IPS the UpRight distributor in the UK and APS the Snorkel distributor have reached an agreement to form a jointly held company to sell and support UpRight products in the UK.



Unic GGR Glass showed off the recently launched 706, the world's largest spider crane, first seen in prototype form at Bauma earlier this year.



First time seen in the UK, Leguan's skid steer based scissor lift.

Vertikal days

Mats, pads and common sense

If you are a regular visitor to www.vertikal.net you will have noticed over the past year or so an apparent increase in the number of cranes and aerial lifts tipping over due to the ground giving way under one or more outriggers. It is hard to believe that the earth has become softer or more fragile, although there is a correlation between rainfall and accidents caused by ground conditions. Ground baked hard by drought will usually be more forgiving than waterlogged ground. It is also hard to believe that operators are shoring or cribbing under outriggers less often than in the past, or that outrigger pad loadings have increased significantly.

The more likely reason for the surge in the number of reports is better communications. The internet has caused a massive increase in the amount of news reported. Now when a crane tips over it is all too soon a subject on various blogs and local news stations. So what we are more likely seeing is just how commonplace accidents from poor outrigger cribbing and set up have always been.

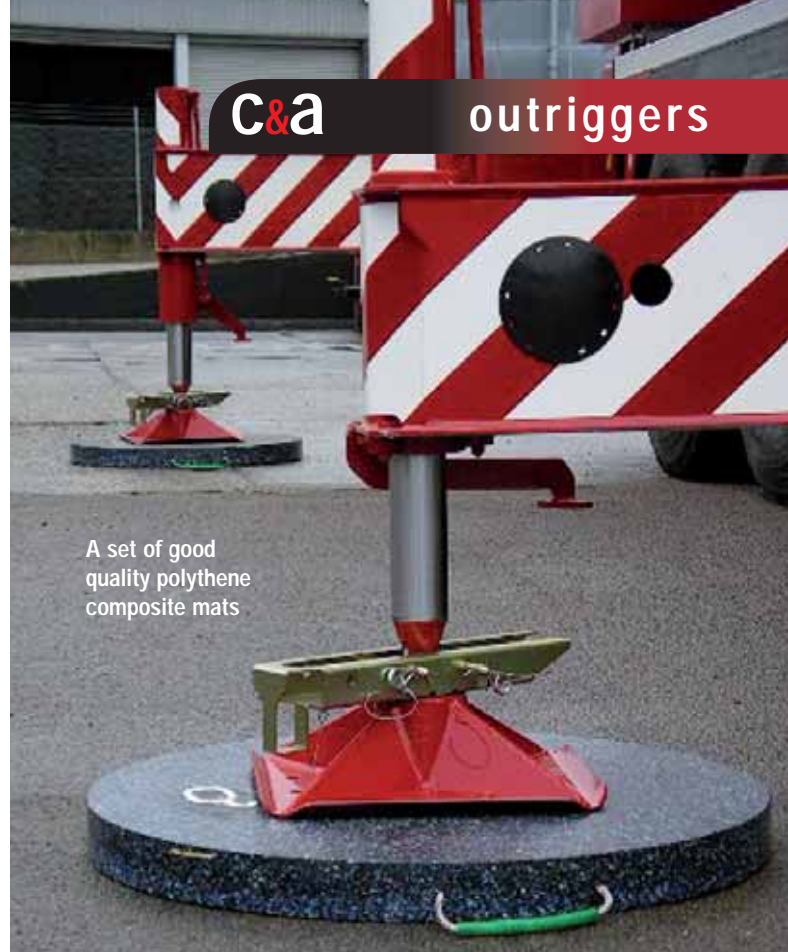
Who's responsible?

One of the issues that does not help the situation is confusion over who is responsible for the ground conditions. In the UK, CPA rules clearly place this onus on the contractor or developer rather than the crane provider. This even applies to contract lifts, where the contractor is likely to assume that he is paying the crane rental company to take responsibility for

every aspect of the lift. The CPA argues that a crane company should ask about the ground but that only the contractor or developer is able to categorically define and be responsible for the ground conditions.



Using mats is only the start. They need to be used correctly!



A set of good quality polythene composite mats

Saying this any crane hire company with any pretension to professionalism or any crane driver worth his salt will take the cribbing of outriggers very seriously. Most outrigger accidents would be avoided by taking even the most basic of measures, such as using a purpose designed outrigger mat. Common sense will also help enormously, a good crane or larger truck mounted aerial lift operator will develop the ability to judge ground conditions, developing almost a second sense for spotting when ground conditions might not be what they seem. This is not of course foolproof but it can alert an operator to investigate further or at the very least give the ground a good testing. The biggest

challenge of course comes from hidden underground voids such as septic tanks, but once again there are generally hidden clues to where these might exist. Old brownfield, industrial or residential sites are of course particularly risky.

If in doubt test the ground

An operator of a small to medium size crane can always test the ground by taking the weight of the load (but keeping it close to the ground) over each outrigger jack, ideally at a greater radius than the lift.

This of course is more of an insurance helping confirm that information given by the contractor is reliable. When any doubt exists a good operator will also use the largest mats he can, thus spreading the load over a wider area and keeping ground bearing pressures down. We recommend that mats are always used unless setting up on a purpose built test pad. Even then it is a good habit to get into.

So which mats.

Wood, steel, nylon, polythene all can be good as long as they are designed and specified for the job. When buying wood cribbing it is very important to buy from a supplier that understands the application and supplies timber specifically for the job. He will only provide fine grade hardwood timber that will

outriggers



A superb steel outrigger mat on Eisele's new 103 metre Wumag WT1000.

both withstand the pressures involved and will not quickly develop cracks that allow water to penetrate and then start the freeze thaw process that will quickly make the wood unsafe for the job at hand.

On larger wood cribbing, steel strapping on ends and high levels of preservatives will massively extend its safe working life. The same applies to larger timbers for use as crawler crane mats and access trackways.



A well planned set up for a challenging lift over a new metro station. A precast concrete pad removes the slope, a large purpose-built wood mat and two reinforced I beams with clamps then spread the load onto a vertical beam.

Buy the best, its cheaper!

When it comes to nylon or better still, polythene, the simple rule is buy the best. Good quality mats will last the life of the crane and cost a lot less over the long term, not to mention the peace of mind they bring. Suppliers of good quality mats will usually be happy to customise your pads in a wide variety of ways, including supplying the colour you want, branded with your company logo.

They can also provide non-slip or friction surfaces, for example you might specify a pad with a rough texture on one side to grip the ground, while the other is smooth to allow flop-down outriggers to slide as they lift the machine. Also make sure that pads are fitted with

suitable handles for the size and weight. This might be rope or chain handles or simple cut-out hand grips. Finally you might want to have holes cast or drilled in to match with retaining pins or bolts on the deck of your crane or lift.



Pads should have good hand grips, making them easy to carry.

Temporary tracks

The conversion of Europe's mobile crane rental fleet from truck mounted cranes to All Terrain crane has helped conquer the challenges for cranes to gain access to construction sites with bad ground conditions. However high axle loads and gross vehicle weights still create access problems on the worst sites or when crossing unprepared ground in emergency situations.

Those challenges are even greater when working in residential areas. With between five and eight tonnes on a single tyre and gross weights of between 30 to 95 tonnes, a crane or big truck mounted lift can wreak havoc with driveways, lawns or kerbs. Thankfully there are an increased range of products on the market to smooth the way. The original purveyor of such products was Trakway, now Eve Trakway. The company made its way renting out what was a patented aluminium roadway that it simply rolled out from the back of a truck. The



Eve Trakways new K panels form a temporary road over farm land.

company which was the subject of a Management Buy Out from Babcock in 2006, also provides heavy duty standard panels for heavier cranes and can construct custom designed lifting platforms from standard components. Rola-Trac takes a different approach to providing heavy duty temporary roads for cranes and lifts. It has a system it calls I-Trac which is made up of 0.8 square metre interlocking composite panels which weigh 15kg each. Rola-Trac says that a single man can lay up to 100 square metres an hour.

When things go wrong

As we have already said, improper cribbing under outriggers is the single biggest cause of accidents with cranes and aerial lifts. When you allow for the fact that the majority of aerial lifts are now self propelled, the statistics become even more shameful - shameful because it is an accident that is usually easily avoided, caused by poor planning and most often of all by laziness and/or ignorance.

The following are some recent examples of what can go wrong when operators do not bother to take the ground conditions into consideration.

Operator loses life.

A 100 tonne crane working at an offshore fabrication yard on Bintan Island, Indonesia tipped over when one of the outriggers punched a hole in what seemed like good ground. Sadly the operator, who worked for the crane's owner, Tat Hong, was hit in the head by a flying outrigger pad as he jumped from his cab. He was reported as



Rola-Trac's I-Trac can handle the largest cranes

dead on arrival at hospital. In this case if he had stayed in the cab he would most likely have survived.

Amazingly in this case steel outrigger mats were available but were lying in a pile by the side of the crane, there was also plenty of space here to have 'tested' the ground.



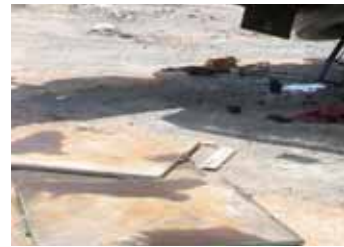
One outrigger punched through the ground.



Clearly the pad was too small on its own.



The ground looked OK on the surface.



Steel mats were lying unused by the crane.



November 2006 - Victoria Canada - An 18 tonne boom truck lifting a hot tub over a house into the rear garden, tipped over when one of its outriggers punched through the driveway into an old septic tank. The tub dropped striking Johnson and placing him into intensive care. The roof of the house was also badly damaged.



April 2007: A 40 tonne crane slipped off its home-made/make-do outrigger mats and tipped over in a street in Silema, Malta damaging buildings. Thankfully the operator was only slightly injured and no bystanders were involved.



April 2007 Newbury, UK: An Italmec Ragno R16 was trimming trees when the edge of a loose bricked drive gave way resulting in the outriggers slipping off the drive causing the lift to tip, injuring

operator Phil Cantrey, an employee of J.P. Hardy Forestry. No outrigger mats or cribbing had been used.



The 360 ton crane nearly ended up in the cellars and caused chaos in downtown Chicago.

May 2007: A 360 ton crane belonging to Imperial Crane of Chicago was just beginning a routine lift of an air conditioning unit onto a roof in downtown Chicago when the outriggers under the counterweight crashed through the road. The crane was rigged with main boom fully retracted at maximum elevation and full luffing jib. As the crane tipped backwards the boom and jib crashed into the building behind, causing extensive damage to the upper floors.

Imperial Crane said that the City, which issued a permit to close the street allowing the lift to go ahead, did not mention that the street was built over a void. Vice president Wes Austin was quoted as saying: "Nobody told us the alley was vaulted, it is always a scary thing for a crane company."

A spokesman for the City's Office of Emergency Management and

Communications, would confirm only that the company had the proper permit. Although a city official said: "It was obvious from grills on the street that the roadway was vaulted underneath, it's up to a crane operator to determine if a crane is too heavy for the road."



June 2007: a truck mounted lift owned by ES Access but operated by a trained, self-drive customer, tipped onto Athena House, in Clifton Moor, home of the Crown Prosecution Service. Three men in the basket were rescued from the roof, shaken but unharmed.



July 2007: A 50 tonne Kato NK500 truck crane, owned by Titan crane hire of New Zealand, had just started lifting steel roof trusses at a site in Taurenaga, when the ground gave way. It turned out was set up over an old septic tank which collapsed. The crane missed traffic on a main road but the boom caused extensive damage to the three-storey building and scaffolding. The boom had to be cut up to remove the crane.



September 2007: This Grove TMS475 owned by Fussey Engineering punched a hole in the dock at Immingham a few weeks ago, thankfully no one was hurt.

Coping with slippery slopes

Cranes or lifts with outriggers are particularly adept at setting up in slopes, although this often requires well planned cribbing. Lifting equipment with spider type outriggers can level up much steeper slopes. The Chill Factor - a new indoor ski slope being built in Manchester by Sir Alfred McAlpine - presented a major challenge even for the spider. The facility has two slopes- the nursery slope with a gradient of 10 degrees and the steeper main slope at just over 15 degrees. A mix of Teupen and Omme spider lifts were used to gain access over the slopes. The Teupen Leo 23GT models were helped to level up with some factory designed wedge shaped outrigger mats to allow the machine's pads to remain level. The Omme lifts had pads that were able to cope with slopes of up to 21 degrees. Given the steepness and the fact that the concrete surface of the slopes were smooth and slippery, non-slip rubberized mats were used under the pads and the machines were fitted with anchor lines attached to eyebolts at the top of the slopes.



The Teupens were equipped with special wedge shaped outrigger mats.



The Ommes were able to handle the 15° slope but used the non slip mats.



Surrey: Spotted in a high street in Surrey this August - stacked blocks used as outrigger cribbing on a 20 metre truck mount.

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C&a books & models

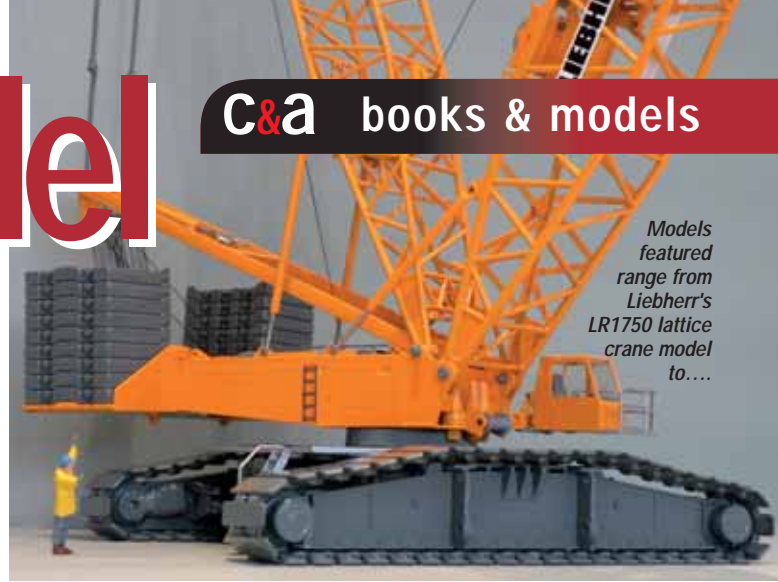
Collectors of scale models of construction equipment will be interested to visit a website which is dedicated to providing detailed reviews of scale models as well as other relevant news and information. The name Cranes Etc gives a clue to its main focus. Run by civil engineer Ian Webb, the site was started in 2004 and has grown steadily to the point where it now averages more than 1,000 hits a day.

What sets this site apart from others are its detailed model reviews and the consistent model

rating system that has been adopted from the start. Each model is assessed under five headings, Packaging, Detail, Features, Quality and Price to produce an overall score. In this way it provides a measured comparison between various models and model manufacturers.

The website also provides regular scale model news, an occasional editorial piece and a gallery of photographs of machines which link to the model reviews where applicable.

While Cranes Etc is heavily focussed on model cranes it does include reviews of other construction



Models featured range from Liebherr's LR1750 lattice crane model to....



The Cranes Etc home page.

models with the clear emphasis on the 1:50 scale. Cranes and Access has reached an agreement with Cranes Etc to provide regular model reviews in these pages. The first is destined for the November/December issue when we will publish a review of the latest Conrad Liebherr LTM1070 in Mammoet colours.

The website can be found on www.CranesEtc.co.uk.

....mobile cranes such as the Sennebogen HPC 40 by Conrad



Reviews of 1:87 scale tower cranes are also included

Hydraulic fundamentals

Don Seddon has spent his career working with hydraulics starting in 1956 with Cincinnati milling machines, an early adopter of hydraulics to drive its machine tools. From there he went on to work with Vickers and Abex Denison before starting up A&D fluid power in 1974 to produce hydraulic valves. More recently he has served as a design consultant for hydraulic systems and valves.

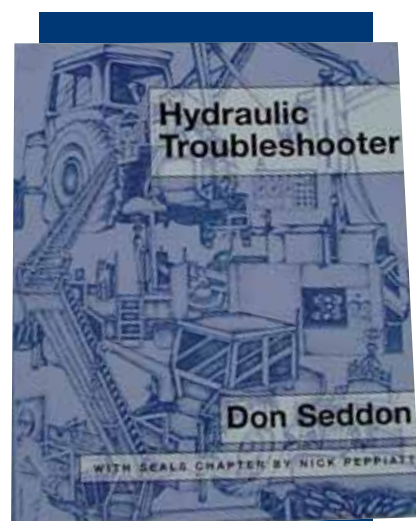
Having published a highly successful book Diesel Troubleshooter, he decided to do the same with the topic that has absorbed most of his working life. He called on Nick Peppiatt of Hallite seals to assist him and to write the chapters on seals.

The book is very cleverly written in that it is highly accessible and useful for those who have minimal experience with hydraulics while also handy and useful for those who make their livings from hydraulics, including engineers responsible for the design of hydraulic circuits. The writing style is very readable and should absorb anyone with a modicum of mechanical aptitude and yet does not come across as condescending or over simplistic for hydraulics professionals. On the contrary, for the more experienced it serves as a reminder of some of the basics while covering some handy tips and pointers.

It packs a tremendous amount of information into its 175 pages including a brief but handy reference section in the back, listing all of the relevant standards and guidelines as well as conversion factors and formulae.

In summary, a book for anyone with an interest in hydraulics, from the apprentice mechanic to senior hydraulics designer.

Hydraulic troubleshooter is published by Arima Publishing - www.arimapublishing.co.uk and is available on-line from the publisher at £25 a copy or from booksellers such as Amazon.



Hydraulic Troubleshooter is available from Amazon or direct from the publisher

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PASMA: New era dawns at tower champion

Peter Bennett has been appointed as PASMA's first managing director. His new role was confirmed at the association's recent Annual General Meeting in Birmingham, UK. It comes at a time when PASMA is embarking upon an ambitious development plan designed to enhance its range of services in support of its members and training centres, and the industry at large.

A committed and enthusiastic supporter of the work and role of the association throughout his long time career in the access industry, most recently as sales director with Glasgow-based Turner Access, his appointment follows two years as the association's general manager.

In that time the association has seen membership more than double and the number of delegates passing through PASMA's national training course jump from 10,000 in 2004 to 33,000 in 2006. Bennett, who studied modern languages at the University of

Glasgow, is delighted to be helping shape the future role and contribution of the association in the UK. He said: "This is an exciting time at PASMA and I look forward to working with my many

colleagues, the HSE and other kindred bodies to encourage safety and best practice across the access industry."

Peter Bennett



Access in Action



A Zone 1 access tower

Pasma to appoint a training scheme manager

Pasma is looking to recruit someone to manage the national training scheme and to ensure that the association's high standards are maintained and improved.

It is looking for a manager with experience and who already has a thorough knowledge of the scheme itself together with the ability to manage and build on the success already achieved.

As such this critical post is likely to attract someone who is already involved in the tower industry. Possibly a seasoned professional or trainer who is looking for a new challenge? However they will need to have good negotiating and diplomacy skills to work with wide range of companies and industry bodies that have a stake in the training programme.

This should be an excellent post for a person with a passion for training and the industry. More details can be found on the PASMA website: www.pasma.co.uk

Guidance Notes

The following Guidance Notes are now available from the association.

Stair Ladder Tower Assembly [Incorporating Fall Protection]:

This note describes PASMA's recommended assembly methods for mobile stair ladder towers.

Low Level Access Units [Castor Tightening]: This guidance note describes the process required to ensure that castors used in low level access units - such as folding room scaffolds or pulpit steps - remain serviceable and firmly in place.

Mobile Access Towers [Rigging and De-Rigging Safety Netting]:

A collaborative guidance note written in conjunction with FASET intended to give assistance to anyone responsible for the selection of suitable work at height equipment in respect of the requirements of the Work at Height Regulations 2005 for the purposes of rigging and de-rigging safety netting.

HSE Information Sheet CIS 10: This note from the HSE details important considerations in the assembly, use and inspection of mobile access towers, particularly in the construction sector.

For more details please visit the PASMA website: www.pasma.co.uk

Who's Who on the PASMA Council 2007/2008

Chairman: Paul Gallacher, Pop-Up Products Ltd

Vice Chairman: Roger Verallo, Euro Towers Ltd

Junior Vice chairman: Position Vacant

Brian Houston - Turner Access Ltd • Brian Meadmore - Generation UK Ltd

Peter Bond - SGB Group Ltd • Kevin Bellis - Atrium Access Ltd

Paul Pritchard - Alto Tower Systems Ltd • Don Aers - Youngman Group Ltd

Mark Turnbull - Speedy Hire Group plc • Eric Abbey - Aliscaff Ltd

Andy Weaver - SGB Group Ltd

Working at Height 2008

PASMA has accepted an invitation to take a complimentary stand at a new exhibition planned for 2008. Dedicated to working at height, Work at Height 2008 is scheduled to take place at Stoneleigh Park Exhibition Centre, Coventry, 2-3 April 2008.

The association will also be delivering a paper alongside other Access Industry Forum [AIF] member organisations. PASMA has negotiated special rates for those members who might wish to take space.

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A good sport.



Eric Etchart,
president of
Manitowoc Crane Group

The celebrations connected with Manitowoc's recent opening of its new facility in Baltar, Portugal brought together many of the company's top brass. An ideal opportunity then to chat with Eric Etchart, promoted to president of the Manitowoc Crane Group in May this year. Mark Darwin fires the questions.



Over the years, there can't be many top-flight sportsmen that at the same time studied for an MBA. Eric Etchart is one of the few. After growing up near Biarritz in south west France and then studying Economics at Bordeaux, the rising basket ball star was drafted by a French military team based in Paris in the late 70's.

Unlike top basketball players today, there was not a lot of money in the sport at that time and after completing his post graduate studies in 1984, Etchart had to focus on earning a living.

"I liked languages so coupled with my academic background, international business seemed a logical way forward," said Etchart.

His first job was with crane company PPM in sales and distribution in the Middle East. Here he was introduced to the reach stacker which really attracted his interest as he could see the potential worldwide for this type of product. It also gave him access to the Asian markets, an area which interested him greatly. Stackers became a substantial business and helped Etchart rise to international sales director within PPM.

When Terex acquired PPM in 1995, Etchart accepted an offer to join Potain. Although his wife had a PR business

in Paris they moved to Italy for two years. It was however Potain's joint venture in China, signed in the same year which was the main attraction, drawing him back towards Asia.

From 1997 he was based at Potain's offices in Singapore, this was the beginning of three tough years of the Asian crisis. However, during this time (1999) Potain bought out Zhangjiagang in China which became a wholly-owned subsidiary. The company then began to develop the business in mainland China adding cranes imported from France and Portugal.

A few years later in 2001, Potain became part of Manitowoc. As executive vice president for Asia and the Pacific, Etchart was the driving force behind the success in the region. The continuing growth in the market means that its Chinese plant now has 1,000 employees. His commitment to making the business a success included the considerable effort to learn to speak Chinese in addition to his other languages.

So how did he feel when the position of president of MCG presented itself after spending so many years building the business in Asia?

"The opportunity came along and I was happy to take it," said Etchart.

"The best way to drive the company forward is from the front. It has been a very busy six months since taking up the position and I am thoroughly enjoying it. My five year plan includes growing the company in new markets and this is already taking shape."

In recent months, Manitowoc has opened a sales and service facility in Dubai, bought a manufacturing facility in Saris, Slovakia and acquired Shirke Construction

Equipments of Pune, India - a leading player in the Indian tower crane market and manufacturing partner and distributor for Potain since it acquired Richier in 1982. And the latest facility to be opened in Baltar, Portugal.

"The Slovakian facility, after being refurbished and re-equipped - will serve as the final manufacturing and assembly site for Grove, Potain, and Manitowoc cranes, delivering to customers in East European markets, particularly in Russia and the CIS, he said. "Customers in the region will benefit from lower shipping costs and faster delivery schedules. By re-developing an existing facility on a brownfield site, we will be able to get this factory live faster and at a lower cost. We are a global player, but committed to local manufacturing close to the customer base."

"I will also be looking at adjacent businesses with a view to further acquisitions," he said. "We are open to opportunities providing they are a good fit and can be one of the main players in the sector."

He indicated that this might include mast climbers (but not hoists) and port equipment and also did not rule out the acquisition of another tower crane manufacturer.

"The new position is very challenging, but I knew what it would involve. I am dealing with the same people and know well what Glen Tellock, president of Manitowoc expects. We operate in a global, 24 hour business and you have to be everywhere all the time. I have a great team of people ready for the opportunities and challenges ahead. The appointment of a non-American as president of Manitowoc Crane also signifies the desire to be a global company."

The company is currently in the final selection process to find someone from outside Manitowoc to fill his previous position.

"We need more innovative products and need to continue our investment in our differentiator of customer care. We think the market will continue to grow and will therefore take decisions accordingly.

Whilst I cannot currently talk about new products, next year's Conexpo will be a show of force for MCG with several new cranes unveiled."

Eric Etchart - essential or favourite....

Gadgets: Not a fan because of the short lifespan. Would rather have items such as a watch, antique furniture or paintings which perpetuate an event or person.

Film - Being raised in France, loves the films with Michel Audiard dialogue (Les tontons flingueurs, Le cave se rebiffe) and also Spielberg.

Book - likes author Amelie Nothomb and continuing to learn languages particularly Chinese.

Music - 80s music (Goldman, Cabrel, Lama, Johny Haliday Supertramp) Serge Gainsbourg who wrote the most beautiful text also Beatles, Rolling Stones and Joe Cocker.

Car - not a big fan anymore - used to love convertibles when younger. A 4x4 might be needed for the Wisconsin snowy winters.

Hobby - Spending time with his wife Monique (unless she goes shopping), family and friends. Basketball, soccer and French rugby.

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Product update review

Using the Vertical Days as its platform, ALLMI held its first ever Product Update Event for accredited instructors at Haydock Park on the 20th September.



Manufacturers updated delegates on their products.

The morning session saw presentations from each of the crane manufacturers. Representatives of Terex-Atlas, Palfinger, Hiab, Fassi and HMF, provided information on their product ranges, including an explanation of model nomenclature systems, outrigger and crane deployment and stowage procedures, control systems - including radio remote units and an in-depth explanation of their various safety systems.

After a break for lunch and a look around the Vertical Days show, instructors benefited from a practical session which involved a demonstration by each manufacturer.

ALLMI accredited instructor Harold Thomas of Thrapston-based, Thomas Truck Training, said: "The event was very informative and definitely strengthened my product knowledge. The quality of the presentations was very good and



In the afternoon delegates had hands on instruction....

this was supported well by the practical session, which gave us the opportunity to see the latest systems being demonstrated."

Tom Wakefield ALLMI's executive director, added: "The day was a big success, we had an impressive turnout and the feedback we've received so far has been extremely positive. This is definitely an event that, in one form or another, we'll be looking at running on a regular basis; perhaps annually."



.... and demonstrations of new features

ALLMI GENERAL MEETING UPDATE

Website developments & E-Newsletter

At the ALLMI General Meeting on the 3rd October, executive director, Tom Wakefield reported on the ALLMI website's new download areas for members and training providers. This includes a legislation page, where regulations relevant to lorry loaders can be downloaded, a Draft Standards page, which allows members and training providers to comment on the changes being made to standards that are under review, and a Safety Bulletins page containing useful information from the Health & Safety Executive and the ALLMI Technical Committee. In addition, ALLMI training providers will also benefit from the introduction of a new Accident Library, a facility that is designed to assist the delivery of operator training.

The new accident library section of the ALLMI website



In addition to the website changes, Wakefield demonstrated the new ALLMI E-Newsletter, which he said would be sent to all members and

training providers, as well as those outside of the association. It will also be used to keep people abreast of the issues affecting the industry and that the newsletter would contain direct links to various pages on the ALLMI website.



The newsletter feature

Engine Management Systems

Alan Johnson, ALLMI commercial director, reported that following a meeting held between crane manufacturers and installers, bodybuilders and truck manufacturers, a series of action points have been agreed with regard to resolving problems surrounding the wiring into and programming of Engine Management Systems.

A questionnaire will be produced for truck salesman to use, which will be pushed through to dealer level by the truck manufacturers. This will assist in the correct specification of the equipment, which should reduce problems later on. Also, a Control Sheet will be introduced,

which will allow the crane installer to fax a declaration to the truck dealer, stating that the truck is correctly wired and confirming programming parameters, etc. The truck dealer will then acknowledge receipt of the declaration. In addition to these measures, in co-operation with both truck and crane manufacturers, ALLMI will post relevant information on the ALLMI website and will also investigate the possibility of offering a competitively priced wiring harness/plug kit to act as an interim 'industry standard' solution. In an attempt to find longer term solutions, several attendees at the meeting agreed to participate in a working group, the function of which will be to feed back a uniform proposal to the manufacturers.

Membership Growth

ALLMI has recently experienced an impressive surge in membership applications, with eight companies joining during the last two months alone. This positive trend is likely to continue, with an aggressive mailshot campaign planned for the fourth quarter 2007, together with a reward scheme being implemented for those members that introduce new companies to ALLMI. In addition, manufacturer members are working on an agreement that will see all of their sub-contractors being asked to join the Association by 1st January 2009.

ALLMI appoints new BSI rep

Bryan Flintham of Terex Atlas has been appointed as the new ALLMI representative working with the BSI Crane Committee, MHE/3. Following his extensive experience in the lorry loader industry and his many years of work with the ALLMI Technical Committee, Bryan will now attend BSI meetings with ALLMI colleague, John Penny of Penny of Penny Hydraulics, and will be heavily involved in the revision of both the British and European Standards for lorry loaders.



International opportunities

Andrew Taylor, ALLMI's training director, reported that the appropriate legal and market research had been carried out in relation to the delivery of the ALLMI operator training programme in Trinidad, and that the process would begin with a representative of Trinidad based, Hydraulic Components, visiting the UK to undergo instructor training. Taylor said that a possible expansion into the Australian market was still under investigation.

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No shortcuts to success

There are no shortcuts to creating value in the access rental industry, said Kevin Appleton, CEO of the Lavendon Group, the world's largest access-only rental company, speaking at the first Europlatform conference on 11 September in Basel, Switzerland.

"The long-term future is likely to belong to businesses run on a cautious and consistent basis," said Appleton in his presentation on responsible financial models for access rental.

Appleton warned access rental companies against growing too quickly. Companies who build their fleet quickly with high investments may find themselves struggling to maintain debt repayments when market conditions worsen. He said an operating model based on extending the lifetime of access equipment, rather than keeping machines for just five or six years - was more likely to build value.

This view was echoed by Pierrick Lourdain, group sales manager of Haulotte, who predicted forthcoming bankruptcies among European access rental companies in the coming years. He said this might in the future force manufacturers to become more directly involved in rental in order to protect their investments.

Steve Shaughnessy, director of A-Plant, looked at what Europe's rental companies can learn from the US, where growth has been driven mainly by productivity rather than legislation. Some US best practices are: delivery and service

guarantees, longer standard service hours, comprehensive in-house training, on-site stores for mega projects, and product modifications to meet unique applications (e.g. tunnel, file, auto manufacturing, ship repair).

The Europlatform conference attracted more than 100 executives, senior managers and owners of access rental companies across Europe.

"Top access management from all over Europe came to Europlatform and made it a great success," said Tim Whiteman, IPAF managing director. "This is a tremendous start to a series of top-quality annual conferences."

The next Europlatform will be held in September 2008.



"Extend equipment lifetime to build value": Kevin Appleton, CEO of the Lavendon Group.

A quarter million valid PAL Cards

There are now 250,000 people around the world who hold a valid PAL Card (Powered Access Licence), which proves that they have been trained to use access platforms safely. IPAF managing director Tim Whiteman announced this during the IPAF Rental Forum held after the Europlatform conference. IPAF is on target to issue more than 70,000 cards this year, a new record.



c&a

IPAF focus

World's largest truck mount

The world's largest truck mount, Wumag's 103-metre ATA 1003, made during IPAF's Europlatform conference next to Basel's 105 metre 'Messeturm', the tallest building in Switzerland.

New machine categories

IPAF has revised the machine categories in its MEWP training programme and is moving to align with international design standards. The new categories apply to all training as of 1 January 2008. The category change does not affect the training received and existing PAL Cards (Powered Access Licences) remain valid as specified. The PAL Card is recognised by the Major Contractors Group (MCG) and in many countries. More details on the new categories are at the Training section of www.ipaf.org

Thorough examination is not maintenance

Thorough examination must be treated as separate from maintenance, said consultant Tim Watson at the IPAF Professional Development Seminar (PDS) on 19 September.

"A thorough examination is an independent check of a MEWP to ensure that any deterioration can be detected and remedied in good time," said Watson. "It should not

be used as a substitute for an effective preventive maintenance system."

IPAF's CAP (Competent Assessed Person) Card is a good way of proving competency to carry out thorough examinations. More than 170 instructors and managers of IPAF training centres attended the PDS.

Tim Watson explains thorough examinations at the PDS.



Familiarisation

IPAF has issued technical guidance note F1 on familiarisation, stressing that operators who intend to use any machine differing significantly from the machine they have been trained on should receive familiarisation instruction to cover the differences. This was prepared by the IPAF Training Committee and has also been approved by the Powered Access Interest Group, a joint committee of IPAF and the Construction Plant-hire Association (CPA). Technical guidance note F1 can be found at the Publications section of www.ipaf.org



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A new premium grade, X-life FAG E1 spherical roller thrust bearings from Schaeffler claim to offer significant improvements in static and dynamic load ratings as well as sizeable increases in limiting speeds and fatigue limiting load.

The technical benefits are either a doubling of life expectancy under the same loads or similar operating life under significantly higher loads. The bearings are suitable for high speed applications due to lower friction levels and the improved guidance and vibration characteristics due to very high running accuracy.

Reduced wear is due to lubricant film formation with the lubricant lasting longer because of the lower bearing temperatures.

Performance improvements were made possible by modifying and improving the bearing contact geometry and bearing kinematics. This included adding longer rollers with larger diameters resulting in the higher load ratings.

Schaeffler's axial spherical roller bearings are ideal for applications in which very high axial loads are present and where shaft deflections or misalignments of bearing seats must be compensated.



The new X-life axial spherical roller bearings claim significantly longer life expectancy.

Friction-hold joysticks

New from Penny + Giles is a single axis friction-hold version of its JC6000 multi-axis joystick. The key feature of the new joystick is that the lever does not return to centre when it is released.

It is designed for use in applications where the joystick is used to control the speed and forward/reverse direction of the machine. The operator can set the speed of movement and then focus on the steering of the vehicle. Available with one or two axis configurations, it can be supplied with non-contact Hall effect sensors or long-life potentiometer tracks. It is sealed (above the panel) to IP66. Dual outputs are fitted as standard, allowing the signals to be monitored and compared for failure detection in safety critical applications and additional independent switch functions can be specified for directional and center position indication - vital for vehicle system start-up safety.



The new Penny + Giles single axis friction-hold version of its JC6000 joystick.

New lightweight cable

Nexans has extended its Buflex range of polyurethane sheathed reeling energy cables with the addition of the X'Prem, designed to boost the performance and durability of cranes operating at high speeds of up to 150 metres per minute.

The company claims to have increased cable longevity substantially compared with conventional reeling cables.

Its new design uses a thinner and lighter weight polyurethane sheath enabling it to offer similar performance to standard rubber sheathed reeling cables, but within a smaller overall diameter and enhanced abrasion resistance. This enables crane operators and OEMs to utilise smaller

motorised reels to achieve equal or superior productivity, possibly even with lower powered motors.

Buflex X'Prem is available in both a low-voltage yellow version, for applications up to 1kV and a medium-voltage, red or black, version for applications from 6kV to 20 kV in ports and terminals. In addition,

copper twisted pair cables or optical fibres can be integrated within the cable to combine advanced control solutions with the crane power supply.

Developed at its dedicated Handling Cables

Application Centre in Lyon, France, Buflex X'Prem was subjected to a variety of tests under severe operating conditions such as rapid acceleration and high tensile loads.

The company claims it exceeded 10 times the number of test cycles with no significant deformation, compared with standard cables.

Buflex X'Prem is available in both a low-voltage yellow version for applications up to 1kV and a medium-voltage, red or black, version for applications from 6kV to 20 kV.

enquiries

To contact any of these companies simply visit the 'Industry Links' section of www.vertikal.net, where you will find direct links to the companies' web sites for up to five weeks after publication.

New Deep-Cycle Gel batteries

Trojan Battery Company has launched a new Deep-Cycle Gel line of sealed lead acid batteries which it hopes will expand its market share in the aerial work platform market.

Available in the UK and Ireland through Energy Batteries, the new batteries are completely maintenance free and require no topping-up or checking of water levels while providing long-lasting runtime and battery life. Trojan says that its proprietary Gel formulation prevents stratification and allowing them to cycle longer and deeper than AGM (Absorbed Glass Mat - an alternative maintenance free battery) technology. The battery range includes the following sizes: 24-Gel, 27-Gel, 31-Gel, and 6V-Gel, the size that is designed to replace the normal 6 volt scissor lift battery. The Deep-Cycle Gel batteries offer exceptional durability and are certified non-spillable to UN2800 for air, sea or ground transportation, thus making it an optimal solution for use in health & safety-sensitive environments such as schools, hospitals, airports and office buildings.

To have your company's new product or service displayed in the 'Innovations' section of C&A, please send in all information along with images to either; Innovations, Cranes & Access, PO Box 6998, Brackley, NN13 5WY, or alternatively by e-mail to: info@vertikal.net with 'Innovations' typed in the subject box.

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All training centres above offer IPAF approved and audited courses for Operators of Mobile aerial work platforms, European directives require that all staff are fully and adequately trained in the safe use of the equipment they operate.

See www.ipaf.org for full listing

Crane provides rescue training

A 30 metre crane on the new Durham leisure complex provided local fire-fighters with the ideal opportunity to practice rescuing casualties from tower cranes.

The complex is being built by local construction company Morgan Ashurst.



The Aerial Ladder Platform

"We are always happy to help the fire service practice rescue drills in a 'real world' yet controlled environment," says Morgan's safety, health and environment adviser Geoff Sellers. "The skills practiced here may be the life-saving acts of tomorrow."

The first rescue session involved rescuing a casualty trapped at the top of the crane using an aerial ladder platform (ALP). Once at full height, the rescue team climbed the rest of the crane attached rope access equipment and lowered the casualty into the ladder platform. In the second simulation a team climbed the entire height of the crane, attached line rescue equipment, using it to bring the casualty down safely.

Ken Ball, assistant district manager for Durham and Chester-le-Street, said: "There is a lot of construction in the region using this type of crane and it is important for fire crews to train under realistic circumstances to perfect their skills."



Using line rescue equipment to bring a dummy down safely.



three men and a plank

Priorities

They have their hard hats, probably steel toe capped boots too, but look at the state of their access equipment!



bad practice

Who trained this man?

Probably given the wrong machine for the job this man tries to make do in an exceptionally dangerous manner

Fatal fall from truck costs £148,000

TNT Logistics UK of Holly Lane, Atherstone, Warwickshire, was fined £120,000 plus costs of £28,184. after pleading guilty at Manchester Crown Court to breaching section 2(1) of the Health and Safety at Work etc Act 1974. Lorry driver Derek Howe, 56, suffered fatal injuries on 15 May 2004 when he fell off a lorry at TNT's premises in Irlam. He was helping free a worktop on the back of the truck when he fell two metres onto the concrete yard. HSE inspector Richard Clarke said: Mr Howe's death could have been prevented if TNT had taken appropriate precautions in line with health and safety legislation. Every year 2,000 people are injured at work falling from vehicles.

Fall from a three metre ladder kills 35 year old.

Robert Schmelter, 35, was working from a three metre ladder at Anchor Storage, in Kenton, near Debenham when he fell and was taken to Ipswich Hospital with severe head injuries, where he later died. Stephen Britt, managing director of Anchor Storage, a small family run business, said: "First and foremost I would like to extend my deepest condolences to the family of Robert Schmelter who sadly passed away following a tragic accident which took place on our premises." Schmelter was a subcontractor working for Eco2 B.V.

Fall costs company £100,000

An Italian company, Industria Armamento Meridionale, has been fined £75,000 plus £25,000 costs after a worker died from a fall whilst painting a ship crane in Falmouth.

The case brought by HSE followed the death of Aniello D'Urzo, who fell approximately 12 metres whilst painting the crane of a cargo ship, the Repubblica Di Roma, in dry dock. D'Urzo was seated in a rope suspended bosun's chair when the rope parted and the chair fell to the deck. HSE's investigation revealed that the defendants safety management system lacked specific detail to manage work at height and failed to ensure that equipment used was in good

condition. The rope used to support the bosun's chair was in poor condition, showing signs of abrasion and ultraviolet degradation. HSE inspector Barry Trudgian said: "This incident clearly demonstrates the inherent dangers which exist in any work at height. Employers need to be aware of the dangers and take appropriate action to reduce the risks before an incident occurs. There is a great deal of guidance available to help companies get it right and a relatively small investment can not only save lives but also save money in the long run, especially in terms of sickness absence and enforcement action.

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All training centres above offer IPAF approved and audited courses for Operators of Mobile aerial work platforms. European directives require that all staff are fully and adequately trained in the safe use of the equipment they operate.

See www.ipaf.org for full listing

If a ladder is the way to go

There are times when a ladder is the best or most practical piece of access equipment for the job. In these cases the key is to select the right ladder and to use it safely.

Training: The Definitive Standard

If it's right to use a ladder, use the right ladder and use it safely is the fundamental premiss upon which the Ladder Association's national training scheme is based. Developed by the members of the association - people who know and understand ladders and stepladders and speak the language - the course is increasingly recognised as the industry standard.

Don Aers, chairman of the association says: "With an estimated two million ladders in daily use, the need for professional training has never been greater."



approved and audited training centres, it enables delegates to:

- Select appropriate work at height equipment for a specific task
- Assess and determine when it is appropriate to use a ladder
- Correctly locate and safely use ladders and stepladders
- Inspect ladders and stepladders for damage

Upon successful completion, every delegate receives a certificate of competence and photocard as objective proof of competence. Recent additions to the Ladder Association training network include the HSS Hire Service Group and Boss Training based in Leeds.

Ladder Association AGM

The Ladder Association's Annual General Meeting will take place at the Cambridge Belfry Hotel, Cambourne, Cambridge, on Friday, 9 November 2007. The AGM is open to all members of the association.

12.30 to 14.00: *Registration and buffet lunch*

14.00 to 15.30: *AGM followed by guest speaker*

15.30 to 19.00: *At leisure*

19.00 to 19.30: *Pre-dinner drinks*

19.30 onwards: *Ladder Association dinner*

The guest speaker will be Peter Greenwood, Programme Manager [International Secretariats] at BSI, and BSI representative on the European Ladder Committee. Peter will explain how standards work and, in particular, about the changes to EN131 and the implications of



Anyone affected by these changes is advised to get copies of the revised EN131 standard. None of this currently affects other UK standards for ladders - BS2037:1994 and BS1129:1990.

The proposed draft revision to **Part 2: Requirements, Testing and Marking** was not adopted and it was agreed that the current 1993 version would be retained. However, work will continue in an attempt to develop an acceptable Part 2.

On the Horizon

The LadderBOOK: a 12-page guide to everything you've ever wanted to know about ladders and stepladders, but were afraid to ask! Publication date, November 2007.

Training Poster: the first in a series of Ladder Association posters designed to encourage best practice in the workplace. Publication date, November 2007.

Users' Guide: a revised version of the 40-page guide to reflect the association's new name and livery. Publication date, November 2007.

the recent CEN Committee decisions.

More details about the AGM from the Ladder Association website: www.ladderassociation.org.uk

Meeting of the European Ladder Committee

The European Ladder Committee [TC93] met in Brussels on 6 September to discuss the outcome of the formal vote for the revision of the EN131 Ladder Standard. The British Standards Committee B512 represented the UK. Representing the Ladder Association on B512 were Don Aers [association chair], Chris Ball [vice chair] and Gary Clubb [technical committee chair].

A number of issues were discussed and revisions of EN131 Parts 1, 3 and 4 were adopted, namely:

Part 1: Terms, Types and Functional Sizes -

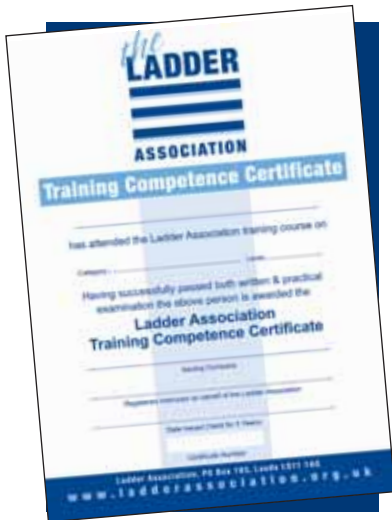
a revision of the current standard Part 1.

Part 3: User Instructions -

a new part to the standard detailing marking requirements. The association's technical committee has already started work on considering the new requirements.

Part 4: Single or Multiple Hinge Joint Ladders -

another new part covering the requirements for this type of ladder in detail, including specific testing requirements.



"When you consider the global risk issues across the spectrum of work at height equipment, the ladder remains a very effective and safe tool when used properly in appropriate applications. But people need to be trained to use ladders in exactly the same way as they are trained to use mobile access towers or powered access equipment."

Completion of the Ladder Association training course provides the proof of competence demanded by the Work at Height Regulations. Delivered only by association



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Harnesses over or under?

In early September we published photographs on Vertikal.Net of the new 103 metre Wumag WT1000 from Europlatform in Basle. Within an hour we justifiably had complaints that the operator was not wearing a harness. Shocked that we might have missed this as we had checked that those going up were wearing them, we double checked and found that he was wearing his harness under his heavy jacket. In fact if you looked carefully you could just see the lanyard in the original photo. We promptly pointed this out on the web and had a number of responses that open a debate on whether best practice is better one way or another.

First to spot the camouflaged harness was Mark Butler.

Then the letter/email that best set the scene for a discussion.

Hi Leigh,

The new Wumag looks very impressive I have to say and am looking forward to having a go!!! What's really impressed me is the carefully concealed safety harness of the operator.

Regards,

Mark Butler

Director

Zenith Aerial Platforms Limited

Dear Sir,

Surely the operator of the new Wumag 103 would be well advised to wear his safety harness OVER his coat!

Given the well versed arguments ie arrest vs restraint, correct unhindered deployment would, in any event, be recommended.

Discussion welcome!

Yours truly,

Paul Woodhead

UK Training Services

On another harness point a reader makes a very valid and increasingly important point.

We would appreciate your comments and input on this point.

Dear Sir,

I could not help but notice that the photos from your Vertikal Days preview story shows many boom operators without harnesses and one shot of the operator of the Genie telehandler not wearing a seat belt.

It is hard to get operators to comply with the regulations when the manufacturers own employees do not. We must set good examples as we never know when a camera might be capturing us on film.

Yours Sincerely,

Jeff Balanchuck

Many of the photos used in this article came from this year's Platformers Days, where as we have already reported manufacturers had improved immeasurably when it came to the use of harnesses in booms and other examples of good practice. However there were still some notable exceptions and the telehandler issue, given that it is a closed cab might spark an interesting debate. Ed

The Editor, Dear Sir,

Reference Article Heavy Lifting."The Road to Recovery"

May I draw your attention to the last paragraph of the article. I think that the author may have confused the amounts of stone required to build the temporary access road and that spilled out of the derailed wagons.

Did he mean 20,000 Tonnes or Cubic Metres for the access road ?

I am aware that the Rail Freight industry uses high capacity hopper wagons, I believe these have a payload capacity of 100 Tonnes which would mean axle loads of around 30 tonnes per axle. On that basis 11 wagons would represent a total of around 1,100 tonnes. To have dumped between 20,000 and 40,000 tonnes into the River Ouse would need each wagon to be carrying between 1,818 and 3,636 tonnes, or between 200 and 400 wagons! Possibly the Author meant Cubic Metres although I think you will find that one Cubic metre probably weighs one tonne.

With kind regards

David H Armsden.

Well spotted. The 20,000 tonnes was the amount of stone imported to build up the road and support platform for the crane. When full, the wagons weighed just 50 tonnes. Ed

Polls update:

Since the last issue we have continued to run the poll on the use of harnesses on scissor lifts. With more than 1,200 votes, it seems to have settled at around 80 percent against the use of harnesses on vertical lifts and 20 percent who believe that they should be worn.

Letters to the editor

Please send letters to the editor: Cranes&Access: PO Box 6998, Brackley NN13 5WY, UK. We reserve the right to edit letters for length. We also point out that letters are the personal views of our readers and not necessarily the views of the Vertikal Press Ltd or its staff.

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Machinery For Sale

- **Machines sold tested and certified**
- **Lead-times a fraction of the manufacturers**

- **Packages/special offers available**
- **We can organise delivery**



Genie Z34/22
Articulated battery
boom - 12.5m
2004/5/6



Genie Z80/60
Articulated diesel
boom - 26.4m
2004/5/6/7



Genie S125
Telescopic diesel
boom - 40.1m
2003/4/5/6/7



Genie TZ34/20
Trailer-Mounted
12.4m - 2005



Genie GS1932
Battery scissors -
7.6m - 2004/5/6



Genie ZGS3384
Diesel scissors - 12m
2005/6



Genie GS5390
Diesel scissors
18.5m
2005/6/7



Nifty V130
Vehicle-Mounted
13m - 2003



Omme RBD2200
Specialised spider
22m - 2004/6/7



**Falck Schmidt
FS420C**
Specialised spider
42m - 2005



Manitou MRT2150
Rotator teleporter
21m/5T - 2005



Manitou MT523
Telescopic Forklift
5m/2.3tons - 2004/5

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