

cranes & access

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February 2013 Vol. 15 issue 1

Spider cranes
Self-propelled
boom lifts
Bauma preview



...Magni ships first telehandlers... 28m Socage on 3.5t... Manitowoc JV with Shantui...

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On the cover:

The first Genie S-3800 shipyard boom lift in Europe has been purchased by German rental company Willenbrock Platforms and is working for BLG Logistics Wind Energy in Bremerhaven.



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For many years, the self-propelled boom sector has seen few major developments which differentiate new models from the old. Recently however there have been several exciting new product launches and new entrants that look set to re-ignite the sector. Cranes & Access investigates...

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The growth of the spider crane has perhaps been restricted by lack of awareness and the generally slow adoption of new ideas by the construction industry. Little by little this is changing as the number of units in rental fleets is on the increase again in many countries. We take a look at the market and new products.



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This year's Bauma - the 30th international trade fair - will be its biggest show to date with more than 570,000 square metres of exhibition space and over 3,300 exhibitors attracting more than half a million visitors. Our coverage is the first of a two part look at the new products that will be on display.



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Our annual look at the deep cycle battery market considers which manufacturers are worth considering and stresses the money that fleet owners can save from having a decent sourcing and maintenance programme. We also take a look at the uptake of lithium battery technology.



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In the next C&A

In next month's issue of Cranes & Access we take a look at electric scissor lifts and big telescopic cranes. We will also feature our second preview of the new products that you can expect to see at Bauma 2013.

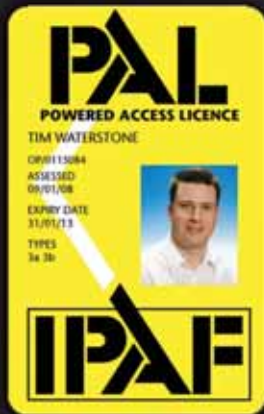
Always try to do what you cannot do, in order that you may learn how to do it

- Anon

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c&a
comment



To copy or not

With events such as Bauma China at the end of last year and Bauma 2013 in Munich this April, hundreds of thousands of visitors have the opportunity to view the very latest offerings from the major equipment manufacturers. The largest Chinese producers have an eye on world

domination, while other 'Bric' countries look at how they can join the party. Meanwhile established western producers attempt to find decent footholds in the local Chinese market in order to maintain their global positions.

At Bauma China it was difficult to avoid a negative first impression faced with what looked like local copies of US and German products - "Is that another P-Boom or an LTM11200 copy?" Wherever you looked it seemed that local producers had slipped back to the stereotypical art of copying western designs.

However on closer inspection this was not the case. What initially looked like a Sany copy of Grove's unique GTK telescopic tower crane was, on closer inspection a similar concept with a vertical telescopic tower topped by a telescopic boom, but the whole approach was different. Likewise the 'copy' of Liebherr's P-Boom turned out to be a mix of a twin boom topped with a P-boom-type concept.

But when is it a copy and when not? The fact remains that almost every manufacturer has copied or adopted a basic concept at one time or other. Everyone does or progress would be sclerotic. For example Selma Manlift introduced the first self-propelled scissor lift, the concept was quickly adopted - or copied - by others. Austin Western introduced a swing cab Rough Terrain crane and within a year or so Grove introduced a similar product in that it was a Rough Terrain crane with a superstructure mounted cab. The same concept, but was it a copy?

On the other hand we have also all seen blatant copies, including companies which have included the original design errors in the copied products. Bauma China had its fair share of these, largely - although not entirely - found among the smaller access equipment manufacturers, some of whom even used the Genie or JLG photographs in their literature of the machines that they had copied. While such companies are unlikely to stay the course, it is all too easy to brand Chinese manufacturers as copiers when after all they are only doing what other European, Asian and North American companies have already done many times over.

As they say 'Nothing is original' or perhaps as Einstein said: "The secret to creativity is knowing how to hide your sources".

Mark Darwin

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Wilbert's new 48 tonne WT 650 e.tronic

Wilbert enters administration

German tower crane manufacturer Wilbert Turmkrane has gone into administration and appointed administrator Martin Lambrecht – following an insolvency application to the Bad Kreuznach district court. The tower crane manufacturer, which opened a new production facility in 2008, and more recently launched its 48 tonne capacity WT650 e.tronic flat top crane, has told customers and suppliers that business will continue as normal with all 129 employees. Lambrecht said: "I will take charge of the Wilbert tower crane business, retaining all employees while I review the situation."

Wilbert Turmkrane was founded in 2003 after the original Wilbert company – founded in 1932 – ended its distribution agreement with Wolff to build its own products. Between 2004 and 2010 it built 200 tower cranes. The Wilbert group as a whole claimed to have generated around €60 million in revenues in 2011 and was talking of an Initial Public Offering as recently as last September. Wilbert Crane Service, and Wilbert GmbH rental and tower crane erection operations are not affected by the bankruptcy proceedings, neither is the group's heavy tower crane joint venture with Sarens WSV.

IPAF accident results

IPAF has issued its first full year report for its accident reporting database, with 31 fatal accidents involving work platforms recorded during 2012. The fatalities involved falls from platforms (9) followed by electrocution (8), overturning (6), mechanically related (4) and entrapment (4). A total of 16 incidents involved self-propelled boom lifts, 11 involved vehicle mounted lifts, with four scissor lifts. For more information see IPAF Focus page 59.



New investor for ATN

French aerial lift manufacturer ATN has received a €3 million capital injection from Paris-based private equity and investment firm Entrepreneur Venture. ATN says that the buy-in/investment will allow the company to diversify its product range and increase production capacity. The company, which produces, mast booms, large scissors lifts and a 12 metre Rough Terrain boom, recently moved into a new 10,000 square metre production facility in Fauillet close to its plant in Tonneins, South West France. ATN chief executive Lionel Buzet said: "The investment by Entrepreneur Venture is a necessary step to allow the company to acquire a new dimension and consolidate its position as the reference in the boom lift manufacturing market."



ATN mast booms ready to ship from its new facility



ATN's Zebra 12 boom lift

Manitowoc and Shantui JV

Manitowoc Cranes and Shantui Investment Co are to form a new joint venture to build mobile cranes in China for both the domestic and export markets. Operations will begin as soon as all relevant government approvals are received. Within China, the JV cranes will be sold through Shantui's domestic dealer network as well as Manitowoc's own dealer network for the truck cranes it already builds locally.

The joint venture and distribution network will also be the exclusive dealer for imported Grove All Terrain and Rough Terrain cranes in China, as well as providing full Manitowoc Crane Care parts and service support. Manitowoc and Shantui will use their existing distribution networks for sales of the joint venture's cranes overseas.

The joint venture will initially produce four truck cranes - the GT8, GT10, GT20 and GT25 - with capacities of eight, 10, 20 and 25 tonnes respectively, with other models following in due course. The cranes will be manufactured at Manitowoc's current joint venture facility in Tai'an.



Glen Tellock CEO of Manitowoc Cranes, shakes hands with Tan Xuguang, chairman of Shantui Heavy Industry Group, as their companies form a new partnership



The new Palfinger PK200002 L SH has a long base section

Biggest knuckle boom

Palfinger has unveiled its largest knuckle boom crane to date - the PK 200002 L SH - which it claims is an alternative to a 60 tonne All Terrain crane. The new crane has a nine section polygon shaped boom, which when coupled to a new eight section PJ 300 L jib, offers a maximum capacity of about 600kg at a height of 50 metres and a similar capacity at 50 metres radius.

The unit is also equipped as standard to take a full EN280 integrated work platform with a working height of more than 50 metres. Load moment is in the region of 200 tonne/metres. When mounted on a four axle truck it has a Gross Vehicle Weight of 40 tonnes, but can also be mounted on a five axle truck to provide lower axle weights.

The crane has a six point fully flexible outrigger base extending to a maximum width of 10.4 metres. Expect to pay around €500,000 when

fully equipped, depending on the vehicle used. The first unit has been purchased by Rachbauer CraneForce of Salzburg, Austria.



The PK200002 L has a maximum reach of 50 metres.



The Tadano Faun ATF180G-5

Tadano 180 tonner ready for Europe

The 180 tonne Tadano Faun ATF180G-5 will finally be launched in Europe at Bauma this April. Some units of the new crane, first announced in 2011, have been delivered to a few customers in North America at the end of last year. Since the original announcement the crane has undergone a number of upgrades and improvements including a switch to Mercedes Bluetec engines, which are cleaner and more economical.

The five axle, 60 metre main boom All Terrain has a 13.2 metre swingaway extension. Alternatively it can be combined with a 5.4 metre base and further sections to create a 5.4 to 37.5 metre extension, providing a maximum hook height of 100 metres. All of the extension lengths can be offset by up to 40 degrees. Overall length of the three metre wide crane is 15.13 metres while the chassis is just 13.44 metres long. All five axles are steered, while all but the centre axle are driven. The maximum counterweight is 50 tonnes.

Terex Management reshuffle

Terex has announced a major management reshuffle which includes new presidents for Terex Cranes and Terex Aerial Work Platforms/Genie.

The current Terex Cranes president Kevin Bradley will take over as group chief financial officer, once the company has formally filed its 2012 results. He replaces Phil Widman who retires at the end of March. Tim Ford, currently president of Terex Aerial Work Platforms/Genie took over Bradley's role at Terex Cranes from the start of February, and will continue to be responsible for Terex Utilities and Terex Services North America as well as having direct responsibility for the company's South American operations, corporate strategic accounts and government programmes.

Matt Fearon, currently general manager of Terex AWP Americas, takes over from Ford as AWP president. Steve Filipov, currently president developing markets and strategic accounts, becomes president of Terex Material Handling & Port Solutions and chief operating officer of Demag Cranes. He will take over as chief executive of Demag Cranes later this year after Aloysius Rauen departs as planned. George Ellis, remains as president, Terex Construction and assumes responsibility for the company's operations in India.

Terex group chief executive Ron DeFeo said: "These changes are intended to strengthen the company's leadership team and provide our executives with new learning and growth opportunities. They reflect both a maturing and broadening of scope for the Terex leadership team."



Tim Ford



Matt Fearon



Steve Filipov

First Magni telehandlers go Dutch

New Italian manufacturer Magni Telehandlers has sold its first 15, 360 degree telescopic handlers to Dutch rental company Collé and has already delivered more than half of them. Magni is located in Castelfranco Emilia, Modena, almost next door to Manitou's Italian facility. The business is owned and managed by Ricardo Magni, who - until a couple of years ago - also managed the Manitou facility and business, following its acquisition from the Magni family.

Its new 6,000 square metre production facility has a capacity of around 1,000 units a year, and will build a range of



One of the first Magni telehandlers off the line



All controls and instrumentation is to the side for full view forward visibility

seven RTH rotating telehandlers with lift heights from 18 to 30 metres and two heavy duty HTH telehandlers with lift capacities from 15 to 30 tonnes with a third available later in the year.

The new 360 degree telehandlers include unusual telescopic and fold-down outriggers for an extra wide A-Frame support base, an in-house designed and built full view cab, which is pressurised to keep out dust, while all cab controls and instrumentation are located on the right in order to provide a floor to roof forward view.

28 metre Socage Forste

Italian truck mounted lift manufacturer Socage will unveil a new, 28 metre articulated boom truck mounted lift on a 3.5 tonne chassis at Bauma. The new model - the Forste 28D - will use the same configuration and geometry as the current DA328 which is mounted on a 5.6 tonne truck. The principle change on the new model is the use of higher strength, thinner steel in the machine's structure, combined with a little less outreach. The new lift will have an overall stowed length of 6.69 metres and an overall width of 2.1 metres.

Platform capacity will be 225kg, while the maximum outreach is 14.5 metres, a metre shorter than the DA328. H-frame outriggers front and rear allow the operator to optimise the machine's footprint in order to obtain the best possible performance for the available space. The platform controls are electro-hydraulic and the working envelope automatically adjusts to the footprint used.



The new Forste 28D will be similar to the DA328 but mounted on a 3.5 tonne chassis

Helicopter takes out crane in London

A helicopter crashed into a Comedil luffing jib tower crane working on St George's Wharf Tower in Vauxhall, London last month bringing down its jib and smashing up its cab. The helicopter exploded on impact, with the debris coming down some distance from the crane.

The tragic event which took two lives, the pilot and a man walking to work who was hit by debris, has been widely reported around the world. Visibility was very poor with the tower and crane shrouded in mist and cloud, the pilot had requested an unscheduled landing at the heliport in Battersea when he struck the crane. At 181 metres and 50 storeys high St George's Wharf Tower - or Vauxhall Tower - is set to be the tallest residential building in the UK. The crane is owned the main contractor Brookfield multiplex.

Fortunately the site's two crane operators - Richard Moule and Nicki Biagioni - were running late for work and were not on the crane when the helicopter struck. An active warning was in force regarding the height of the tower crane in the proximity of the heliport and the crane lights were said to be functioning.

Just a few days after the incident, work began to remove the damaged tower crane with Ainscough Crane Hire providing a 600 tonne Terex TC2800-1 rigged with its maximum 192 metres of boom and jib, which proved just enough to remove the crane jib and other parts. In this configuration it can lift about 20 tonnes at a 46 metre radius.



The crane after the crash



St Georges - the tower crane before the crash



With its 192 metres of boom and jib the Terex TC2800-1 just reached

APS launches the X-Step

Bison Products has appointed Access Platform Sales (APS) as its UK distributor and formerly launched its X-Step low-level work platform. The unit has been on trial since last year with UK rental company Hire Station and is designed as an alternative to steps and podiums for working heights of up to three metres. It is powered by a 24 volt sealed rechargeable battery which operates an electric screw-type actuator - more commonly used on hospital beds and dentist chairs - to raise the single scissor stack. The unit has no hydraulics and is fluid free.

The unit weighs just 88kg or 75kg without the guardrail and has stowed dimensions of 900mm x 700mm x 500mm, allowing it to fit comfortably in the rear of a car or small van. It has a lift capacity of 140kg, enough for one person with tools. Standard features include non-marking wheels and auto-locking brakes to prevent movement of the platform while elevated, plus storage for a spare battery which according to the manufacturer can be changed in seconds and will last for around 80 full cycles.

The X-Step is lightweight, compact and offers a three metre working height



Terex launches Quadstar 1100 RT

Terex has released details of its new 100 tonne Quadstar 1100 Rough Terrain crane, the first of two new Quadstar cranes that it will discuss at Bauma. The 1100 features a 47.2 metre five section main boom plus 8.8 to 16.7 metre bi-fold swingaway extension with telescopic pull-out stinger section, taking it to 22 metres. All three lengths can be offset by up to 40 degrees. Maximum tip height with two jib sections and stinger is 71.6 metres.

Terex says that the dual mode double keel boom allows either the lighter top sections to be extended for higher capacities at long radii or to the stronger sections first, for higher capacities at shorter radii. The hydraulic system has also been redesigned to reduce the number of potential leak points and make servicing easier.

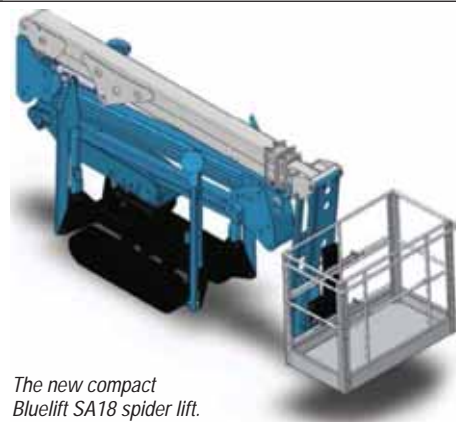


The new 100 tonne capacity Terex Quadstar 1100 Rough Terrain crane.

New Bluelift spider lift

Italian crane and aerial lift manufacturer Bluelift will unveil the SA18, a new compact 18 metre spider lift at Bauma this April. The new machine will have a working height of 17.6 metres and uses a twin arm sigma riser, three section telescopic boom and articulating jib. Maximum up and over reach is seven metres, at which the maximum outreach is nine metres with a reduced 80kg capacity. Outreach with the full 230kg is 6.5 metres.

Overall stowed dimensions are just under 4.4 metres long (with the removable basket fitted), 780mm wide and 1.99 metres high. The extended outrigger footprint is three metres square and the machine weighs just 2,200kg. Power options include battery electric, AC, Hatz diesel or Honda petrol and expect a lithium ion machine in the near future. Features include auto-level outriggers, auto boom centring and trailing lead remote control.



The new compact Bluelift SA18 spider lift.

GGR to distribute Cormidi in UK

GGR – the European master distributor for Unic spider cranes - has been appointed as distributor for Cormidi spider cranes and lifts in the UK.

The Cormidi multipurpose machines can be used as a spider crane, spider lift or underbridge unit, through a number of attachments. GGR has already added a KB19-4 and KB22-4 to its rental fleet and says that the units will help it branch out into the powered access market.

GGR chief executive Graeme Riley said: "We are excited to bring these innovative machines to the UK and break new ground for GGR by offering powered access equipment to our customers."

As a spider crane with a maximum capacity of 995kg, the KB19-4 has a maximum tip height of 14.6 metres -16 metres with searcher hook - while the KB22-4 has a 17 metre maximum working height and 18.5 metres with searcher hook.



KB19-4 underbridge unit



KB19-4 crane.

WorkCover inspections

WorkCover New South Wales, Australia, has brought forward a tower crane safety inspection programme that was due to begin at the end of the year. The move follows a fire on a Sydney tower crane last November which caused the jib to drop. WorkCover NSW says the tower crane verification inspections will also review existing risk controls such as crane pre-assembly and pre-use inspection systems in addition to the physical checks.

More Versalifts for Peter Douglass

UK vehicle mounted lift specialist Peter Douglass Platforms has taken delivery of new Versalift van mounts to expand the range of vehicle mounted platforms in its rental fleet. The new platforms include the 14.5 metre Versalift ET38LF mounted on a new 5.2 tonne, Iveco Daily 50C15 and the 16.5 metre Versalift EST46NF platform on a new seven tonne Iveco Daily 70C17. The new lifts will be working on street lighting contracts in North West England.

The Versalift ET38LF and EST46NF platforms extend the Peter Douglass fleet.



Ahern bankruptcy opened up

After a long tit-for-tat set of legal appeals the Nevada bankruptcy has opened up the Ahern Rentals Chapter 11 process, allowing outsiders to put forward alternative plans of re-organisation.

We understand that the majority of the company's second Lien noteholders, including Platinum Equity will put forward and support an alternative plan, which could take control of the business out of the hands of owner Don Ahern. Ahern has said that if he does lose control he will immediately set up in competition.

Active anti-crush for Nifty HR12

Niftylift has developed a simple cut out and warning anti-entrapment device for its popular 33ft platform height HR12 self-propelled boom lift. The new system can be specified on new or retrofitted to any older machines. It has been designed for rapid (about 60 seconds) removal and installation, allowing rental companies to offer the system as an optional extra.

The HR12 - along with most other full hydraulic control machines - has proved to be a challenge for most of the other systems on the market. The fact that the ultra-low weight HR12 is a machine that has virtually no alternatives in some applications was causing a problem for those contractors insisting on anti-crush switches being fitted to all boom lifts on their sites. The first units have now been retrofitted to a number of machines owned by Milton Keynes based rental company Elavation, which worked with Niftylift to develop the device.

The switchbar can be fitted or removed in 60 seconds after initial installation.



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First 400 tonne Tadano for Netherlands

Dutch international heavy lift and transport specialist Wagenborg Nedlift has taken delivery of the first 400 tonne Tadano Faun ATF 400G-6 All Terrain crane in the Netherlands.

The six axle crane, supplied through Tadano Faun's Benelux distributor Waterland Trading, features a five section 60 metre main boom and a 31 metre swingaway extension. It is capable of lifting 360 tonnes at a three metre radius and 400 tonnes at 2.7 metres. Tadano Faun's Lift Adjuster is standard. Improved safety features include a flat deck, guardrails and steps and a TRAM fall arrest harness attachment system allowing, the operator to be securely tethered down the whole length of the main boom.



Wagenborg Nedlift's new Tadano Faun ATF 400G-6



The 45127R is the company's first model to meet federal bridge rules across all 50 states

New Elliott boom truck

Elliott Equipment of Omaha, Nebraska has unveiled the 40 tonne 45127R boom truck. The 45127R features a 38.7 metre, five section boom which can be extended with a 9.7 to 16.7 metre bi-fold swing-away extension. Additional features include a 360 degree load chart without front stabiliser, a choice between fully hydraulic or electro/hydraulic controls and a swing counterweight. The new design is said to be road legal and meets federal bridge rules across all 50 states when mounted on a five axle truck.

Cramo restructures

Finnish-based international rental company Cramo is implementing a new organisation to support its new strategic and financial plan. The new organisation has three market regions - Scandinavia (Sweden, Norway, Denmark), Eastern Europe (Finland, Estonia, Latvia, Lithuania, Poland) and Central Europe (Germany, Austria, Hungary, Czech Republic, Slovakia).

The new management team includes Erik Bengtsson, executive vice president, Scandinavia and managing director of Cramo Sweden, Tatu Hauho executive vice president, Eastern Europe and managing director of Cramo Finland and Dirk Schlitzkus executive vice president Central Europe and managing director of Cramo's operations in Germany, Austria and Hungary (Theisen Group). The team also includes Per Lundquist, senior vice president operations, Martin Holmgren senior vice president fleet management and Martti Ala-Härkönen chief financial officer. At the same time Göran Carlson, deputy chief executive will leave the business and Jarmo Laasanen, senior vice president, Russia and the Baltics will retire this spring.

Seven Groves for Havator

Finnish crane and heavy transport company Havator has added seven Grove cranes including the first 120 tonne RT9130E Rough Terrain crane in Europe.

The RT9130E features a 48.5 metre five section main boom and an 11 to 33.8 metre bi-fold swing-away extension which offers a maximum tip height of 85 metres. The other Grove cranes joining the Havator fleet are All Terrains, including a 95 tonne GMK 5095, a 130 tonne GMK 5130, a 170 tonne GMK 5170 and a 220 tonne GMK 5220.

The first 120 tonne RT9130E Rough Terrain crane in Europe



500th reach stacker for Kalmar



Kalmar celebrating the production of its 500th RT240 at its facility in Cibolo

Kalmar RT has produced its 500th RT240 Rough Terrain reach stacker at its Cibolo, Texas facility. Originally produced in Sweden back in 1999, the RT240 was designed for the United States Armed Forces and is capable of handling 20 and 40ft ISO containers on a wide variety of ground conditions. It is able to stack containers weighing 24 tonnes three high in the first row and those weighing up to 12.5 tonnes three high in the second row.

Kalmar moved production to its Cibolo in 2008 in order to increase product availability and reduce lead times. The company recently shipped its first civilian RT240 to Western Australia.



The 24 tonne RT240 reach stacker in civilian dress

Zeppelin takes 100 Leonardos

German rental company Zeppelin Rental has placed an order with Bravi for 100 Leonardo HD self-propelled lifts. The units - some of which have already been delivered - provide a fully self-propelled maximum working height of 4.9 metres with 180kg platform capacity. Zeppelin Rental - which is a CAT Rental Store franchise - operates throughout Germany, Austria, Russia, Slovakia and Czech Republic.



One of Zeppelin's new Bravi Leonardo HD at work

WITH PALFINGER, EVERY MISSION SUCCEEDS



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Financial results round up

As we go to press several full year results are in along with third quarter for Tadano and first quarter numbers from JLG.

Lavendon up 4%

International access rental company Lavendon has reported revenues up four percent for 2012, with profits expected to be at the upper end of its forecasts. The increase means that the group is likely to come in with revenues in the region of £235 million. Nationwide Platforms in the UK was flat due to a poor third quarter. Gardemann in Germany ended the year down six percent, due to a fleet reduction and restructuring costs. Belgium finished the year up one percent. France improved 17 percent thanks to a larger fleet and market coverage and the Middle East saw revenues rise 35 percent.



Manitowoc

Crane up 13%

Manitowoc Crane has reported revenues up almost 13 percent for 2012 at \$2.44 billion. Operating profit for the same period increased almost 45 percent to \$156 million. Fourth quarter revenues were 11.6 percent higher, while profits climbed just over 45 percent to \$56.3 million. Sales were largely driven by strong activity in the Americas, as well as higher demand in emerging markets. The backlog at the end of the year was virtually the same as last year, at \$756 million.



Cargotec to take €26 million hit

Cargotec, owner of Hiab loader cranes, Kalmar reach stackers and MacGregor marine cranes will book a €26 million non-recurring restructuring charge in its fourth quarter accounts. The charge - with a cash impact of €19 million - covers the move away from centralised services towards a more entrepreneurial structure, with each of the three businesses responsible for their own operations and decisions. The company estimates that the measures taken will result in a saving of around €30 million for 2013.



Tadano up 25%

Japanese crane and access manufacturer Tadano has reported a 25.5 percent increase in revenues to ¥94.1 billion (\$642.4 million) for the nine months to the end of December. Net profit for the period was ¥4.98 billion (\$34 million) compared to a loss at this time last year of ¥1.27 billion (\$13.6 million). The improvement was driven by Japanese replacement business and higher exports - particularly in North America, Asia and Australia - driven primarily by energy and infrastructure development. Domestic sales were ¥45.9 billion (\$491.4 million) up 21.4 percent last year, while exports grew by 29.8 percent to ¥48,220 billion (\$516.3 million).



United up 12.5%

2012 revenues at United Rentals - now merged with RSC - improved 12.5 percent to \$4.66 billion (including RSC first quarter numbers). Pre-tax profits however almost halved to \$88 million largely due to integration costs. Fourth quarter revenues were \$1.25 billion with a pre-tax profit of \$39 million compared to \$56 million last year. Rental rates improved 6.9 percent on a year ago with utilisation falling marginally to 67.3 percent. Capital expenditure was \$1.37 billion, compared to \$810 million last year, sales of used machines from the fleet were \$463 million compared to \$363 million for 2011 and the average age of the fleet was reduced from 50.3 to 47.2 months.



JLG almost quadruples profits

JLG has reported its first quarter results, with profits almost four times those of last year. As a result of this and strong group profits, Oshkosh has upped its full year forecasts. JLG revenues - excluding inter-company sales to Oshkosh - were up more than 15 percent to \$581.2 million, although sales of aerial lifts remained static at \$252.2 million. Telehandler sales however climbed 39 percent to \$206.9 million while other revenues - including parts and service - improved almost 18 percent to \$122.1 million.

Operating profits increased by a factor of 3.7 to \$48.9 million, driven by previous price increases taking effect and the absence of inter-company business.

JLG's backlog as of the end of December was \$767.1 million, just over two percent lower than last year.



12% growth for Manitou

Manitou revenues were €1.265 billion in 2012 - 12 percent up on 2011 - with all divisions posting strong gains for the full year. Telehandler and aerial lift sales improved eight percent to €856.6 million, representing just less than 70 percent of the company's total revenues. Fourth quarter revenues however dropped eight percent to €196.7 million. Compact Equipment, the North American-based Gehl/Mustang operation, was up 30 percent to €245.2 million for the year, while the industrial division saw more modest growth of 11 percent. Geographically the fastest growing region was North America where revenues increased by 40 percent for the year to €249.7 million.



First Geda 2 PK for Oz

The first 200kg capacity Geda 2 PK tower crane hoist in Australia has been delivered to the CFMEU training centre in Melbourne, Victoria and will be used by the CFMEU union together with a new Liebherr tower crane which has been installed for operator and service technician training purposes. The union provides a comprehensive range of training programmes for all CFMEU members employed in the construction industry.



The Geda 2 PK whisks two people to the operators cab.



Link-Belt delivers 500th HTC-86100: US-based crane and rigging company Digging & Rigging has taken delivery of Link-Belt's 500th HTC-86100 truck crane, the sixth Link-Belt crane in its fleet. The 85 tonne crane features a five section 42.7 metre main boom and a 10.7 to 17.7 metre bi-fold swing-away extension, providing a 72.2 metre maximum tip height. Digging & Rigging president Jim Gregory was presented with the keys at Link-Belt's headquarters in Lexington, Kentucky.

Voted the best/worst Death Wish of 2012

Death Wish winner/loser

The 'winner' of the Death Wish of the year title - as voted for by readers of Vertikal.net- is the 'Biggest ladder idiot' which collected 22 percent of the votes.

Voting for the top three was very close with the YouTube video, amusingly entitled 'OSHA training film from Bombay', second and 'A tandem lift with a difference' third. Although the Death Wish is a popular element of Vertikal.net, the number of examples we receive every week, the blatant disregard for safety is worrying. We cannot stress enough the importance of working safely at height - the consequences can be fatal!



PASMA training up 20%

A record-breaking 60,000 delegates were trained last year at PASMA approved training centres - 10,000 more than in 2011. Since PASMA introduced its Towers for Users course in 2005, more than 350,000 have been trained. Courses are delivered across the UK and Ireland through a network of 400 approved training centres.

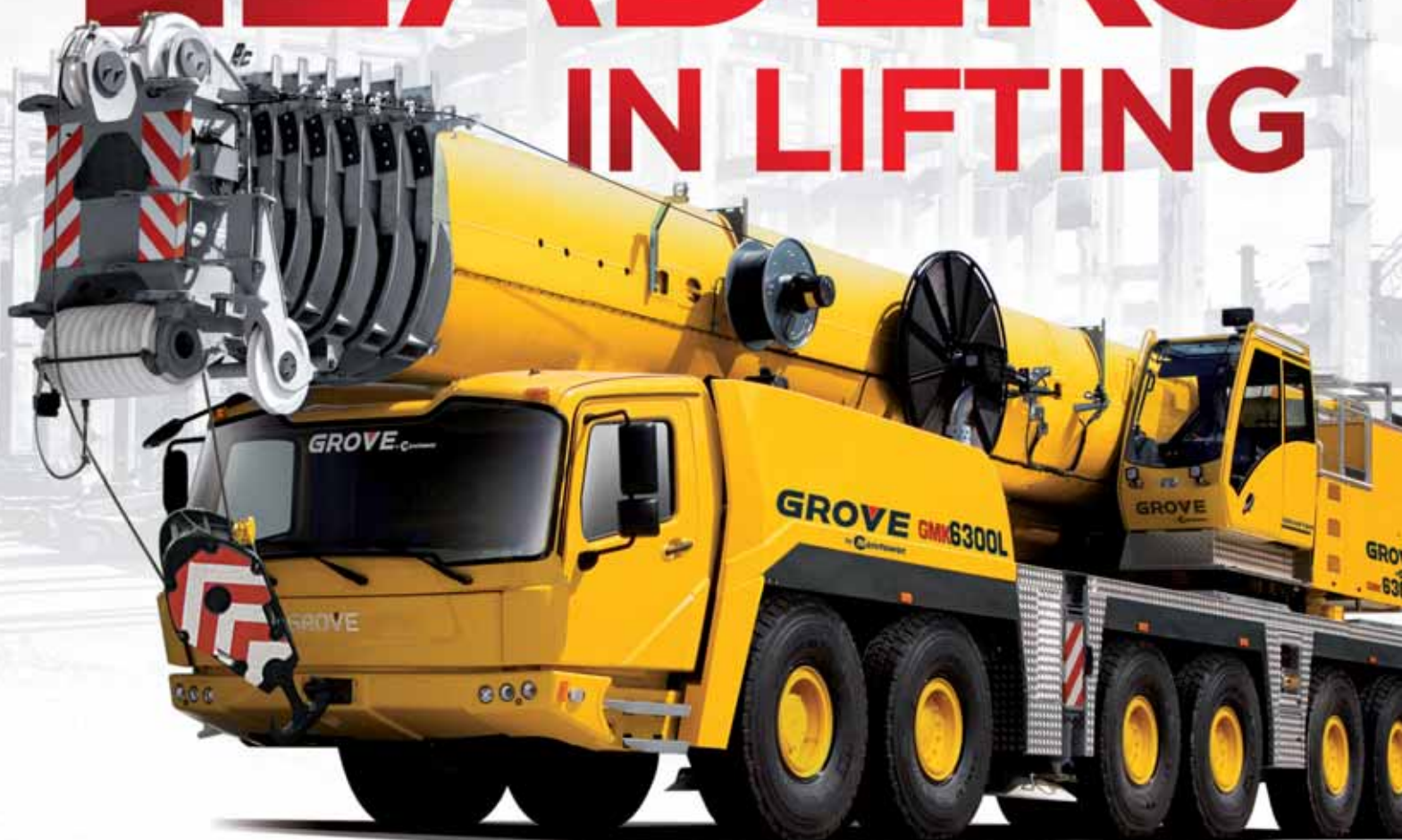
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- HMF has appointed **Alexander Beer** as a district sales manager in Germany.



Alexander Beer

- Dutch heavy lifting company **Schot** is to take delivery of the first **Liebherr LTM 1750-9.1 All Terrain** crane.

- UK rental company **Platform Sales & Hire** has purchased a new **King** access trailer and **DAF** tractor.



Marcio Cardoso

- **JLG** has promoted **Marcio Cardoso** to vice president of sales and aftermarket, South America.

- **Wagenborg Nedlift** has taken delivery of a 400 tonne **Tadano Faun ATF 400G-6 All Terrain** crane.

- **Dave Bristow** has joined rough terrain fork truck manufacturer **Sellick Equipment**.

- A group from **McNally Crane Hire/Windhoist** participated in the 10km 'Hell & Back' for charity.

- **Terex** has delivered a **CC6800** crawler crane to **Shandong Gulf Hoisting Equipment** in China.

- **Custom Equipment** has confirmed **Hy-Brid Access Platforms** as its new dealer for the UK.

- **Bison Products** has appointed **APS** as UK distributor for its **X-Step** low-level access platform.

- **Wim Le Roy** has been appointed as sales manager France for **Maeda** cranes **Bluelift** and **RAM**.

- The Eastbourne branch of UK rental company **Advanced Access** has joined the **Access Link** network.

- **Ted Bratthauer**, VP of purchasing at **Manitowoc Cranes**, is to retire after 30 years.



Ted Bratthauer

- A **New York** crane operator faces a \$64,000 fine for a crawler crane collapse.

- German-based **Ziegler** has taken delivery of the 100th **Grove GMK6300L**.

- UK-based **Facelift** has started 2013 by adding 68 new platforms.

- **Barin** has delivered a special underbridge unit to **Dalrymple Bay Coal Terminal**, Queensland, Australia.

- **Trojan Battery** has appointed **BB Elektronik** as master distributor for Serbia and Montenegro.

- **Haulotte** has restructured its marketing group following the departure of **Thibault Mouillefarine**.

- **E H Hassell & Sons** has appointed **Sean Burden** as regional sales manager.

- **Matti Boman** has been appointed sales manager for **Dinolift**, joining the senior management team.



Matti Boman

- North Carolina-based **Pinnacle Cranes** has opened a new facility in Raleigh.

Skyjack's **SJ63AJ** boom has gone into production.

- **Herrmann & Wittrock** has taken delivery of a 27.5 metre **Omme 2750 R** spider lift.

- **Grove** will unveil the **RT770E** Rough Terrain crane at **Bauma**.

- **Manitowoc** has sold its Jackson dishwasher machine business to **Hoshizaki USA Holdings**.

- **Grove** will unveil a new pick & carry crane the **YardBoss YB5520** at **Bauma**.

- **E H Hassell & Sons** has appointed **Phill Ritchie** as UK Crane line sales manager.



Phill Ritchie

- UK-based **Kimberly Group** has appointed **Mike Jones** as sales manager for used equipment.

- **Manitowoc** is to launch a 165 tonne **MLC165** lattice-boom crawler crane at **Bauma**.

- **Safeway** has acquired **Swing Staging Inc** to increase its coverage in New York.

- **Mammoet** has appointed **Charles Jas** as managing director of its German operations.



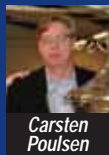
Charles Jas

- **Global Crane Sales** has delivered the first 55 tonne **Zoomlion RT55** Rough Terrain crane to Chile.

- **Riwal Poland** is providing aerial work platforms to create art in Poland.

- The **Caballo Marango's** 1,000 tonne **Liebherr BOS 35000** crane has been successfully tested at sea.

- **Omme Lift** of Denmark has named sales manager **Carsten Poulsen** as employee of the year 2012.



Carsten Poulsen

- **Manitowoc Crane Care** has appointed **UN Mobilkraner** its first **EnCORE** partner Europe.

- US-based **Star Rentals** has purchased the first units of **MEC's** 4069ERT RT scissor lift.

- The **Lyttelton Port of Christchurch** has ordered four new **Liebherr** straddle carriers.

- Berlin-based **CEGEMA Maschinenhandel** has appointed **Thomas Flügge** as operations manager.

- French lifting company **Teil** has taken delivery of a 46 metre **Ruthmann T 460** truck mounted platform.

- **MEC** has built the last of its 3772 RT scissor lifts.

- **Grove** will launch the new three axle **GMK3060 AT** crane at **Bauma**.

- **Kevin Bellis**, owner of UK based **Atrium Access**, has died.

- **Cargotec** has appointed **Mika Vehviläinen** of **Finnair** as its new chief executive.



Mika Vehviläinen

- **John King** of **Niftylift Australia**, has entered the **Yukon Quest 300** and **Percy 200** dog sled races in Canada.

- **G.W. Van Keppel** has been appointed **Sany** crane dealer for Arkansas and Southern Illinois.

- **Lifting Gear Hire (LGH)** has opened a new warehouse in **Tucker, Georgia**.

- German rental company **MA-BO** has taken delivery of the first 54 metre **Ruthmann T540**.

- **Ainscough Crane Hire** has appointed **Chris Beeton** as head of field sales.



Chris Beeton

- Case **New Holland** has named **Mario Gasparri** as the head of **Construction Equipment**.

- **Willenbrock Platforms** has taken the first **Genie S-3800** shipyard boom in Europe.

- **Snorkel** has appointed **Hyster Bulgaria** as its exclusive distributor for Bulgaria.

- **United Rentals** has named **Skyjack** as its Supplier of the Year for 2012.

- The **Italian Army** has ordered 10, 20 metre **CTE ZED20** **CSL** truck mounted lifts.

- UK-based **One Stop Hire** has added **Power Tower Nano & Nano SP** machines to its fleet.

- **Hiab** has appointed **Olaf Fiedler** as area director Germany, Austria and Switzerland.



Olaf Fiedler

- **John Lane**, a manufacturers rep with **MJ Miller** combined companies has died.

- The **Telescopic Handler Association of Australia** has published a guidance note for grey and parallel imports.

- **H&E Equipment** has opened a new facility in **Kent, Washington**.

- UK rental company **JMS** is has purchased **Power Tower** and **Nano** push-around lifts.

- **Andrew Brown** UK sales manager at **Kobelco Cranes Europe** has retired, **Mark Evans** will take over.



Andrew Brown



Mark Evans

- **Dingli** has appointed **Neuwerth Logistics** as its exclusive dealer for Switzerland.

- **Rapid Platforms** has taken delivery of a 38 metre **Bronto S38XDT** truck mounted platform.

- **Ahern Rentals** note holders have indicated that they will submit an alternative plan of re-organisation.

- **Global Crane Sales** has appointed **Ed Gibson** as sales manager for North and South America.



Ed Gibson

- German crane company **Franz Bracht** has taken delivery of its second **Grove GSK55** trailer mounted crane.

- The dates for **Verticaal Dagen 2013** have been confirmed.

- Two **raccoons** have halted a large tower crane in **Seattle** after setting up home in the crane cab.

- **Link Belt** has appointed **Mercóvil** as its authorised crane distributor for Colombia.

- **Al Agreedh** of Saudi Arabia has added eight **Grove GMK4100L All Terrain** cranes to its fleet.



Edwin Van de Laar

- **Power Towers** has appointed **Edwin van de Laar** as European sales manager.

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



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Design revolution

Self-propelled boom development over the past 10 years or so has been sluggish to say the least, with the vast majority of lifts coming off production lines offering little tangible differentiation for the owner or user to 10 or even 15 year old models. This looks set to change though with several exciting new product launches threatening to re-ignite the sector. Cranes & Access investigates...

The self-propelled boom lift has become one of the most popular forms of powered access second only, in terms of volume, to the self-propelled scissor lift and probably the largest market sector in terms of value. Within the sector there is a roughly 50/50 split between articulated and straight telescopic booms, with telescopics more popular in North America and articulated booms in Europe. Articulated booms provide up and over reach, while straight telescopics tend to be faster, and on small to mid-range models offer more outreach. They now also tend to include articulated jibs, some of them telescopic.

Over the past 12 months there have been several exciting developments in what is a relatively mature market. This is most dramatically shown when a fully renovated/

re-built boom lift from the late 1990s is placed alongside a new one - in many instances you would struggle to tell the difference. This lack of substantial development can stifle new equipment sales, as rental companies renovate rather than replace which can then have a knock-on effect on rental rates.

Thankfully there has been something of a renaissance in boom lift design in the past year or two that could set off a new period of enlightenment, with several radical new models and producers entering the market. The key development trends include lower transport weights and smaller dimensions – an increasingly important factor, given the higher fuel and transport costs and competitive rates - higher platform capacities, cleaner more efficient power units including the arrival of hybrid models, faster function speeds, remote diagnostics and numerous safety items such as the anti-entrapment systems that came



The Niftylift HR17 - a boom ahead of its time?



The JLG 740AJ is specifically built for aircraft maintenance



The Genie S45 Trax

to the fore in the UK last year.

The other big change is a significant increase in the number of reliable suppliers, offer buyers more real choice – with Manitou, Niftylift and Skyjack all expanding their boom ranges while new entrants into the self-propelled market, such as ATN and Dinolift are adding new alternatives. This is most marked in some of the larger models. For example if you are looking for a boom lift with a working height of around 28 metres you now have a choice from six international manufacturers, rather than three or four a couple of years ago, on top of this Chinese manufacturers, particularly the better ones - such as Dingli and Mantall - are looking to export their boom lifts.

Leading the way

If we focus on the past three or four years one company has probably done more to lead this self-propelled design revolution than any other. UK-based manufacturer Niftylift is setting design the design

parameters in most height sectors of the articulated market. The key attributes that the company appears to have mastered are low overall weight, combined with narrower overall widths, without sacrificing outreach or platform capacity. The company now has a substantial following in North America, Germany and Australia as well as in its home market.

In May 2010 Niftylift launched its new 50ft/15 metre platform height articulated Rough Terrain boom lift, the HR17. Sometimes it is only with hindsight that you appreciate just how advanced this machine was and how it may have influenced the more recently launched booms - including several from Niftylift.

Not only was the lift considerably lighter (at just 4,750kg) than anything on the market, including the HR17 it replaced, but it also incorporated several other innovative features that the company had been developing. Dimensions were also compact with



Niftylift's largest boom to date - the HR 28 Hybrid 4x4

an overall width of just two metres, an overall stowed length of just five metres (6.3 metres with the jib in working mode) and an overall height of 2.15 metres.

The lift was fitted with a Hybrid drive - as used on its increasingly popular HR21 - which allowed the fitting of a smaller Kubota diesel engine equipped with an exhaust purification system and supported by a powerful electric motor which kicks in for steep gradients or when extra 'grunt is required'. It also works as a generator to top up a 'bi-energy' battery pack when the engine is idling or left running.

The HR17 also incorporated Niftylift's Tough Cage and included the company's SiOPs fully integrated anti-entrapment system that cuts the enable button and foot pedal in the event of the operator exerting excessive pressure on the control panel, allowing him to operate a function to free himself or warn others of his predicament.

Performance wise, the new HR17 Hybrid 4x4 had similar characteristics to the outgoing machine despite being significantly lighter and was only beaten by wider, heavier lifts with better platform heights. At the time of its launch we said: "The HR17 is a winner and could change buying patterns for 45/51ft, 14/15 metre boom lifts" and to some extent it has at least got others thinking. However it's smaller, even lighter, more compact cousin the 45ft HR15 may be the catalyst for a major 45ft boom development boom among the market leaders? Genie has announced a revamped version of its popular Z-45, managing to trim almost 500kg from its overall weight, while introducing new engines, improving the drive train and service access.

Bigger and better

Two years after the HR17 Niftylift appears to have pulled off another coup, with the launch of its largest



Manitou 200 ATJ



Haulotte HA32 PX

boom ever - the 86ft/28 metre HR28 Hybrid 4x4 and the low-weight HR15. The Nifty HR28 Hybrid claims to be the world's largest battery electric powered boom and boasts a class-leading 19 metre outreach with a three man/ 300kg platform capacity. With production starting in the next month or two, the HR28 weighs just 14,500kg - more than a tonne lighter than most competitors - and has an overall stowed length of around 7.5 metres with its articulated jib 'tucked under' without increasing travel height. In Europe transportation on 26 tonne delivery trucks should be possible.



Haulotte H23 TPX

Power options include straight diesel 4x2, diesel 4x4 or Hybrid/ Bi-Energy 4x4 - with a full battery powered unit possible and gradeability of 40 percent.

At the same event Niftylift unveiled its HR15D, the lightest 45ft self-propelled boom available on the market today. Weighing 4,250kg it has 9.2 metres of outreach and working height of 15.6 metres. The Tier 4 engine is installed with a particulate filter to further reduce emissions and it uses virtually the same running gear as the larger HR17. While the HR15 is up to two tonnes lighter than any mainstream product on the market, it is right out in front in terms of outreach. Up and over height is just slightly lower than the others, but the machine itself is significantly shorter than most products on offer - adding to its transportability. Add to all this the suggestion of a very competitive price, plus the extra goodies such as a Hybrid power option, non-marking

Make	Model	Work height	Max outreach	GVW	Platform capacity	Up & over	Power	Grade
Genie	Z60/34	20.39m	11.05m	10,215 to 11,331kg	227kg	8.23m	Diesel or LPG	40%
Haulotte	HA20 PX	20.65m	13.5m	11,710kg	230kg	6.8m	Diesel	40%
JLG	600AJ	20.29	11.81m	10,830kg	230kg	8.09m	Diesel	45%
Manitou	200ATJ	20.00	12.0	10,000kg	230kg	8.0m	Diesel	40%
Niftylift	HR21 Hybrid AWD	20.8m	12.5m	6,400kg	225kg	7.0m	Hybrid Battery and diesel	40%
Skyjack	SJ63AJ	21.3m	12.19m	9,616kg	227kg	8.38m	Diesel or dual fuel	45%
Snorkel	A62JRT	20.8m	11.1m	10,659kg	227kg	N/A	Diesel	45%



A Zebra 12 from ATN



A JLG 800AJ and Skyjack SJ6832RT on one trailer



RT tyres and the Tough Cage and this little boom could prove to be the big breakthrough product for Niftylift.

French pair

While the two big players, JLG and Genie dominate the self-propelled boom market, neither of them are at currently at the cutting edge of the emerging boom lift development trends. Their recent products tend to be safe and robust, steering clear of radical innovation until fully proven – or customers demand it – this is no different to Caterpillar in the earthmoving market. The fact is that the companies strong distribution, product support and resale values, not to mention end user recognition, especially in the world's largest market – North America - allows them to keep product development at an evolutionary, rather than revolutionary pace. Although the

two have also been focusing efforts at the top end of the telescopic market, with Genie set to release more details on its big new boom any day.

Two other recent significant telescopic boom lift developments have come from France and are just beginning to ship as we go to press. Manitou unveiled its 86ft/ 28 metre 280 TJ and 260 TJ just over a year ago, followed closely by Haulotte with its HT23RTJ. The new Manitou 260 has a fixed jib, while the 280 boasts a telescopic jib - in all other aspects they are one and the same. This gives the 260 TJ a 400kg unrestricted platform capacity whereas the 280 TJ has 350kg, reducing automatically to 240kg at full outreach. It also makes the 280 TJ slightly longer at 11.25 metres and heavier at 16,600kg (compare this to the Niftylift HR28 at



Manitou 280TJ

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Haulotte's latest boom the HT23 RTJ

14,500kg!). The two platforms have been designed along the same lines as the company's smaller articulated boom the 46ft 160ATJ-2, to offer premium performance from a smaller engine which being less than 36kW does not have to meet 3B emissions regulations. Electronic management of the engine RPM provides the required hydraulic pressure and flow needed for faster single movements and still allows four simultaneous functions, without noticeable interference between them, making it a very quick and smooth machine and adding to the comfort and security for the operator. The unit also offers a single button programme to provide automatic single control movements in both the horizontal or vertical planes.

The new models are an interesting combination in terms of specification thanks to the fact that like the Genie S-65 and S-85 models they feature an articulated boom pivot point, which both raises and moves it forward, providing a more compact overall length that traditional straight telescopic booms. With tuck under jibs both fold down to

overall lengths of around eight metres.

Two stage telescopic jibs

The two stage telescopic articulated jib is becoming a more popular addition on telescopic booms. Haulotte introduced the idea on straight telescopic self-propelled booms in 2008 on its H28TJ+ which offers 22.6 metre outreach and a 350kg platform capacity. JLG followed suit with its 1500SJ in 2011 taking the concept to new lengths, and now Manitou has adopted the concept which adds to the working envelope. It will be very interesting to see if Genie adopts the idea on its new boom rumoured to be in the 170ft range.

Haulotte's latest boom is the HT23 RTJ, also available as the jib-less HT21 RT. On paper the performance of the HT23 looks impressive, with a 67.3ft platform height/22.4 metre working height, longer than normal 2.2 metre articulating jib, up to 18.1 metres of outreach and a platform capacity of 450kg. The company clearly set out to design a machine that achieved or came close to 'best in class' for every key parameter.



Snorkel T66JRT

The special top guardrail on the basket of the JLG 740AJ allows work to be carried out while remaining tethered



The company also claims that the boom has the 'best in class' manoeuvrability, lift speed (53 seconds to full height) and outreach - one metre better than industry standards. It is also the first to feature Haulotte's new modular basket, which allows individual parts to be replaced rather than the whole basket.

Skyjack presses ahead

Skyjack re-entered the boom lift market in 2006 with a strategy of introducing a range of booms that were adopted the best of existing technology, without attempting to introduce any radical innovations. Its programme was slowed substantially by the recession and pressure on engineering time caused by the need to update all of its engine installations - both aerial lift and telehandlers - to meet new regulations.

However it is now ramping up its efforts and last year unveiled its new 63ft SJ63AJ. This latest model, which has just gone into production, shows signs of it becoming more

adventurous in terms of innovation, and it clearly had an eye on Niftylift's HR21 in terms of parameters. The most innovative feature of the new 21.2 metre working height articulated boom is its lift mechanism, with a dual sigma type over-centre riser with an 'open throat' knuckle joint. The benefit of this design is that it allows the telescopic boom to nest between the risers, keeping the overall height of the machine low enough for transport in a standard container, while offering the best combination of outreach and up and over reach with constant zero tail-swing, perfectly vertical lift and a relatively compact overall length.



Skyjack SJ63AJ



A JLG 450A helps to respray an aircraft



Manitou's 28 metre 280TJ



Snorkel T46JRT

It also allows the platform to be lowered to the ground while the risers remain fully elevated.

Outreach is just over 12 metres matching Niftylift and beating Genie, JLG, Snorkel and Manitou, with only the single riser Haulotte offering more. Up and over reach is a very respectable 8.3 metres. (See comparison table).

GVW is just under 10,000kg allowing two units to be carried on a trailer in the USA. Power comes from a Deutz diesel with the company's standard drive system using rough terrain drive axles,

complete with operator controlled differential lock and 45 degree crank angle steering.

New telescopic Snorkel

Snorkel, once one of the world's leading manufacturers, has a strong following in some countries with its larger booms and has recently been expanding its range in the 60/66ft platform height area. Its latest is the T66JRT telescopic. The new model shares a common chassis with the T40RT and 16 metre T46JRT telescopic booms and the 21 metre articulated A62JRT, helping lower production costs and simplify

maintenance. The T66JRT (also available without jib as the T60RT) features an oscillating axle, four wheel drive, 350mm ground clearance and 45 percent gradeability. Maximum outreach is 17.8 metres and it has a good sized platform - 2.44 x 1.0 metres - which can be entered from three sides capacity is 227kg and stowed height 2.5 metres. Options include a smaller platform, generator and on-board welder and a range of packages specifically designed for certain industries or weather conditions.

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The new Genie super boom is expected to be the largest boom ever in the region of 170ft



Three Niftylift HR21s - each weighing 6,400kg - making a total of 19,200kg

Designed for specific applications

The trend towards offering standard factory models tailored to specific industries, seems to be finally gathering momentum. JLG is launching an aviation version of its 740AJ and joins Genie and Dingli

with its shipyard versions. The JLG 740AJ has a working height of 24.6 metres and has been built specifically to carry out maintenance on and around aircraft. It features a special top guardrail to which the user can clip his fall-arrest lanyard, enabling them to



Haulotte HA18 PX



German rental company Willenbrock Platforms' Genie S-3800 shipyard boom

work a full 270 degrees around the outside of the platform, while remaining tethered, providing an outside work area of 19.5 square metres. In addition, the 740AJ meets the industry jet blast standard ARP1328 that takes wind gusts up to 90 mph into consideration, enabling the machine to be placed in most air side operating areas around the terminal. Furthermore, the 740AJ can be equipped with a Soft Touch option with function cut-out, which reduces the risk of accidental contact damage when working close to aircraft. Outreach is 15.80 metres at an up and over height of 7.65 metres.

Genie shipyard boom

Earlier this year German rental company Willenbrock Platforms acquired the first Genie S-3800 shipyard boom in Europe. The 120ft self-propelled lift went to work on a six month contract at BLG Logistics Wind Energy in Bremerhaven, where it is being used for inspection work and final acceptance of large tripods and components for offshore wind

turbines. The S-3800 is built in Genie's plant in China and has a working height of 38.58 metres, an outreach of up to 22.26 metres and a platform capacity of 340kg. It comes standard with a hostile environment package which includes protective covers on controls, cables, hydraulic cylinders and slew ring as well as brush covers between boom sections and special salt water protection.

Big Genie on the way

There has been talk for some time about a new Genie super boom for launch at Bauma or even this month. The boom is expected to be the largest self-propelled boom ever - currently the JLG 1500SJ holds that title - but details are as yet unavailable. We expect the new machine to be in the region of 170ft and use an extending swing out X-frame chassis design similar in concept to its Z135/70

Anti-entrapment devices

The requirement for the use of anti-entrapment devices on boom lifts in the UK has been well documented in recent months, with

Currently the largest boom - the JLG 1500SJ



several UK based international contractors demanding the fitting of specific devices to all boom lifts working on their sites. This shift by some contractors towards a more prescriptive blanket policy caused IPAF and the HSE to issue a statement warning that prescriptive 'blanket requirements' contradict its current advice.

Some contractors issued bulletins with overly prescriptive requirements that at the time only Lavendon's SkySiren, Niftylift SiOPs and JLG's SkyGuard could comply, with, however none of them work in every possible situation and those solutions cannot be fitted to all boom types. In response Niftylift has introduced a simple cut out and warning anti-entrapment device for its popular 33ft HR12 self-propelled boom lift, at under three tonnes it is often the only boom that can operate on some specific applications, and yet was at the risk of being banned from overly prescriptive sites.

The new system can be specified on new units or retrofitted to any older machines and has been designed for rapid removal and re-fitting, taking about a minute to fit or remove, once the initial installation has been

done. The installation includes a small electrical box, a blue warning light, a longitudinal pressure switch with brackets and a connection to the control box. Once installed the removal of two security bolts and the unplugging of the power connection is all that is required to take off the main switch bar. A blanking plug then reactivates the system for use without the switch bar. To refit, the switch bar is clicked into place, plugged in and the security bolts installed - we watched being done in 60 seconds.

UK rental company Kimberly Access has also introduced a design for its own fleet, dubbed the Sky Alarm. It has no plans to market it and has simply purchased the system from a local supplier which has adapted it from existing proximity/crushing devices. The device is similar in principle to Lavendon's Sky Siren, JLG's SkyGuard and Niftylifts new retrofit solution - in that it uses a pressure switch/sensor bar in front of the control panel which stops the machine and sets off an alarm and flashing light if activated. It now intends to fit the device to all of its boom lifts and has no plans to charge a specific fee.



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It's a game changer

When it comes to new crane, access and telehandler products, 2012 was a good year. Niftylift unveiled its 45ft HR15 and 86ft HR28, Haulotte the 70ft HT23 RTJ, Bronto's 50 metre S50XDTJ, the Cela D24, Ruthmann's T540, JLG's SkyGuard system, Skyjack and its 63ft SJ63AJ, Terex Superlift 3800 and plenty more.

Yet one product that has not even had a proper launch yet eclipses them all in terms of sheer innovation. The Power Towers Peco may also qualify as the smallest new product introduction of the year. At 150kg it is certainly one of the lightest machines on the market and features no electrics or hydraulics of any kind. It is manually powered - gas assisted - clean, environmentally friendly - thus Peco and not Pico - and priced to market.



However it is the technology and design behind what is an utterly simple machine to own, use and operate that makes it so special. We managed to steal a peak at the workings of the two section elevating mast but were then sworn to secrecy. It is not overly complicated and adopts and adapts existing well proven technology from the automotive sector.

The machine is exceptionally well finished, with large diameter round steel tubular guardrails, dual saloon style gates with substantial stainless steel closing springs, large high quality wheels and castors, four point braking, rubber bumpers

The Peco is well finished, has four point braking and incorporates fork pockets for easy loading etc...



to prevent wall damage, a tool tray - currently steel but changing to moulded composite material - and rubberised wheel guards.

The lift rolls on three wheels, two fixed wheels at the front and a single rear castor which, combined with its low overall weight, makes it easy to manoeuvre and roll-over thresholds. When you enter the platform the brake on the castor is immediately applied as the machine drops onto two heavy non marking rubber skids. To raise the platform the control knob is pulled and the sizeable wheel turned. The gas assisted lift will raise 80kg on its own with the wheel providing control and assistance. With a platform capacity of 150kg heavier people will of course need to put in a little more effort into winding the large central wheel to raise the platform. As soon as the platform is raised, two spring-loaded, plunger-type brakes lock the front two wheels to create four point braking. When coming down the roles are reversed, heavier users benefiting greater from gravity. The fact is that the effort is minimal and the control precise, so the manual power system is unlikely to deter anyone. In fact those trading up from podium steps or step ladders will consider it luxurious.

In a side by side race with a Power Tower Nano, the Peco reached its full working height of 3.5 metres considerably faster, even with a 90kg plus Brian King of Power Towers operating the Peco and a lighter Leigh Sparrow aboard the Nano. Power Towers has used



The Peco is considerably more compact than the already diminutive Power Towers Nano



The lift is easily raised and lowered with the winder control



Paul Smith (L) and Carl Huntingdon (R) of Hire station, with Brian King (centre) of Power Towers at the recent Executive Hire Show in the UK

SGS to do the third party CE certification. While the Peco is totally non-powered, it is still technically a machine and therefore strictly speaking covered by the machinery directive. In order to comply the company has had to incorporate redundant systems into a totally mechanical device and equip the unit with a means of emergency lowering the platform from the ground. All of which has added cost, but at least the solutions do not complicate what is likely to be an exceptionally low maintenance machine. The absence of hydraulics, batteries or even a mechanical screw drive make it an ideal unit for clean environments - including food processing plants - as well as suited to potentially hazardous environments such as offshore oil platforms. The company says that it has already received interest in producing a stainless steel Peco which it could easily do as long as the customer is prepared to pay the price.

A substantial number of the new machines are already in the Hire

Station and Nationwide Platforms fleets and given that the price is pitched between a podium step and Pop-up type push-around scissor lift returns are likely to be interesting. Having given this machine a good look over we are convinced that it will replace a good number of mobile steps, podiums and even step ladders. The biggest challenge will be for Power Towers to make an acceptable margin with the current specification and quality level.



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Slowly but surely..

In last year's features on spider cranes we identified the fact that the general lack of awareness was restricting growth of the sector. A year later and little has changed. The spider crane is a well developed, high performance product not so much let down by marketing but perhaps the generally slow adoption of new ideas by the construction industry. Little by little this is changing as the number of units in rental fleets increases, but it is a long, slow process. The very fact that everyone who uses these amazing machines becomes a spider crane convert is a sure sign that they will eventually succeed big time - but when that may be is anyone's guess.

One sure sign that the concept has not fully broken into the mainstream market is the relative lack of available rental suppliers of the product. As with most cranes the majority of these mini lifters are purchased by rental companies and while the

number of outlets where you can rent one is increasing, they can still take some tracking down, even in the UK which is possibly the most developed western market.

Originating in Japan, the spider crane market is still dominated by two Japanese manufacturers -



Steel erection at a London house



C&a

spider cranes



Hoeflon C605

Unic and Maeda - which battle it out for market dominance. Both manufacturers have an extensive range, with lift capacities from one to 10 tonnes for Unic and one to four tonnes for Maeda (for larger lifts up to six tonnes Maeda offers its LC range of mini crawler cranes.)

The new kid on the block

A third Japanese manufacturer - R&B Engineering with its Mighty Crane brand - is also trying to expand its exports which are still at relatively low levels. Two years ago it CE marked two of its four machine range, the 2.8 tonne lift CR285D - which weighs 1,750kg and has an 8.9 metre main boom - and the significantly larger CR335D which is rated at 2.98 tonnes but weighs

3,760kg and features a 12.5 metre main boom. Around a year ago it appointed the German operation of France Elevateur as its sole distributor in Europe followed a month later by appointing access sales and rental company LTECH as its exclusive distributor in Russia. Now 14 months on and little progress appears to have been made.

European manufacturers

Outside of Japan there are a few spider crane manufacturers. In Europe, Holland has two specialist manufacturers - Reedyk and Hoeflon - and until recently Italy had two - Jekko and Kegiom Lifting - but they have been joined by Cormidi, with a multi-purpose spider crane/access platform (more of this later).



Hegiom's smallest - the HS850



A Bluelift spider lift with winch attachment



Jekko SPD 360

The Europeans have their own take on the solution to lifting in confined spaces. Reedyk, which is based in Klaaswaal just south of Rotterdam, has two mini cranes in its range - the C3410 and C3412 - but these feature pull-out stabiliser legs rather than hydraulically folding 'spider' legs.

While set up may take longer, performance is impressive - particularly the larger C3412 - which features an additional third jib section for increased flexibility. Despite having the same dimensions as the smaller C3410, the C3412 has about 30 percent more lifting capacity and almost six metres of additional reach. It gives the crane an impressive system height of 21.5 metres, a maximum radius of 19.5 metres and lift capacity of 4,250kg.

Reedyk's other crane is the tiny pick and carry PC4202. It has no outriggers, but offers unrivalled

performance when working in a confined space. At the last Verticaaldagen in Holland we reported on how the small Reedyk PC4202 crane was used to load and unload the large 200kg outrigger mats on a 90 metre Bronto truck mounted platform. Weighing just 750kg it has a lift capacity of 450kg and maximum lift height of 4.1 metres. Its low weight and compact dimensions - 1,550 x 2,120 x 980mm - allow it to be stowed on one side of the chassis for road travel. This is a well-engineered solution - carried out jointly between Reedyk, Peinemann and Bronto - something the more mainstream Japanese spider crane manufacturers would probably be reluctant to get involved with?

The Hegiom Lifting range has expanded in recent years its largest model is now the Minicrane 5000 Cobra which has a five tonne maximum capacity and 14 metre maximum lift height from a machine weighing just three tonnes. Options include a jib with manual extension and a working platform giving users increased flexibility. Hegiom's smallest - the 200 E3 spider - is also a good performer lifting 1,600kg with a maximum tip height of eight metres and weighing just one tonne.

Hoeflon, situated in Barneveld to the east of Utrecht in central Holland has a three model range - from the



A pair of Maeda 305's erecting a large panel

620kg maximum lift C05 to the four tonne capacity C10. It is also working on a new spider crane - the C5. Preliminary drawings indicate a maximum capacity of 1,800kg with a lift height of around 11 metres and a 10 metre working radius. A hydraulically operated three section jib - also capable of a negative angle - provides users with additional flexibility and increases lift height to about 16 metres with 500kg capacity.

Expanding the product range

European and Japanese manufacturers differ in the way they expand their product ranges. The

Japanese producers tend to work with a 'single' basic design that is made larger or smaller depending on the capacity and reach required although the larger two or three models use a much heavier construction with straight legs and a wider overall width. The common approach however is ideal for rental operations as each crane operates much the same as every other. However the more specialist European cranes appear to be built for a specific use and therefore the designs are a less consistent with each model in the range bearing

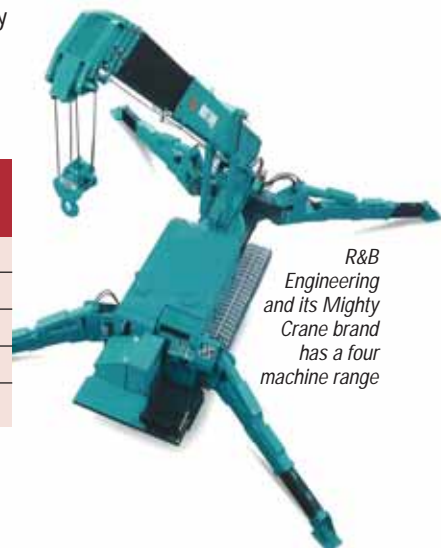
The 10 tonne lift capacity Unic URW-1006



How spider cranes weighing around one tonne compare?

Make	Model	Weight	Max capacity	Max radius	Max lift height	Size l x w x h
Hoeflon	C05	980kg*	620kg	3.9m	4.5m	1500 x 700 x 1250mm
Hegiom	200 E3	1,000kg	1,600kg	6.2m	8.0m	2200 x 750 x 1690mm
Maeda	MC 104	1050kg	995kg	5.1m	5.5m	1980 x 600 x 1305mm
R&B Mighty Crane	CR174G	1170kg	1,700kg	5.06m	5.3m	2150 x 580 x 1330mm
Unic	URW-094	1,000kg	995kg	5.17m	5.6m	1870 x 595 x 1305mm

can be reduced to 680kg (removable ballast)



R&B Engineering and its Mighty Crane brand has a four machine range

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little resemblance to the others, and differing significantly between each manufacturer.

Until last year, the largest spider crane on the market was the Unic the six tonne Unic URW 706. However the company surprised many with the introduction of the world's largest spider crane - the 10 tonne URW-1006 - at Intermat last year. Measuring two metres wide and just over five metres long, it can take a one tonne load up to 30.7 metres and has a maximum radius of 24.3 metres, offering extended reach for hard to access areas on site. Spider cranes are not normally associated with pick & carry duties however the Maeda MC405 is one of the few able to travel with smaller loads. It is a useful feature but duties are generally limited. The URW-1006 is also the first Unic crane to offer a pick & carry capability with up to 1.5 tonnes and it has diesel and AC electric power sources on-board offering both indoor and outdoor operation. The Unic URW-1006 is also one of the first cranes to be fitted with the state-of-the-art Wylie i4500 safe

load indicator which gives operator feedback on a high-resolution colour LCD screen.

The URW-1006 will undoubtedly give contractors a useful alternative for lifting in confined spaces as well as offering an economic alternative renting in a much larger mobile crane. It also takes the spider crane into a whole new range of applications (and audience) so it will be interesting to see how the 10 tonner is accepted on site.

Multi-purpose spider

With lifting capacities knocking on the door of small mobile cranes coupled with their almost go anywhere capability (including up and down stairs) where else can spiders develop? The Cormidi KB19-4 is the industry's first crane designed as a multi-functional machine that operates as a spider crane, access platform and underbridge platform all rolled into one.

Representing the next generation of spider crane engineering, the KB19-4 is the first true spider lift/crane hybrid machine. No other combined access platform and



A Maeda involved in positioning glass panels in Bucharest



Helping with steel erection in the USA



Work on canal lock gates near Chester

compact crane in the market can rival its multi-functionality, capacity, flexibility and compact dimensions. The KB19-4 boom has a three stage telescoping hydraulic boom with an innovative knuckle section and hydraulic jib which provides accurate positioning and an impressive range of movement. With a rated capacity of 995kg, the KB19-4 offers more lifting power, control and higher reach than standard spider crane fly jibs

throughout its 11 metre working radius. It has an overall lifting height of 15.65 metres, 365 degree slew and fast winch speed for fast cycle times. As a work platform the KB19-4 flexible boom system can easily lift an operator up, over and down thanks to its four metre underbridge reach while boasting a 22.5 metre working height in regular platform mode.

At just 890mm wide, the spider lift can work in restricted spaces and



An MOD Unic URW-547 being lifted by a Chinook helicopter



This Reedyk mini crane is used to unload large mats on a 90m Bronto platform

has been used in a variety of lifting locations such as construction sites, ship yards, highways, waterways, factories and in low point loading areas. The twin-speed traction system means it can move over rough, uneven terrain and gradients of up to 20 degrees.

The KB19-4 has a number of safety features such as stabilisation sensors, over-lowering alarm, auto-levelling outriggers, diagnostic function and a radio remote for controlling all boom functions from the platform or alongside the machine. The KB spider lift can also incorporate remote trouble shooting, allowing any problems to be detected through the machines' GPS and remote diagnostic function. With the crane attachment fitted it has a maximum lift capacity of up to 800kg. This lift capacity pales into insignificance when compared to the larger dedicated spider cranes but it scores highly on lift height and reach.

The KB19 for example, can lift 500kg to a height of 16 metres and 450kg to a height of 12 metres with a radius of five metres. At nine metres maximum radius with a horizontal boom the lift capacity is 400kg. Compare this to the Maeda MC104 which has a one tonne capacity at 1.1 metres radius or the Unic URW 094 with a similar maximum capacity but with a slightly better radius of 1.5 metres. But both have a maximum working radius of just over five metres. To achieve a similar 16 metre lift height needs the three tonne capacity Unic URW 506 or the largest Maeda spider crane the MC405. GGR - the official European master distributor for UNIC mini spider cranes - is branching out into the powered access market with the introduction of these multi-purpose machines into its rental fleet as it becomes the official Cormidi distributor for the UK. "We are excited to bring these innovative machines to the UK and break new ground for GGR by offering powered access equipment to our customers," says GGR Group's chief executive Graeme Riley. "I'm confident that the Cormidi KB19-4 spider lift will be a popular addition to our range as they are unique, multi-functional machines that will also appeal to a number of niche markets."

The Cormidi KB solution is far neater and more powerful solution than the increasing number of spider lifts that offer hoist attachments either mounted on or replacing the basket. The Cormidi spider crane/lift can also be used with other attachments including those requiring hydraulic power such as a glass panel handler or hydraulic demolition breaker. Bluelift is the latest spider lift

manufacturer to offer a crane/winch attachment on its 21 metre C21/11. The device has a maximum capacity of 250kg, and is located at the end of the main boom before the articulated jib. CTE also offers a similar 250kg winch system on its spider lifts, which it launched in 2011.

This increasingly popular option was originally introduced by Palazanni many years ago, but switching between lifting people and loads was not considered acceptable practice, an opinion many still hold. Today all Palazanni spider lifts offer a winch option for lifting materials. The smaller machines can be fitted with an electric winch where the larger machines can have either an electric or hydraulic winch capable of lifting 300kg. While the lifting capacity isn't very high it is quite impressive at heights of 30 to 50 metres and is more than enough for items such as roof trusses.

Light and portable?

Another big advantage of the smaller capacity spider cranes is that they are light enough to be towed on a trailer behind a normal 4x4 - or can they? New EU driving licence rules introduce slight changes to what younger motorists can tow. Drivers with a Category B (car and small vehicle) issued on or after 1997 were able to drive a vehicle up to 3.5 tonnes

and tow a trailer up to 750kg (with a combined all up weight of up to 4,250kg) OR tow a heavier trailer so long as it is lighter than the towing vehicle and the combined weight is no more than 3.5 tonnes.

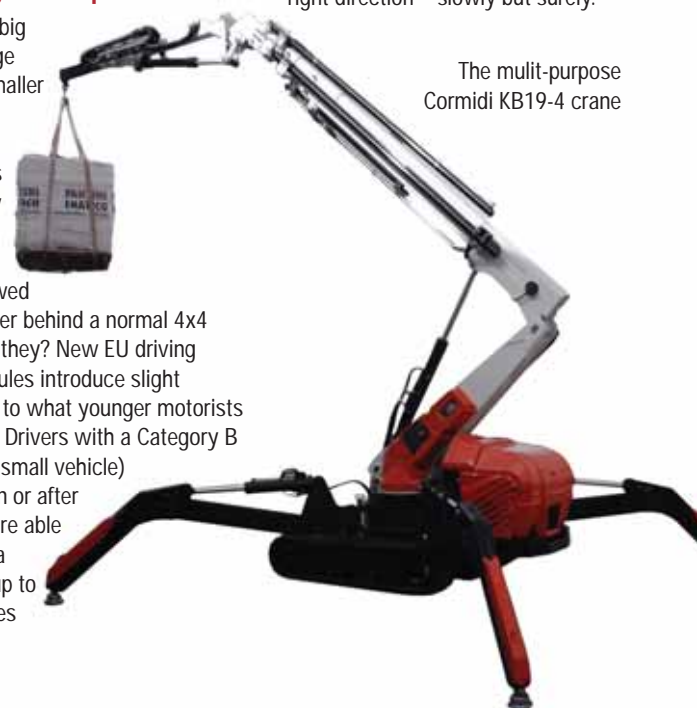
The new rules for a Category B licence passed after 19th January 2013 mean that new drivers can only tow trailers weighing less than 750kg OR trailers more than 750kg if the combined weight is less than 3.5 tonnes. So now only older drivers, or younger ones having passed a heavier licence, can tow most spider cranes, or for that matter spider lifts.

So in summary

Recent developments such as the 10 tonne Unic 1006 and the multi-purpose Cormidi spider will no doubt tempt more users to try spider cranes. Whether this then helps the rest of the market remains to be seen but at least it is heading in the right direction - slowly but surely.



A spider crane and scissor platform working together at the Westfield shopping complex in London



The multi-purpose Cormidi KB19-4 crane

Fashion icon at Selfridges

Late last year a spider crane took on an unusual lifting challenge at one of London's most famous shopping destinations, Selfridges on Oxford Street. The crane helped install a six metre high statue of iconic Japanese artist Yayoi Kusama to mark the second phase of Louis Vuitton and Yayoi Kusama collaboration in Selfridges' Concept Store. The store also dedicated all 24 of its shop windows to the artist, and exchanged its famed, yellow, branded rooftop flags for those covered with the artist's signature polka dots.



The 6m high statue installed

The 2.9 tonne capacity Unic URW-376 spider crane was rented from GGR, while a large decked Skyjack SJ8841 scissor lift, supplied by Charles Wilson assisted. The crane arrived long after the London crowds had gone then lifted and placed the 500kg sculpture to a height of 10.5 metres, placing it in front of the store's famed clock and historic Queen of Time statue. The scissor lift was used to access the canopy and take all the packaging material down once the statue was firmly in place.



Museum pieces

The smallest Unic spider crane was recently used at the Grade II listed World Museum - a popular tourist spot in the heart of Liverpool in the UK. Operating in an extremely confined space outside of the museum, the Unic URW-095 was used to remove eight Victorian lamp-posts for refurbishment.

Each 150kg lamp-post was rewired, repainted and fully restored the crane - rented from Unic European master dealer GGR - then returned to put them back into place. With work space of just 2.6 metres wide, the spider crane had to be carefully positioned around the museum's steps to safely lift the refurbished lamp-posts back onto their bases.

Spider cranes are ideally suited to museum work, GGR has used them to lift archaeological finds from the Antonine Wall at Glasgow's Hunterian Museum, install display cabinets inside the atrium of London's National Maritime Museum and move abstract sculptures at the Ashmolean Museum in Oxford.



Unic URW-095 at the Liverpool World Museum



Columbia chooses Maeda

As the only commercial operators of the Columbia 234 and 107 (formerly Boeing), Columbia Helicopters based in Aurora, Oregon, has had a history of pioneering lifting techniques and revolutionising helicopter features since its beginnings in 1957 when founder Wes Lematta began with a single helicopter performing precision lifting using longer than average cables.

Today the company is a world leader in commercial heavy-lift helicopter operations with customers in the oil exploration, logging, fire suppression and construction sectors which often means the

company has to maintain the equipment in remote areas, such as the Amazon Basin, Papua New Guinea, Alaska and Afghanistan supporting various operations.

"We needed a precision device to lift vertical shafts that have to be removed and maintained along with transmissions accessible from the top of the helicopter," said Rick Carroll, Columbia support equipment manager. "Four years ago the company discovered mini cranes as a solution to their lifting needs. They are easily transportable because of their small size and they offer the smooth precise load placement that larger cranes don't have. The

quality, safety features and the ability to operate them by remote control made them a natural choice."

The company now owns four Maeda MC285C's with a 2,820kg lifting capacity and an 8.7 metre maximum lift height. "In our maintenance facility in Oregon, there are also some advantages to using the mini cranes instead of our overhead cranes, because of the precise winch control capability of the Maeda, setting the loads with smooth controlled accuracy," adds Carroll. "Heavy duty

rubber tracks and high ground clearance make travelling over rough terrain easier and an overall weight of 1,900kg means the mini crane is easily transported by road or air, even in our helicopters if necessary."



A Maeda MC285C on helicopter maintenance duties



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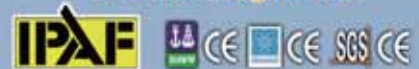
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It's a Bauma year!



Bauma 2013 is the biggest trade show in the world. With more than 570,000 square metres of exhibition space and over 3,300 exhibitors it should attract over half a million visitors - assuming there isn't a repeat of the volcanic ash cloud that affected the last show in 2010. Many see this year's show as a possible catalyst, increasing optimism and sparking an upturn in the economic fortunes of the construction equipment sector.

Bauma 2013 - which runs from 15th - 21st April in Munich - is a must be at, must see event, however the organisers will have to guard against 'killing the hen that lays the golden egg'. It is more expensive than ever to exhibit and hotels have crept up still further with many now tripling their normal rates during show week. Exhibitors are finalising stand plans and releasing information on the new products and developments they plan to launch. The following is the first of a two part look at the new products that will be on display.

Manitowoc

Manitowoc must surely be the company with more new models than anyone else? It will unveil at least seven new products under the Grove, Manitowoc and Potain brands. The new cranes will include the 165 tonne Manitowoc MLC 165 lattice boom crawler is aimed at pile driving, clamshell and grapple and general lifting duties. Maximum main boom is 84 metres with the option of fixed or luffing jib giving a system length of almost 103 metres.

Grove has four new cranes including the 60 tonne , 43 metre boom GMK3060 – an update to the

GMK3055 - offering better lift capacities throughout the range thanks to two tonnes additional counterweight and two Rough Terrain cranes - the 45 tonne RT550E and the 65 tonne RT770E with 42 metre boom - and the YardBoss YB5520 - an 18 tonne carry-deck crane. The first production model of the 400 tonne GMK6400 - launched at Bauma 2010 will also be on show.

Potain will introduce the 25/40 tonne capacity 270 LVF 100 hoist for large top-slewing tower cranes - at 201kW it is the most powerful frequency controlled hoist ever built by Potain - and will be installed at ground level on the counter jib of the new MD 610 tower crane.

Terex Cranes

Terex is keeping its new launches very close to its chest. However we understand that there will be at least four new cranes including two All Terrains including a new four axle Challenger - possibly in the 70 - 80 tonne class and a new five

Terex Quadstar1100



Grove RT550E



Manitowoc MLC165



Manitowoc 3 axle AT



YardBoss YB5520 industrial crane

axle unit. The new 100 tonne Quadstar 11000 Rough Terrain crane with 47.24 metre main boom, and 650 tonne Superlift 3800 crawler crane will also be on show together with a new flat-top tower crane.

Genie

Genie is saying nothing about its new product launches, although we expect a new 170ft self-propelled boom lift to be the star of its stand, along with production versions of the prototypes unveiled at Intermat.

Socage

Socage's will have a number of new models including a 28 metre articulated boom platform mounted on a 3.5 tonne chassis. The Forste 28D has a travel length of just under seven metres, a 2.1 metre overall width and maximum outreach of 14.5 metres. The lift mechanism will be similar to its current DA28 but built from higher strength steel, allowing less material to be used.

Other new models include the TJJ39 - based on the same design of the TJ35 but with a double articulating jib. It can be mounted on an 18 tonne chassis giving a

working height of 39 metres with 300kg platform capacity. Outreach is 30 metres and it can be specified with a jib mounted 500kg capacity winch. Also look out for a new T319 a 19 metre straight boom truck mounted platform with 300kg platform capacity and 11 metres outreach.

Dinolift

Finnish access manufacturer Dinolift will show a new lightweight trailer lift – the 105TL. Weighing just 970kg, the new model has a 130kg platform capacity and is capable of 6.5 metres outreach. Transport dimensions are 5.43 metres overall length by 1.95 metres wide and 1.95 metres high. The unit - available in the summer - has two speed boom control and 355 degrees slew. Width with outriggers deployed is 3.5 metres. Dinolift is also launching a new lightweight aluminium trailer - the DT3500 - which weighs 420kg but has a carrying capacity of 3080kg.



DINO 105TL

Palfinger

With two stands at the show - one for loader cranes and one for truck mounted platforms. So far the only product announced is the company's largest knuckle boom crane to date - the PK 200002 L SH - with its nine section polygon shaped boom, which when coupled to a new eight section PH 300 L jib can lift around 600kg at 51 metres radius or height. A fully integrated EN280 work platform is also provided for in the standard



Palfinger PK200002 L SH

package. We are also expecting a new truck mounted platform in the 90 metre range.

Liebherr

Liebherr will once again have the most impressive stand at the show with about 60 models being exhibited on its 14,000 square metre stand which has been under construction since November. Several models will be seen by many for the first time - such as the LTM 1750 All Terrain and the LTR 1220 tracked telescopic - however show premiers include two new tower cranes - a flat-top and the 375HC-L luffer - a new 300 tonne six axle All Terrain and the new 1,000 tonne lattice boom crawler which may well be in Weldex livery. We might also see a larger MK mobile self-erecting tower crane and a new K series self-erector. The company will also have a separate stand for machines specifically aimed at emerging markets - including a tower crane produced in India.



Liebherr 357HC-L

JLG

JLG will show its 24.6 metre articulated JLG 740AJ boom which



JLG 740AJ allows operators to work outside the basket



JLG 740AJ 03

is purpose-built for aircraft maintenance duties it incorporates a fall arrest rail around the top of the platform, allowing operators outside of the platform while remaining tethered. It is also equipped with the Soft Touch option - a padded sensing rail below the platform that cuts operation when activated - reduces the risk of damaging the aircraft during maintenance work.

Also on the stand will be a new Toucan 12E and the Toucan 12E+ the latest additions to its mast boom range. The 12E has a working height of 12 metres and horizontal outreach of 4.35 metres with both indoor and outdoor capability. The 12E+ offers a 12.7 metres working height, but has 5.45 metres of outreach. The first units are expected to ship late spring. The company will also show the CE versions of its Chinese built RS scissor lifts. While featuring direct electric drive they are far more basic



JLG 4014PS

and less expensive than its ES range of slab scissors.

Finally its telehandler display will include the PS - Power Shift - line, unveiled at Intermat as pre-production machines, they are now in production. Models 3706 and 3707 have a maximum capacity of 3.7 tonnes with either 6.1 or 7.3 metre maximum lift height, while the 4014 and 4017 are equipped with stabilisers and have a lift capacity of four tonnes and a maximum lift height of 14 and 17.3 metres respectively.

Ausa

Spanish manufacturer Ausa will show the T144 Plus version of its compact telehandler, fitted with a new 'intelligent' transmission system from Bosch Rexroth. The machine is said to be a world first and switches between two or four wheel drive automatically as needed. The Plus also has a new Kubota engine with double the power output and a Bobcat compatible quick hitch system.

Böcker

Böcker will launch a new trailer crane using a new steel and aluminium mast section which gives a 34 metre tip height and 1,800kg capacity. The unit weighs 3.5 tonnes and features its own self-contained drive unit to move the crane and full remote control with four variable spider leg positions. A larger platform with 250kg capacity can also be fitted with a platform height of about 28 metres.

Haulotte

Haulotte has no new products planned for the show, but will show the production version of its 67ft platform height/22.5 metre working height, HT23 RJ seen for the first time at Intermat, the jibless version, the HT21 RT will also be unveiled.

Haultotte
HT23 RTJ



The company will also show an upgraded - 2013 model - version of its largest articulated boom - the 32 metre HA32 PX. The HTL telehandler range will be displayed with new Tier IV engines and improved cabs.

Hinowa

Italian spider lift manufacturer Hinowa is expanding its Performance IIS series with the new 20 metre Lightlift 20.10, with a choice of Lithium battery power or a new two cylinder diesel engine with speed control. Platform capacity is
Hinowa LL20.10



Wolffkran
7032clear

230kg unrestricted with up to 9.7 metres outreach. All from an outrigger footprint of less than three metres square, while overall weight is under 2.9 tonnes.

Wolffkran

A new flat top in the 250 tonne metre class and a newly designed cab will be making their debuts on the Wolffkran stand. The 7032clear flat top is available in two versions. The 7032.8 is a two fall crane with maximum lift of 8.5 tonnes and automatic re-reeving between two and four fall operation with a maximum lift of 12 tonnes. A newly designed tower crane cab will also be on display, but for many this will be the first opportunity to see the company's first hydraulic luffing job model - the 166 B.

Alimak Hek

Alimak Hek is extending its light range with the launch of the Hek TPL Twin Mast – adding to the TPT 300 and 500 launched a while ago. With a travel speed of 12 or 24 metres a minute (in transport



HEK TPL 2000



platform or material hoist mode) the TPL Twin Mast is a modular concept for maximum flexibility. Available in three different configurations - the TPL 2000, TPL 1800 and TPL 2000D with capacities of 2,000 or 1,800kg - it can be transported fully assembled on a 2.4 metre wide truck.

Fassi

Italian loader crane manufacturer Fassi is expanding its range in the 10 tonne/metre segment with the introduction of the F120B and F125A. This follows the launch of the F110B at Saie last year. Main features of the F120B include the lifting link positioned between the

mast and main jib on the F120B.1 and the second link between the main boom and jib on the F120B.2. A non lifting link version will be called the F120B.0.

The F125A is the first in the Fassi light range equipped with ADC (Automatic Dynamic Control) which controls all the crane functions, giving maximum speed whatever the applied load. Both cranes feature a 20 percent reduction in weight and 15 percent increase in reach (for the F125A). The new models are available in five versions ranging from 5.7 metres to the 14.1 metres. The company will also show its GAS (Grab



Fassi-F120B.



PNT 205 NLX Truck mounted platform

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Maximum outreach 9.5m

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ANSI model shown.

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Dana Spicer
PowerBoost

Dana

Dana will launch the Spicer PowerBoost and Hydro-mechanical Variable Transmission (HVT). The Spicer PowerBoost is a new hydraulic hybrid powertrain concept that captures kinetic energy which would otherwise be wasted in an accumulator which is then available as additional power for the vehicle. Fuel savings of between 20 and 40 percent are claimed. The system can also reduce ownership costs by reducing the size of the engine. Dana Rexroth Transmission will show the new High-Efficiency R2 HVT Transmission Platform - the latest powersplit system resulting from its 50-50 joint venture between Dana and Bosch Rexroth.



Dana
Rexroth
HVT R2.

Magni Telehandlers

It is rare these days to see a new telehandler manufacturer, but Magni will unveil two new ranges at Bauma, the seven model RTH 360 degree telehandlers with lift heights from 18 to 30 metres and the heavy duty HTH with lift capacities from 15 to 30 tonnes.

Although a new name to many, the Magni family has been involved with cranes and telehandlers for more than 50 years. Pietro Magni was responsible for the Fargh machines of the 1970s, while his son Riccardo, who took over the business in 1981, formed a joint venture with Manitou that became its Italian operation that still builds the Manitou 360 degree models. Having left Manitou a couple of years ago, Riccardo formed Magni Telescopic Handlers last year and moved into a 6,000 square metre facility, in order to build its all new range which includes many innovative features.

Magni uses its own cab design which has increased visibility



Magni
RTH5-23

because of the lack of conventional steering column control panel. Other features include a positively pressurised cab, a stabiliser system that both pivots and extends from grater spread, automatic outrigger monitoring, a lightweight quick hitch system that makes it impossible to operate an attachment (including man basket) without the locking system being activated, while automatically detecting what it is and selecting the appropriate work diagram.

IPAF

The International Powered Access Federation will feature a walk-through learning experience on how to use powered access equipment safely and efficiently as well as highlighting the 'Spread the load' campaign on the correct use of outrigger mats. A new interactive quiz is aimed at attracting young visitors into the powered access industry. A key focus though will be as a relaxing escape space for members.

JCB

JCB will be showing off its production model 540-200 - Europe's only 20 metre fixed telescopic handler - after the prototype was seen at Intermat.

Sennebogen

German crane and materials handling company Sennebogen will have 10 machines on its stand,



Sennebogen
655 HD 3



Sennebogen 8130 - Mastercab

including two new telescopic crawler cranes and an updated 300 tonne 7700 lattice boom crawler. Also on the stand will be two new heavy duty cycle crawler cranes and the 8130 EQ - a long boom material handling machine with innovative rotating counter balance weights. Also look out for the new Mastercab - said to be the biggest cab in its class - and the new intelligent control system, Sencan.

Snorkel

Snorkel will show three new models, including the 39ft platform height S3970RT compact Rough Terrain scissor lift with articulating rear axle, 350mm of ground clearance and 30 percent gradeability. Designed at Snorkel's New Zealand facility for the Australasian market, the machine



Snorkel
S3970RT

will be available in the rest of the world later this year. The S1030E has been seen before, is a self-propelled push around scissor lift offering a 10ft platform height/5.3 metre working height. And finally Snorkel has enhanced its popular M1230E (UpRight TM12) self-propelled mast lift with a 500mm roll-out deck extension.

Cummins

Engine manufacturer Cummins will launch the new QSF3.8 all new four cylinder, 3.8 litre engine, designed as a fully integrated air-intake to exhaust after treatment system using Cooled Exhaust Gas Recirculation and Selective Catalytic Reduction technology without the need for a diesel particulate filter. It will comply with the near-zero emissions regulations which take effect in October 2014 for EU Stage IV and in January 2015 for Tier 4 final.



Cummins
QSF3.8

Manitou

Manitou has made great strides in reducing lead times on its telehandlers and will be showing three new Privilege Plus 360 degree telehandlers - the 1850+, 2150+ and the 2540+ - with stage IIIB Mercedes engines. Features include the new attachment recognition system, adaptive load recognition which recognises the position of the stabilisers, new roof grill protection and a colour in cab display. Three new 360 degree telehandlers in the



Manitou
MRT2150
Privilege Plus

Easy range will be introduced at a later date.

The company will also unveil new telehandler models in its mid-sized, fixed frame construction range – currently represented by the MT732 to the MT1235. There will now be three instead of four models with lift heights from eight to 13 metres.

Merlo

Merlo is currently saying that it will not show any new models at Bauma, but will show its latest Turbo Farmer model which

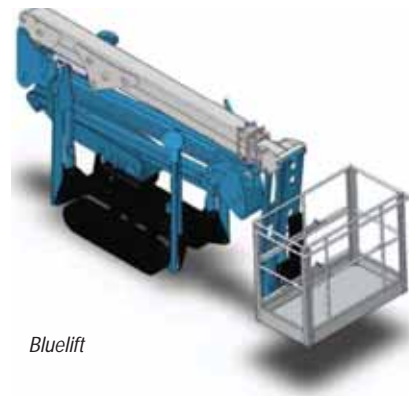
incorporates a new modular design and totally revamped cab, which it will incorporate into its construction telehandlers later in the year. It will also show a new Roto model which incorporates a similar modular construction.

Bluelift

Italian crane and aerial lift manufacturer Bluelift will unveil the SA18, a new compact 18 metre spider lift. The new machine will have a working height of 17.6 metres, with a twin arm sigma riser,

three section telescopic boom and articulating jib. Maximum up and over reach is seven metres at which the maximum outreach is nine metres - although with only 80kg platform capacity. Outreach with the full 230kg is 6.5 metres.

Overall stowed dimensions are just under 4.4 metres long with the removable basket fitted, 780mm wide and 1.99 metres high. The extended outrigger footprint is three metres square and the machine weighs just 2,200kg. Power options



Bluelift

include battery electric, AC, Hatz diesel or Honda petrol and expect a lithium ion machine after the introduction.

bauma 2013

Facts and figures

Bauma 2013 runs from 15th to 21st April at the Messe München, exhibition centre Munich, Germany.

Opening times:

Mon-Fri: 9.30 am – 6.30 pm
 Saturday: 8.30 am – 6.30 pm
 Sunday: 9.30 am – 4.30 pm

Entrance ticket prices

Some manufacturers have visitor tickets, however the normal entry prices at the gate ranges from €26 for a single day to €65 for all week - discounts of up to €11 are available if you buy on line. Note the price does not include the underground fare as in previous years.

Getting there:

Arriving by plane

Munich Airport is Germany's second busiest airport so direct flights and connections are plentiful. Alternatively it is possible to take a train from Frankfurt airport or Stuttgart.

From the airport shuttle buses to the show run every 30 minutes and take around 45 minutes.

Alternatively the S-Bahn train station is located directly below the central area of the airport. Take the S8 and then change onto the U2 underground line which goes all the way to the show with a choice of two stops - Messestadt West and Messestadt Ost. Take the second - Ost - stop for the outside area where all the cranes, telehandlers and access equipment are located.

Ticket machines are multi-lingual and take credit cards. Alternatively a taxi costs €56 fixed price and takes around 35 minutes.



Arriving by train

From Munich's central station - the second largest in Germany - the U2 underground train runs from the station every five minutes at peak times and goes all the way to the show with a choice of two stops - Messestadt West and Messestadt Ost. Take Ost stop for the outside area for the cranes, telehandlers and access equipment.

Arriving by car

Follow signs for Messe München on the city's ring road or head due east from the city centre.

Cars with sat nav....

You'll find the Messe München along with the ICM - International Congress Center München in the category 'Event centres' or 'Exhibition grounds'. If not put in Willy-Brant-Allee, 81829,

Munich. If traffic is very heavy, follow the local traffic guidance signs and not the sat nav. They will show the best way to get to the show from the A99 and A94 motorways.



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Hinowa pioneered lithium battery packs on spider lifts

When talking batteries in the crane and access market, the focus jumps immediately to battery powered electric lifts and small cranes, such as pick & carry models or spider cranes. The fact is that just about every single, aerial lift, crane or telescopic handler is equipped with at least one (starter) battery – only mains AC powered products such as tower cranes are exempt.

We will however focus on battery powered equipment, rather than starter batteries which have evolved to the point where they are ultra reliable and last so long that their cost is of too little a consequence to justify any significant management attention. It is also a factor that prevents any serious demand for further innovation. Having said that it is well worth using good quality maintenance-free starter batteries if they not already fitted as standard.

When it comes to the battery power packs that run an ever growing number of electric powered lifts and cranes it is a slightly different story. An increasing number of fleet owners now focus on battery management and sourcing, while European-wide rules demand that owners pay particular attention to recycling them. With rental rates still looking a little fragile, rental companies need to look at every opportunity to drive down costs,

and for many there are still big savings to be made in the area of battery packs. This includes looking after them properly and ensuring good quality replacements from a competitive supplier. The cost of a replacement set of new 'flooded' lead acid batteries - which still power the vast majority of electric powered equipment - varies substantially, so shopping around definitely pays.

The first thing to do of course is to draw up a short list of acceptable products, because when it comes to deep cycle work, not all batteries are born equal. As a sweeping, but relatively accurate, generalisation the top brand American batteries are the best. Companies such as Trojan, Crown and US batteries - to name just three - have been targeting the aerial lift and golf cart market for many years and have refined their products on a regular basis. Differences are largely internal as the vast majority of aerial lifts still use four or eight unit packs

of six volt 280 amp/hour lead acid batteries. Each of the major suppliers will argue its own merits, talking about the quality of their plates, grids, paste and separators. These are all important and do separate the decent from the poor batteries that barely last a year on a typical aerial lift. So it is well worth paying attention to this when drawing up your battery short-list. Each manufacturer also has a few additional features on the outside such as heavier duty battery boxes and quick access for checking electrolyte levels and even single top-up points etc.

So who makes the best battery?

The challenge is knowing which battery is actually the best, all of the top manufacturers will show you test statistics that prove that their products are superior. To be honest they all do the job very well, and if looked after can last for years - saving not only the cost of new batteries, but also the labour involved in changing them and the possible lost income when they fail prematurely and let down a valued customer or disrupt a critical job.

In recent years Trojan has become the battery of choice for many



manufacturers as original equipment on new aerial lifts, taking over a position once firmly held by US batteries. Meanwhile Crown has made substantial progress in recent years as it focuses more intently on the aerial lift market.

Looking at some of the latest developments, Trojan has arguably been the most active in recent years, introducing its Alpha Plus paste with T2 technology and T2 separators. While some of the 'gains' may be down to Trojan's strong marketing than significant technical progress, the company does work hard on small developments which keep nudging its products forward.

Service counts

Once you have shortlisted the top three or four battery manufacturers the next step is to look at the dealer or supplier. The fact is that as long as you choose one of the better brands, the most important factor on reducing your battery budget is the service available from the supplier. The better companies will offer the service that suits your operation and they will ideally tailor their offer to suit you. This can range from providing a pallet load of batteries at exceptionally keen prices, to supplying individual machine replacement battery packs as required at short notice and even



A classic four six volt battery pack for small slab scissor lifts



Trojan now offers a visual fluid check system and single point top up, entitled HydroLink.



New rules require old batteries to be properly stored, recycled and fully documented.



installing them. And finally ensure all your recycling is done properly including all the documentation which is now required by law. It is worth spending time on building a good partnership with a battery supplier in order to obtain kept prices along with superior service.



Maintenance-free alternatives

While maintenance free batteries are ideal for engine starting purposes, when it comes to battery power packs the story is different for deep cycle batteries. Valve-Regulated Lead-Acid (VRLA), Absorbed Glass Mat (AGM) or gel batteries, do offer some significant advantages in that they do not require regular topping up of electrolyte levels. They also 'gas' less and are clean and virtually leak free, making them ideal for many applications such as in food

production plants or other clean environments. They are however considerably more expensive, do not last as long between recharges and tend to have a shorter overall life compared to well-maintained, normal 'flooded' lead acid batteries.

Recharge regularly

The key to long trouble-free battery life involves a few simple rules and procedures, the most important of



which is the regular recharging. This not only applies after each use, but also after periods of inactivity. Lead acid batteries will leak down while

standing idle. Few things damage a battery more than becoming completely discharged and left for any time in this state. Modern battery chargers are all pretty good. Most are automatic and run through a multi stage recharging process that helps prolong battery life as well as ensuring that they are charged close to their maximum capacity. One battery charger that



Larger heavy-duty scissor lifts and mast booms tend to use full traction type batteries

as costing less per charge through energy savings by treating each unit in a pack separately.

Keeping an eye on battery charge

Significant progress is being made with the accuracy of the battery charge indicators used on both aerial lifts and small cranes, helping users ensure batteries are always kept topped up. Modern machines also use low voltage cut outs to protect the motor control systems that regulate motor speed and provide proportional control. This also protects the batteries from the old issue of running them into the ground and causing damage.

It is also well worth having the specific gravity of each battery checked at the same time as the electrolyte levels. Trojan recommends checking fluid levels every two weeks. If specific gravity values seem to be consistently low it could be caused by not fully charging the batteries, or by the recent addition of water which dilutes the electrolyte at the top of the cell. In both of these conditions, the battery should be given a sufficient equalisation charge that should restore it to ideal levels.

A battery maintenance log should also be kept to record both voltage and specific gravity readings over time. This will help when trouble shooting problems and will force commitment to a regular maintenance plan.

What about Lithium?

In recent years Lithium ion batteries have progressed from the small units used in mobile phone and similar applications to powering electric cars as well as creeping into the aerial lift market. These larger lithium batteries have also come down in price as volumes increase. Pick & carry cranes and large heavy duty scissor lifts tend to



Maintenance free gel batteries save on topping up and are cleaner but cost more and do not have the same life as regular batteries



Terex Utilities and Versalift are leading the charge towards semi electric and full electric vehicle mounted lifts.

use full-traction forklift-type battery boxes with automatic electrolyte top-up and monitoring, so are less likely to make a switch to lithium any time soon.

Italian spider lift manufacturer Hinowa pioneered the use of lithium batteries in the access market, along with some vehicle mounted lift manufacturers such as Time/Versalift. Spider lifts benefit more than any other lift from the smaller more powerful lithium battery units, in that they need to maintain their compact dimensions and light weight, as well as having batteries for the high power requirements for the crawler tracks. Lithium battery installations on the other hand need to be far more highly engineered than regular batteries in that they can easily overheat and are very expensive to replace. Hinowa carried out extensive tests and trials and took a long time to perfect its lithium battery pack. Since unveiling it in 2009 the company has delivered around 200 machines with lithium power and has now rolled it out across its full range. The effort is well worth it - lithium batteries will last at least five years under normal usage, can be fully recharged from empty in around half the time required for lead acid batteries and provide substantially longer cycle times between recharges. On top of all that they are totally maintenance free.

Other spider lift manufacturers have joined the 'lithium revolution' including CTE and Bluelift, with the latter seeing a sharp rise in customers ordering the lithium option in recent months. Expect to pay a premium of around €5,000 for a lithium battery spider lift compared to an internal combustion powered model.

Semi-Electric truck mounts

Lithium battery packs are also being specified on a rapidly

increasing number of truck mounted lifts for utility work, forming part of a semi-hybrid type power unit. The batteries are used to power the lift allowing the vehicles large engine to be shut off while the lift is in use, saving fuel and providing a quiet working environment. Users say this is safer and more efficient, thanks to better communication between the ground crew and those in the platform. It is also better when working in sensitive areas, such as near hospital or school buildings, or for carrying out street work in residential areas at night. The shorter recharge times allow the batteries to be fully recharged while the vehicle is travelling between jobs or when heading back to depot.

The big question though is when we might see lithium batteries on small self-propelled scissor lifts or booms? On the scissors - not for many years if ever - the cost is unlikely to ever come close to that of lead acid batteries and with drive systems on these machines becoming more efficient, battery life with the current packs is more than adequate for most applications.

Boom lifts though, especially larger ones, could benefit from the higher power to weight ratio offered by lithium batteries. However one wonders if the recent lithium battery fires that caused the grounding of the new Boeing 787 Dreamliners might slow their uptake in new applications?



Lithium batteries are made in standard formats for heavy duty applications but are not attracting much interest yet for larger equipment.

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Harnessing safety

With the recent focus on anti-entrapment devices on boom lifts, you might be forgiven for overlooking the fact that falls from height are actually the most common cause of death in the work place - as they have always been. With this being the case why is it that the number of fatalities from falls remains so high? Is it down to a lack of understanding or inadequate training? Perhaps legislation and industry standards are unclear? Or are the dangers inherent with working at height taken for granted? In this introductory feature - the first of several articles covering harnesses and personal safety equipment - Ed Darwin takes a look at personal fall protection following the completion of an IPAF Harness Safety Course.

There are a number of standards and plenty of legislation around the world that outline the importance of working safely at height. One that is of particular significance in Europe is the 2005 Work at Height Regulations. Building on existing good practice it states that comprehensive safety measures need to be taken before beginning any work at height following - the "Avoidance, Prevention, Protection" hierarchy (see hierarchy below). It also eliminated the 'two metre rule' stating that work at any height needs to be taken under consideration - most take

precautions at heights of over 20 metres, while few consider it when working on a flatbed truck a metre off the ground.

Since its introduction in 2005 there have been 22,639 major fall related injuries in the UK alone with an average of 3,800 incidents a year. According to Health & Safety Executive's statistics there were 40 fall related fatalities last year and 3,466 major incidents. The bulk of these occurred in construction (19%), roofing (11.9%), carpentry (4.8%) and window cleaning (4.8%). IPAF's new accident reporting database supports these figures with 2012 results revealing that falls



Harness training participants putting on their harnesses in the practical session

accounted for 29 percent of all aerial lift fatalities. Sadly the numbers do not provide details of whether personal fall protection was needed or used. Even with legislations and safety procedures in place and dangers being well known, somehow deaths still continue to occur.

While by law the responsibility ultimately falls on the employer, the onus is also on the employee to be fully trained, responsible and safe. Another section of the Working at Height Regulations requires that anybody involved in working at height needs to be competent, which is achieved ultimately with adequate training. It is generally agreed that training is by far the most important factor in reducing accidents and a substantial increase in the numbers trained suggests we are heading in the right direction. However, the latest statistics combined with the number of 'Death Wishes' received by Vertikal.net indicates that many people working at height are just incompetent.

Using the right harness and lanyard could dramatically reduce the number of fatalities, yet the general consensus regarding harness training appears to be that it is an

issue so obvious that it is not worth the bother. It is not surprising then that biggest contributor towards deaths in the work place is ignorance...

Harness training

With that in mind I travelled down to Nationwide Platform's West Thurrock branch to participate in an IPAF Safety Harness course led by Nationwide's training team leader Martin Ludkins. The course has been designed for users, operators, supervisors and managers - essentially anyone who is required to select, inspect and wear a harness while using aerial work platforms.

The objective of the half day course is to ensure users fully understand the relevant health and safety regulations, guidance and standards, to identify and select the right harness and lanyard for the job and to know how to check, use and maintain it. In order to 'pass' the course participants must score more than 80 percent on a multiple choice theory test. This is then followed by a practical session covering the correct use and adjustment of a harness and how to identify potential problems.

Duty holders must

Avoidance

Work at heights should only be carried out if absolutely necessary.

Prevention

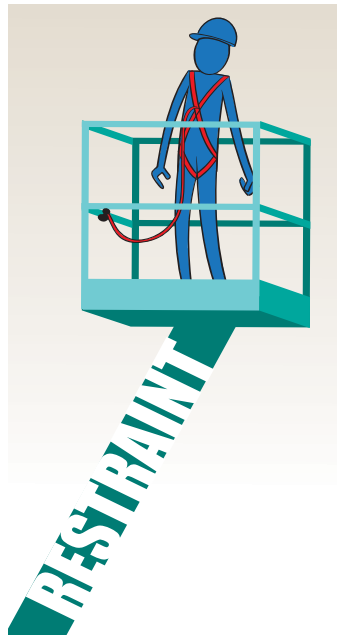
Suitable and sufficient measures need to be carried out to prevent fall hazards.

Protection

Where prevention measures do not eliminate the risk of falling, provide sufficient equipment to minimise the distance and consequences of a fall.

The Work at Height regulations' simple hierarchy for managing and selecting equipment for work at height

Unlike many courses, the absence of safety harness training does not prevent you from using an aerial lift on site or working at height. The course is not one of those inconvenient necessities required to operate or rent machinery, it's not about waving a card saying "I am now qualified to do this or that" - it's about understanding and recognising potential dangers and knowing when to use a harness and what type. Many seasoned users would be surprised at how much they would gain from the course. One can't but help wondering if it should be incorporated into the standard PAL course? Those on my harness course had spent the day before training for their IPAF PAL cards...perhaps it should have been the other way round?



Short fixed lanyard (Restraint): A short fixed lanyard is ideal for use with boom lifts and standard platforms as it requires no input from the user and will keep them in the platform in the event of a 'catapult effect' which can arise from a number of causes. It will also prevent the user from climbing on the guardrails without having to consciously disconnecting the lanyard. The length may vary depending on the position of the anchor point and the height of the user.



Adjustable restraint lanyard: Adjustable lanyards require input from the user, but are more versatile to suit different anchor point locations and users. The downside is that it is likely to be left at full length, negating its effectiveness for restraint. It is crucial that the lanyard is adjusted to be as short as possible at ALL times, especially when driving boom lifts – which is when catapulting is most likely to occur.



Fall arrest with shock absorber lanyard: The purpose of a fall arrest system is to prevent a person from a basket. A built-in shock absorber will also cushion the impact caused by the sudden breaking of a fall. It is essential that a rescue plan is in place when using these lanyards. Everyone on site should know what to do should anyone be left hanging in their harness and the importance of rescuing them as quickly as possible. If the lanyard fails to prevent the user from hitting the ground or falling more than 1.8 metres, or if a rescue plan is not in place, then a fall arrest system should not be used and alternative protection is required. It is worth noting that the majority of machines anchor points are probably not suitable for fall arrest systems.



Double-legged lanyard: This type usually provides both a restraint and arrest lanyard often with a shock absorber. The shorter restraint lanyard is intended for use while operating a platform, while the fall arrest leg can be used for general work at height, ensuring that the user always has the right lanyard with him.



Self-Retracting lanyard (Inertia Reel): Similar in concept to a car seatbelt, self-retracting lanyards can be used for both fall restraint and fall arrest. Be sure to check its capabilities though as some are only designed for anchor points that are above the user, which will be a problem with work platforms. Note that many self-retracting lanyards need to be set in restraint mode when used as such.



A short harness will prevent you from falling regardless of how stupid you've been!

Lanyards

Although harnesses vary in shape, design and even concept, they all provide the same function. Lanyards, on the other hand, are not as straightforward and knowing which one is suitable for a particular job is vital. As little as two years ago the US Occupational Safety and Health Administration (OSHA) rescinded a letter of interpretation stating that shock absorbing lanyards should not be used with anchor points below 18.5ft / 5.6 metres, preventing their use with aerial work platforms. The ensuing confusion and debate highlighted the uncertainty regarding harness use with powered access.

As a result we thought it worth outlining the various alternatives. (See chart left)

When is a harness required and which should I choose?

A harness with restraint lanyard should always be used in a boom type lift, whether self-propelled, trailer or vehicle mounted, all of which can be subject to the catapult effect. The machine's guardrails are the primary form of fall protection, the harness is only intended to prevent occupants from falling out of the basket ie catapult effect or for the rare case where a levelling system fails and the platform tips upside down. They should not be worn however when working over water, as it could trap users in the platform while underwater, following an overturn. In such cases a flotation device should be worn.

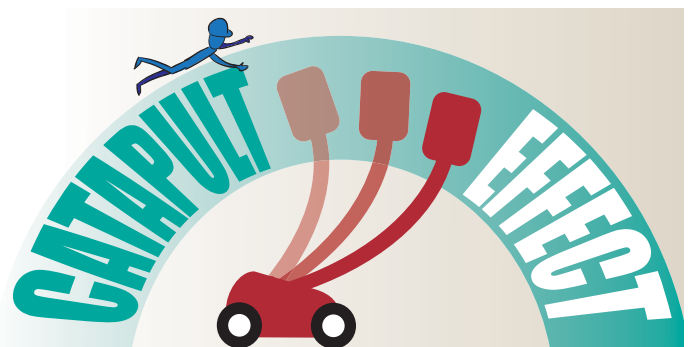


If the water is shallow of course - less than a metre deep - then normal rules apply. An individual risk assessment will determine the most suitable.

A harness is not usually required with scissor lifts and platforms where there is no risk of a catapult effect. If one of these lifts overturns the occupants have a better chance if they are free to jump clear as it goes down. A major difference between scissors and booms is that once a scissor starts to tip it will not recover, while a boom lift will usually bounce back – creating the catapult effect – or have its fall cushioned by an obstacle.

Fall Arrest and Rescue Procedures

The problem with fall arrest systems is that they disregard the first two steps in the "Avoidance, Prevention, Protection" hierarchy mentioned above. They also alter risk assessments and rescue procedures. There is a lot of naivety surrounding the issue in which users wrongly assume that they have taken the necessary safety





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precautions to prevent an injury by wearing a fall arrest system. While it will prevent contact with the ground the user will still be subject to substantial impact forces that cause varying degrees of damage, depending on the fall, the quality of the harness and how well it is adjusted. There is also the issue of rescuing an injured and potentially unconscious person, and the added risks of suspension trauma for every minute the person is left dangling.



As a result it should be an absolute last resort solution to fall protection. The intention behind the Working at Height regulations is to eliminate the possibility of a fall, not to prevent a death/minimise damage after it has taken place...

An interesting motto unofficially used by the London Emergency Services is: "A lack of planning on your part should not constitute an emergency on my part".

Harnesses

The range and variety of harnesses is overwhelming and knowing which one is most suitable can be a challenge.

Waist Belt – When used as a restraint harness, the waist belt's simplicity and ease of use make it a convenient alternative to a full body harness if used with a short lanyard. Although frowned upon, it might be suitable choice for delivery drivers who should wear a harness while loading/unloading boom lifts and for short demonstrations. It certainly isn't suitable for fall arrest and the lower back/waist will take the full impact in any incident.

Full Body – A full body harness provides better distribution of impact forces making it suitable for a variety of applications, providing added comfort, more protection as well as the option for more attachment points. All harnesses must be certified as meeting relevant standards such as CE. Obviously some are better suited for specific applications and some are made with better quality materials, others provide additional features and others might be more user friendly. A risk assessment of the work being carried out will determine the most suitable one to use. The following is a brief look at

some of the harnesses currently on the market.

Standard Safety Harnesses

For those that rarely need a harness and begrudge spending a lot of money for a top of the range model, a standard harness will appeal. But be warned you get what you pay for! While they comply with minimum standards and should save your life in the eventuality of a fall or catapult incident, they offer less protection against injuries. Their simple design and inexpensive materials, minimal padding, single attachment point and universal sizing often result in a poor fit.



Midrange Safety Harnesses

This harness will suit those who work intermittently at height throughout the year. A step up from the standard harnesses, the main differences will include improved comfort and more features, such as extra support pads, easier to use tangle free design as well as better quality materials and attachments. They may also offer more attachment points and quick



release buckles etc...

Premium Safety Harnesses

If you wear a harness for extended periods and as part of your job it is worth investing in a premium harness. It will not only be more comfortable, but is also more likely to prevent injuries in a fall. Although costing significantly more than a basic harness, it is a wise investment for regular users. A premium harness provides maximum comfort, functionality and freedom, while incorporating the latest innovations found on the market. Expect breathable padding, an array of attachment points, impact indicators, superior construction as well as a tailored fit.



Specialist Safety Harnesses

Specialist safety harnesses have been designed with specific applications in mind. Most manufacturers are capable of custom designing harnesses around the customer's exact requirements, but this obviously comes at a substantial premium. It might be worth looking through the standard ranges on offer to see if the harness you require isn't already on the market. Some of the harnesses have been designed for high visibility, flame retardant or non-conductive, or



Harnesses should not be worn when working over water



A ZT Safety Systems harness



An example of a specialist harness from ZT Safety Systems ideal for fall arrest

with a greater capacity in order for a user to carry more tools. Others have been designed for boom delivery drivers, which as well as being user friendly and high visibility, are comfortable enough to wear while driving long distances, eliminating the need to get in and out of harnesses at every stop. There are also models aimed specifically at female users.

Inspections

Regulations require fall arrest equipment to be in good repair and be subject to routine major inspections - usually every six or 12 months after first use, however

many manufacturers recommend more frequent inspections. The results should be recorded along with any observations in the inspection log which should be kept with the harness. Before putting on a harness it is essential that you know its history: where has it come from, how has it been used, when was it last inspected? If you are unable to answer any of these questions it should not be used. When buying a new harness it is important to keep records of when and where it was purchased, the date first used, the ID numbers, certificates of conformity and disposal procedure. An easy thing to overlook is the harness capacity as it will be of no use if it cannot support the users weight. It should be obvious, but if a harness is ever subjected to a fall it must be destroyed as per the manufacturer's instructions.

Pre-use Checks

Even with the correct documentation and six monthly/annual safety inspections it is paramount that a harness is checked before each use and never just thrown on. Here are some of the things you need to look out for:

Webbing: Check for cuts, tears, abrasions and discolouration. Although abrasions look fairly minor



they compromise the strength of the harness the most.

Stitching: The stitching is a different colour to the webbing to ensure missing, incomplete, damaged or frayed stitching is easily identifiable - it has nothing to do with decoration.

Labels: Traceability of the product is a legal requirement - all relevant information must be presented and legible.

Buckles, Connectors, Attachments: Look and feel for cracks, corrosion or any deformation and be sure that they are fully functional before use.



Checks for cuts and tears etc.

Adjust or suffer

An incorrectly worn or badly adjusted harness can cause as much damage as not wearing one at all, so ensure it has been fitted in the correct manner. Remember to put on a harness like a coat rather than dropping it to the ground and wiggling into it because any mud or dirt on the harness will cause damage. Once fitted there should be enough space for one or two fingers to fit between the webbing - always remember to fasten it across your chest. Use the keepers to prevent the webbing from sliding through the buckles and hold any excess. Any straps left dangling could get caught up in machinery. The same checks apply to lanyards. There is no defined life span separating lanyards that are safe from those that are not, and a cut as small as a millimetre can result in a loss of capacity of between five and 40 percent depending on the lanyard.

Causes of degradation

As already mentioned abrasions are the worst offender in terms of loss of strength, other factors include: age, mould, algae, moisture, dirt, grit, chemical contaminations - marking it with a pen, burns and

ultra violet light. With this in mind it is important to store harnesses in a dry, clean environment, away from heat and sunlight - not the back seat of a car! And be sure to clean after use in accordance to the manufacturer's instructions.

Finally if you are struggling to determine whether the level of damage is acceptable or not - the fact that you think there IS an acceptable level of damage - suggests it will be worth taking a harness safety course!

Working at height carries greater risks than when working at ground level, but if the proper equipment is used, precautions taken and appropriate fall protection measures adopted, the extra risk can be infinitesimal. There is absolutely no reason why the current number of fatalities and major injuries cannot be substantially reduced.



Focus on Brazil



Over the past few years, Brazil has been frequently cited as one of the few countries around the globe that has continued to grow rapidly. As a result many crane and access equipment manufacturers have been working hard to establish a foothold. Cranes & Access editor Mark Darwin visited the country and filed this report.

Mauricio Novis Botelho



It is difficult to describe Brazil in a few words however after just a short visit it is obvious that the country is developing rapidly. Hosting the football World Cup in 2014 and Olympics in 2016 is already transforming some areas, but elsewhere there are swathes of poverty alongside small pockets of wealth.

It is a country undergoing huge change, driven by its massive mineral deposits while at the same time struggling to cope with its poor transport infrastructure. With a limited rail network, most products are transported by truck, causing traffic chaos on roads that you or I would think twice about travelling on by car. And once away from the coast you have the constant battle with the equatorial rainforest terrain and hot, humid weather.

I met Mauricio Novis Botelho - one of the most respected businessmen in Brazil - a graduate mechanical engineer with 30 years' experience in senior positions with Brazilian and international companies. In 1995 he was appointed chief executive of aircraft manufacturer Embraer, turning it into the third

largest in the world. Since 2007 he has been a board member of a number of institutions and in 2009 was elected as one of the 100 most influential executives in the world by Harvard Business Review. The following are his thoughts on the economy.

World's sixth largest economy

Brazil is the largest country in South America and the fifth largest in the world in terms of size and population at around 200 million. What may be more of a surprise is that it is now the sixth largest economy in the world. In 2011 GDP was \$2.37 trillion - higher than that of the UK (\$2.26 trillion) and just behind France (\$2.70 trillion). According to IMF estimates it will become the fifth largest economy by 2015 - behind the USA, China,

Japan and Germany. In 2012 however the Brazilian economy spluttered, with just a half percent growth in the first half, due to a 20 percent fall in the Real and economic slowdown.

30 years of evolution

It was the late 1960s and 1970s when the country's economic emergence began with the creation of big state-owned companies which - helped by global financial resources - funded important industrial and infrastructure projects. This led to annual growth rates of more than 10 percent and was viewed as the 'Brazilian Miracle' era. However, by the end of the 1980s, the country was in financial crisis - a combination of changing governments, rising oil prices, the change in world economic environment and the Mexican debt crisis of 1982. As a result it entered a period of economic stagnation and hyper-inflation.

New phase in 1994

1994 saw a new phase with the Real Plan and creation of a new currency (the Real) which combined

with other strong economic measures put an end to runaway inflation. Since 2003 the government has maintained this solid economic and financial structure, while stimulating growth, foreign trade and employment. As a result around 50 million people were lifted out of poverty, becoming middle class. And in spite of the world economic crisis of 2008 Brazil has managed to maintain growth.

Safe legal environment

One of the factors that has encouraged European companies to invest is a legal system which follows western principles, with a clear, safe legal environment.

"We are nearly 200 million people, a race, religion, education and age diversified population," says Botelho. "This country prides its diversity and practices tolerance and its people have an optimistic approach to life. Two very strong characteristics are their joy for life and flexibility."

Brazil has a diversified industrial base. It is one of the largest vehicle manufacturers in the world, has significant oil and gas reserves -

This stadium at Belo Horizonte is one of 12 being built for the 2014 World Cup.



Once unloaded, most goods travel around Brazil by road.



How the new Corinthians Arena should look at the opening of the 2014 World Cup.

C&a

Brazil



boosted by recent offshore discoveries – and has one of the most modern agricultural sectors in the world. The financial system is stable and the level of credit is just over 50 percent of GDP. Government net debt represents 35.3 percent of GDP and foreign reserves have reached \$380 billion. The economy should end 2012 with growth of around 1.5 percent, while the forecast for 2013 is 3.5 to four percent. Foreign direct investment has totalled \$64 billion over the last 12 months, demonstrating the high

interest from international investors. As a result of all this Brazil has almost full employment.

Challenges and opportunities

Regarding infrastructure, the federal government is planning to build 7,500 km of highways and 10,000 km of railways over the next 25 years, at a cost of over \$65 billion. Around 60 percent of this is due to be spent in the first five years. Petrobrás, the giant state-owned oil company, is planning to spend \$236.5 billion over the next four

years. Most electricity in Brazil is generated by hydro-electric plants and the installed capacity will be expanded from 110,000 MW in 2010 to 171,000 MW by 2020, with emphasis on renewables, such as water, wind and biomass, with wind set to grow from one to seven percent of the total. This expansion will represent an investment of about \$95 billion - most of which has already been authorised. The energy transmission system which was extended to 100,000 km in 2010 will be

expanded to 142,000 km by 2020. Demand for biofuels is forecast to triple to 73 billion litres by 2020, with seven billion litres for export. Hence the country will be investing the equivalent of \$500 billion in defined projects over the next few years.

"I am fully conscious on the magnitude of such challenges but I am also fully confident of our strengths," says Botelho. "All of this convinces me that Brazil will be one of the most advanced nations of the world."

World Cup fever

12 new stadia costing an estimated RL1.9 billion (\$ 900 million) are needed for the 2014 World Cup. Six are new build, while six involve modernising existing grounds.

Nine out of 12 stadium construction projects are using Liebherr cranes including 15 EC-B, EC-H, and HC series flat top tower cranes with load moments from 110 to 280 tonne/metres, 10 All Terrain cranes with capacities from 100 to 500 tonnes, four large crawler cranes from 400 to 1,350 tonnes as well as one 100 tonne telescopic crawler crane.

Brazil is one of Liebherr's most important crane markets, in 2010 it was second behind Germany and in 2011 and 2012 third after Germany and Russia. The company claims a market share of 65 percent for mobiles and 70 percent for crawler cranes, with rental company Locar its biggest customer, with a fleet topped by the 1,350 tonne LR 11350. The most popular crane in Brazil is the 120 tonne Liebherr LTM 1120 with more than 150 delivered so far. There are also five 1,200 tonne LTM 11200 in the country, most of them working on wind farm projects.

Corinthians Arena' in São Paulo

One of the largest new stadiums is the Arena Corinthians being built by contractor Construtora Norberto Odebrecht. Situated in one of the poorest areas in Eastern São Paulo, it will have a capacity of 48,000 spectators, although for the opening match on June 12th next year, an additional 18,000 temporary

seats will be added taking the capacity to 66,000. In all, the stadium will host six matches – the opening ceremony, first game, four matches in the group stages and the semi-final.

The 200,000 square metre arena is a fixed price, 31 month contract - valued at RL 800 million (\$400 million), is due for completion this December. The statistics are impressive with 3,100 precast piles and 16,000 precast slabs to place. The work is being carried out by more than 2,200 staff working three shifts, 24 hours a day, six days a week. The stadium has a 32,300 square metre steel roof, with an impressive 106 metre clear span. The largest stand is the 11 storey, West grandstand which houses the corporate boxes. The design is similar to many English grounds with spectators very close to the pitch, for a much better atmosphere. Odebrecht opted to use five Liebherr HC flat-top cranes - two 195.3 HC, two 98.3 HC and a 450 C with hook heights up to 56 metres, maximum capacities between eight and 22 tonnes and jib tips of 57 metres. One of the 98.3 HC tower cranes is the first tower crane Liebherr manufactured in Brazil in 1978. Two 200 tonne LTM 1220-5.2 and a 100

Lifting in the first, 200 tonne roof truss



tonne LTM 1100-4.2 are used for general lifts.

During the site visit last November, the fifth 200 tonne roof truss had been erected so the roof was starting to take shape. Odebrecht had considered using a 750 tonne LR 1750 crawler crane for the contract, but because of

One of the 98.3 HC tower cranes on site is the first tower crane Liebherr manufactured in Brazil in 1978.



the high profile nature of the job, and the tricky roof lifts, it decided to play safe and use Locar's 1,350 tonne LR 11350, currently the largest Liebherr crawler crane in South America.

The 1,350 tonne Liebherr LR11350 is used primarily for the roof structure.





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Election Time

Elections held in January for the positions of ALLMI chairman and Operators' Forum chairman have resulted in Mark Rigby and Steve Frazer-Brown retaining their respective positions, both for their eighth consecutive term.

Mark Rigby of T H White, said: "It's been an honour to serve as ALLMI chairman over the last seven years and I have been privileged to oversee significant changes and developments during that time. The association's level of activity and presence increases year on year, and I am delighted that members have given me the opportunity to continue working with the board on the many important issues that we are currently involved with. As an association, we are fortunate to have an excellent full time staff and specialist committees, which allow us to represent members' interests and ensure that standards for lorry loaders are continually raised."

"Why Choose ALLMI Training" Video Launch



Mark Ballantyne of TMTV filming the "Why Choose ALLMI Training" video

The UK's only trade association dedicated to the loader crane industry has launched a "Why Choose ALLMI Training" video. An invaluable marketing tool for ALLMI and its network of accredited training providers, the video will play a vital role in educating industry stakeholders as to the strength, quality and recognition of the ALLMI scheme.

ALLMI technical director, Alan Johnson who led the project said: "The video looks at the expertise of the ALLMI training committee which develops and maintains the scheme, the stringent process instructors have to go through in order to gain accreditation, the regular auditing which ensures that standards are upheld, the quality of the course content and training materials, and the on-going support provided to operators and instructors. So the video provides a great deal of information, but in a format which makes it easy to absorb and enjoyable to watch."

Several high profile advocates of the ALLMI scheme feature in the video, including Wyn Williams, Plant & Construction Training Consultant for Balfour Beatty Utility Solutions who said: "What we like about ALLMI is that they are as passionate as we are about delivering a very high standard of training, and one which isn't just about ticking all the boxes. The quality and uniformity of the scheme is evident from the outset and the course materials and support network are absolutely first class. The ALLMI scheme is a direct mirror of what we're all about - knowledgeable people with real hands-on experience, delivering the best possible training."

To view the 'Why Choose ALLMI Training' video visit www.allmi.com



ALLMI Village at Vertikal Days 2013

ALLMI has confirmed impressive plans for this year's Vertikal Days. Building upon the success of last year's event, the ALLMI Village will have an even greater array of equipment on display from manufacturers. Member companies - Atlas, T H White, Cargotec and PM - have already confirmed and many more are expected to book in the coming weeks.

The 1,200 square metre Village will also host the increasingly popular ALLMI Operator of the Year Competition, for its third consecutive year. There will be a generous cash prize for the winning operator, as well as a trophy and title "ALLMI Operator of the Year". Rewards will also be available to the winner's employer in the form of a free ALLMI training course (worth up to £4,000) and the right to use the ALLMI Operator of the Year logo.

There will also be a cash prize for the ALLMI instructor who trained the winning operator.

Tom Wakefield of ALLMI said: "We had a fantastic Vertikal Days last year and are determined to build on that in every way possible, ensuring that it continues to be the most targeted annual event for the UK lorry loader industry. The ALLMI Village will be bigger and better, with exhibitor numbers expected to exceed 2012. We are also considering offering exhibitor spots to training providers. The profile of the Operator Competition took a big step forward in 2012 and plans are in place to generate even more interest this year. As well as raising awareness via the ALLMI and Vertikal websites and the trade press, we'll also be producing an online promotional video and asking training providers to get involved by promoting the competition to their customers, with the incentive of a £100 prize for the instructor who trains the eventual winner, and of course the kudos that goes with being the person who provided them with the required knowledge and skills."

"As always, Vertikal Days will also provide the setting for ALLMI's general meetings, providing industry stakeholders with the opportunity to be updated on a range of lorry loader related issues and participate in lively debate, while the show provides the best networking opportunity in the

industry's calendar. We would encourage all those involved with lorry loaders to come along and to talk to us about any issues affecting their business."



Operator of the Year 2012

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A bucket is not an acceptable form of powered access platform



Fatal fall costs farmer

British farmer Roy Griffin, a partner in TRD Griffin and Son Partnership has been charged almost £14,000 following a fatal fall while using the bucket of a telescopic handler.

Griffin's herdsman William Luscombe, 65, was carrying out unplanned repair work on a dairy roof at Willsworthy Farm, North Tamerton in October 2010. He had been lifted in the bucket of a telehandler, stepped onto the roof and fell through a plastic skylight dropping three metres onto the concrete floor below. He sustained serious head injuries and was airlifted to Derriford Hospital in Plymouth but later died of his injuries.

The HSE investigation found that no plans had been made for the work as required under law. The court issued a £5,000 fine plus £8,800 in costs.

HSE Inspector, Georgina Speake said: "Mr Luscombe, although an experienced herdsman, did not have any training for working on roofs and was working without supervision. No equipment was provided which could have prevented or mitigated the effects of a fall, such as safety nets or suitable boarding. Although crawling boards were present on the farm, they had not been used and were too narrow to provide effective safe access on the roof. The use of a telehandler bucket was also an inappropriate way to gain access to the roof itself."

Scotland's Construction College achieves top award

Scotland's National Construction College has been awarded a 'Sword of Honour' after achieving one of the highest ever scores – 98 percent - in a five star health and safety audit by the British Safety Council.

The international award is open to organisations which achieve a five star rating in the BSC's Audit and is only presented to a very few organisations worldwide in any single year. The NCC Scotland trains around 6,000 people and 160 construction apprentices a year. It has 4,700 square metres of training space, consisting of 12 classrooms, seven conference and meeting rooms as well as 3,000 square metres of floor space dedicated to specialist construction training.

The presentation was made by Derek Mackay minister for local government and planning. Mackay said: "It gives me great pleasure to present this award to the National Construction College Scotland, which has set the benchmark for health and safety for the industry in Scotland."

"The college has a proven track record in delivering the highest quality of training, in world class facilities, to both present and future generations of Scotland's construction workforce and to have done so while achieving such high health and safety standards is to be congratulated."



Some of the team at Scotland's NCC show off the Sword of Honour

C&a

training



The crane slipped off the icy timber mats and overturned into the water

Fatal crane incident costs £228,000

The UK Environment Agency has been ordered to pay £228,000 after pleading guilty over the death of one of its crane operators. Simon Wenn, 43, died when the crawler crane he was operating slipped off its mats and overturned into a drainage canal, trapping him in the cab at Mepal in the Cambridgeshire Fens in December 2010.

The agency was fined £200,000 plus £28,000 costs after pleading guilty to breaching section 2(1) of the Health and Safety at Work Act. Two other charges brought by the Health and Safety Executive were dropped.

After the crane overturned fire crews were called and broke the cab's glass in order to free Wenn but he was already dead.

The Health and Safety Executive said more could have been done to safeguard Wenn and that the Environment Agency had failed to discharge its duty to ensure the safety of its worker.

The agency's regional director Toby Willison said: "Simon was a popular and highly valued member of our operations team whose loss continues to be felt by friends and colleagues at work. We take health and safety very seriously and immediately after the accident we mounted a full independent investigation into the circumstances surrounding the incident. We have also worked closely with the Health and Safety Executive, emergency services, our employees and the wider construction industry to develop new procedures for working on mats which did not exist before. These are being used within the Environment Agency and we have shared them with the Construction Plant Association to try to ensure that no-one else suffers a similar accident."

Who trained him then?

Spotted by a reader in Folkstone, Kent, UK in January, this ladder and platform combination. The man is using a 14 metre lift but clearly needs a little more outreach and height. The solution? A ladder to bridge the gap between platform and building! The chances of the platform moving and sending the ladder eight metres to the ground below, along with its user, is high. On the other hand he could simply slip off and fall.





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Manufacturers release joint statement on operator entrapment

The US-based Association of Equipment Manufacturers (AEM) and IPAF have released a joint statement on the issue of operator entrapment.

The statement reminds the industry that "application of any secondary protection devices remains subject to a thorough workplace hazard assessment by the machine user to ensure that the proper device has been chosen and specific training for operators to ensure that they continue to practise vigilance in identifying and avoiding obstructions regardless of whether a secondary device is installed or not. Prescribing one specific method of mitigation for all instances is not an appropriate strategy to ensure the safety of operators, occupants and bystanders."

See the full statement at www.ipaf.org



Existing guidance on anti-entrapment, as well as presentations from the IPAF seminar on this subject, are available at www.ipaf.org

First year of accident reporting reveals 31 fatalities worldwide

There were 31 fatalities worldwide involving aerial work platforms in 2012, according to preliminary results of IPAF's accident database. The main causes of these fatalities were: falls from platform (9), electrocution (8), overturning (6), entrapment (4) and mechanical/technical related (4).

Almost half the fatalities (16) involved booms (3b), 11 involved vehicle mounts (1b) and four involved scissor lifts (3a). Almost two-thirds of the fatalities (20) occurred in the USA, the world's largest powered access market. Three were reported in the Netherlands, two in the UK, and one each in Australia, Austria, Canada, Singapore, Spain and Switzerland.

"The accident database has been enhanced with new functions," said IPAF technical officer Chris Wraith. "A dashboard facility has been added which allows companies who report monthly to track and monitor accidents related to their staff, and from 2013, data will also be collected on mast climbing work platforms."

See the full report at www.ipaf.org/accident



The main causes of aerial lift accidents and the machine type involved

PAL Cards exceed 100,000 for the first time

IPAF issued a record 108,065 PAL Cards through its approved training centres in 2012, an increase of 10.8 percent over 2011. In total 112,887 people received IPAF training in 2012, when management courses are added for which a certificate is issued, an 11.3 percent increase over 2011. At the end of 2012, IPAF had 973 members worldwide and hopes to reach the 1,000 mark as it celebrates its 30th anniversary in 2013.



HSE supports training benchmark

The National Core Competence Benchmark (NCCB), of which IPAF is a founding member, is now supported by the UK's Health & Safety Executive (HSE), as confirmed by Rob Vondy, head of workforce and leadership policy at the HSE.

The NCCB was initiated by the Royal Society for the Prevention of Accidents and aims to ensure the transparency of health and safety qualifications by making clear to employers which health and safety qualifications employees need to hold and which training courses they need to take. The NCCB is a collaborative initiative and its website lists accredited courses and qualifications - including IPAF and ranks them against recognised training frameworks: www.nccb.info



Scottish government recognises PAL Card

IPAF has received confirmation from the Scottish Government's Procurement and Commercial Directorate that the PAL Card is recognised as fulfilling training requirements for companies engaged in public sector construction contracts.

In a letter dated 9th January, Colin Judge, principal adviser – construction procurement, said: "Given its worldwide standing we assume that public works contractors will, where appropriate, continue to accept membership of the International Powered Access Federation as proof of the relevant skills, training and safety awareness necessary for on-site staff."

Judge also quoted paragraph 7, Annex B of Policy Note 9/2012, which states: "Scottish Government does not prescribe CSCS (Construction Skills Certification Scheme) as the absolute or exclusive means for contractors to demonstrate compliance with the policy. Contractors performing a public contract can do so by reference to other means that they consider are equivalent to CSCS for assessing skills, training and safety in relation to the particular nature of the contract."

See the full statement at www.ipaf.org

IPAF Summit and IAPAs: Last chance for a ticket to Miami

If you are planning to attend the International Awards for Powered Access (IAPAs) dinner and awards ceremony and the IPAF Summit, this is your last chance to get tickets.



The event will be held on 26th March at the Hilton Miami Downtown Hotel, Florida, USA. The IPAF Summit will feature speakers such as Ron DeFeo, chief executive of Terex, Michael Kneeland, chief executive of United Rentals, Tim Hatch, JLG vice-president of engineering, and Sérgio Kariya, managing director of the rental division of Mills Estruturas e Serviços de Engenharia. Register now for the free IPAF Summit and book your gala dinner ticket at www.iapa-summit.info

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Access towers: Rising to the challenge

As an increasing number of companies come to appreciate the safety and productivity benefits of mobile access towers, the more familiar a sight they become in construction, building maintenance/refurbishment and facilities management as a means of providing an effective and safe means of working at height.

Increasingly towers are also being used in a range of diverse applications to carry out work faster, safer and more efficiently than conventional alternatives. Often the use of towers not only provides a safe method of working at height, but one that speeds up and simplifies the entire process on site and in doing so delivers measurable cost savings.

In this issue of PASMA Focus, we take a look at some of the growing and varied applications for mobile access towers.

Cathedral

In this application an aluminium tower was chosen for its light weight and speed of assembly, alteration and dismantling. Weight was important because heavier steel scaffolding would, potentially, have overloaded and damaged the floor of the cathedral, which is supported by the crypt below. The use of an inherently clean aluminium tower also reduced the possibility of contamination to the fabric of the building, and the fast assembly, alteration and dismantling times significantly reduced the length of time required on site.



Tied Structure

Once again the lightness of aluminium towers played a key role in the selection process on this site where the tower needed to stand on a balcony area in a difficult-to-access location. The application demonstrates how towers can be employed at significant heights above the normal eight metre free-standing height for outdoor use, when they are tied-in to a supporting structure. In this particular case the top platform was set at a height of 26 metres.

Large Deck

Mobile access towers can also go outwards as well as upwards! This large deck structure delivered a working platform area of over 25 square metres.

The tower was still mobile, so that with the minimum of adjustment it could be relocated around the work area, significantly reducing both build and dismantling times.



C&a

PASMA focus

Façade

The speed of building and dismantling afforded by mobile towers means that in façade applications they can offer an excellent alternative to traditional steel scaffolding. This tied-in aluminium façade structure with walk through frames allows complete access to the entire front elevation of the building.

Cantilever

The mobility of towers means that smaller structures can be created and then quickly relocated around the work area as necessary. On this site, access was required to the outside edge of each floor level. A ceiling supported cantilever tower provided the ideal solution for the job in hand and a very solid working platform.



Kevin Bellis

The association was deeply saddened by the death of Kevin Bellis last month following a lengthy and typically courageous fight against cancer. A former deputy chairman of PASMA and long-standing member of council, he was a popular, knowledgeable and committed contributor to the work of the association and the mobile access tower industry at large. See letters page.



PASMA
The Association of Professional Access Scaffolders
www.pasma.co.uk

As a PASMA member, if you have an interesting or unusual story to tell about towers and tower training, please send it to michael.fern@psma.co.uk

CPA focus

This is the first of a regular crane technical and information page by the UK's Construction Plant-Hire Association – the CPA.

Replacement parts for tower cranes

Another example of CPA's on-going technical work is a new Technical Information Note 'Specification and Verification of Replacement Components for Tower Cranes'. Development of this was prompted by a recent incident involving a replacement trolley motor/brake assembly supplied by a tower crane manufacturer.

The CPA is publishing an updated Technical Information Note on the verification and checking of tower crane replacement parts.



The component was installed on the crane and the air gap on the brake release mechanism checked in accordance with the crane manufacturer's manual. Unfortunately the brake torque was incorrectly set by the brake manufacturer and had not been checked by the crane manufacturer before dispatch to the tower crane owner. When the rated load was lifted and moved out to its maximum radius, the brake did not have sufficient torque to hold the trolley and it continued to move out until the load hit an obstruction causing a significant overload to the crane.

When ordering parts for Tower Cranes they must meet the original specification of the manufacturer, be correctly configured and thoroughly checked.

Obtaining more information

The revised versions of **Rescue of Personnel from Height on Tower Cranes** and **Specification and Verification of Replacement Components for Tower Cranes** are due to be published by the CPA in February, and will be available to download from the CPA website at www.cpa.uk.net. The Tower Crane Interest Group will also hold an Open Meeting on 21st March at Wyboston Lakes conference centre, St Neots.



Revised CPA guidance 'Rescue of Personnel from Height on Tower Cranes'

The Tower Crane Interest Group of the Construction Plant-hire Association (CPA) has updated a Technical Information Note on the 'Rescue of Personnel from Tower Cranes' which was last revised in 2010. The revision was prompted by discussions between the group and the Fire and Rescue Services about the levels of support available from local services.

The scheme allows PASMA's accredited training centres to use the association's Facebook page to post details of any last minute places available on their respective training courses, giving those who need to be trained, a reliable single source for locating the most convenient PASMA course across the country.

By offering a trusted, last minute service online, the association hopes to help as wide an audience as possible to find the best training and understand the dangers of working at height.

PASMA training committee chairman Ian Fyall said: "We believe it's important to continue to press forward with new ways of delivering training to those who need it, especially the micro, small and medium sized companies that have traditionally been the hardest to reach with the safety message."

The online scheme is the latest in a series of moves the association has made to embrace new media. Since creating a new social media role within the organisation last year, PASMA now updates its online channels daily and regularly produces multimedia content such as online videos. Through this scheme and future projects, the association plans to continue to be at the vanguard in using technology to widen the safety message.

Gauging the thickness



The hand-held Multigaugage 5600 now with improved performance

Thickness gauge specialist Tritex NDT has introduced an upgraded version of its general purpose Multigaugage 5600. The new version includes a number of features including improved performance, a large colour display and a user friendly graphic menu which allows for easier navigation. The Multigaugage 5600 uses multiple echo techniques to detect the condition of metal from one to 250mm thick. It can also penetrate coatings and paint finishes of up to six millimetres, eliminating the need to grind or remove paint when carrying out a structural inspection.

Its Intelligent Probe Recognition (IPR) and Automatic Measurement Verification (AMV) systems display accurate measurements of the sound metal thickness, even on the most heavily corroded material and are able to adjust to provide a perfectly matched probe and gauge. Its single crystal probes, used to

measure curved or corroded surfaces, are protected by a membrane ensuring the probe does not get damaged. Powered by AA disposable batteries it can last for up to 20 hours of continuous use between battery replacement or re-charging.

Gas detection system

Pyroban - now the explosion protection division of Caterpillar - has launched its new gas detection system Gascheka duo. Designed for cranes, work platforms or telehandlers working in areas where explosive gases or fumes may be present, the easily installed system can detect and prevent potential explosions.

This latest system from Pyroban uses infrared and pellistor gas sensing heads to detect potentially harmful and dangerous flammable gases or vapours. If 10 percent of the Lower Explosive Limit (LEL

propane) is detected, a visual and audible alarm will alert the operator. At 25 percent LEL propane, the system automatically shuts down the equipment to isolate the ignition sources. After the machine has been shut down it can only be restarted once the area is free from harmful gases or vapours and only with permission of the site manager or safety manager.

The system has been designed for vehicles operating in enhanced safety areas such as refineries, chemical and petrochemical plants, aerosol storage areas and distilleries. Supplied as an assembly kit, it takes just a couple of hours to be fitted to any machine powered by a diesel, LPG or electric motor.

Pyroban's gas detection system for cranes, work platforms and telehandlers



The wireless HoistCam system attached to a hook block

Wireless camera system

GM Engineering Services has introduced HoistCam – a wireless camera system specifically designed for use with cranes.

Unlike most traditional camera systems which are permanently installed, the HoistCam can quickly and easily be mounted with the use of magnets and secured with a safety lanyard. The wireless system can be installed almost anywhere on the crane giving operators the option of placing it directly on the boom, boom nose, hook block or on the crane cab, depending on the lift. Two cameras can also be used to help improve the view of more complex lifts.

Once installed the operator can view the live video feed - even in bright daylight - from the display screen located in the cab.

The camera/transmitter runs on

lithium batteries with up to 12 hours run time between charges.

The Improved visibility that the camera offers minimises the number of potentially dangerous lifts as well as improving safety and efficiency.

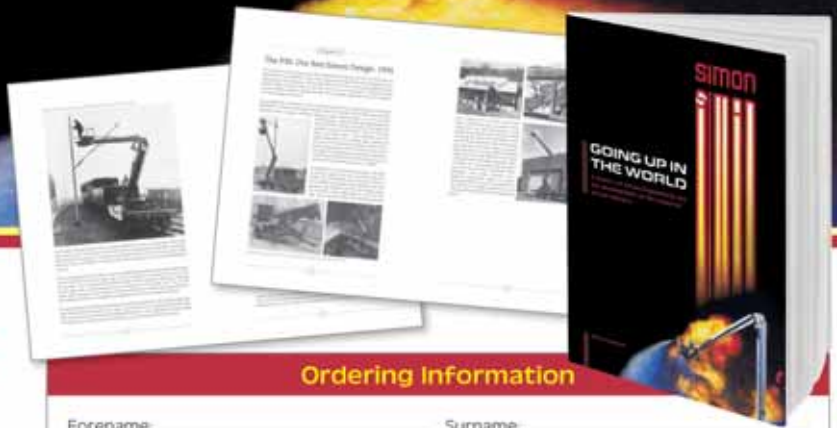
Christopher Machut, chief technology officer for GM, said: "During our trials we found that the operator was distracted when they had to take their hands off the crane's controls to constantly adjust the camera. By being able to easily re-position the HoistCam anywhere on the crane or the construction site, the rigger and crane operator are able to decide the best position to locate the camera – rather than this being decided by the manufacturer. This flexibility is especially useful during more dangerous lifting operations such as blind lifts."

enquiries

To contact any of these companies click on the 'Access & Lifting Directory' section of www.vertikal.net, where you will find direct links to the companies' web sites for up to 12 weeks after publication.

To have your company's new product or service featured in this section, please send in all information along with images via e-mail to: editor@vertikal.net with 'Innovations' typed in the subject box.

GOING UP IN THE WORLD



A history of Simon Engineering, the development of the powered access industry and a lifetime as an engineer, by Denis Ashworth

Ashworth was a keen engineer and from an early age found himself in at the very start of the modern powered access industry.

His book is an unusual combination of autobiography and history of Simon Engineering Dudley, a pioneer of the powered access industry and at one time, the world's largest manufacturer of aerial lifts.

The coffee table sized book, is highly readable and includes around 150 photographs and drawings from the very beginning of the industry. It is a 'must read' for anyone who is interested in powered access, the hydraulic equipment industry or in comparing modern day engineering challenges with those of an entirely different era.

The book is available direct from the publishers at £19.50, plus £4.50 postage and packing.

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Liebherr HS 855 HD

The Liebherr 855 is a duty cycle machine, and as a crane it can lift up to 90 tonnes on the main boom and 25 tonnes on the auxiliary jib. This 1:50 scale model by NZG can be displayed in either crane or dragline modes, and the model reviewed here is in the colours of Dutch company Ballast Nedam.

NZG has produced a highly engineered model and it is assembled using extremely small brass nuts and bolts using the special tools provided. Two good instruction leaflets guide the process which takes a couple of hours.

The metal tracks are well made, and are removable for transport just like the real machine, and include tiny rollers on the lower edge. Four jacks are provided to support the crane when the tracks are removed and these screw down. The tracks are also extendible to provide a wide footprint.

The tilting operator's cab is a high quality part with a detailed interior and externally it has lights, antenna, mirror and windscreen wiper. Detail on the crane body is very good, with grilles and handles contained within the panels, and the Ballast Nedam colour scheme looks smart.

At the rear the counterweight blocks are very nicely made, 10 pieces - each weighing 1.5 tonnes on the real crane - are provided with the model which builds into the maximum counterweight configuration. The self-erecting mechanism is provided with two lift cylinders and chains.

The boom sections are well made and at the top a variety of metal sheaves are provided and these are fixed according to the configuration being used. A separate auxiliary jib can be attached for crane operation and this is another high quality part.

Two hook blocks are provided for crane operation, and for dragline use a bucket is provided which is a great part with high detailing.

This is a very high quality model which is beautifully made. It is also highly engineered with special care taken to produce a precision model. The paint quality is excellent and the graphics are very good. It is excellent value at around £170 and a version in Weldex colours is expected to be released in 2013.

To read the full review of this model visit www.cranesetc.co.uk

Cranes Etc Model Rating

Packaging (max 10)	8
Detail (max 30)	26
Features (max 20)	16
Quality (max 25)	23
Price (max 15)	12
Overall (max 100)	85



Lifting a load in crane mode



Opening panel door



Nicely engineered boom



Rigged as a dragline



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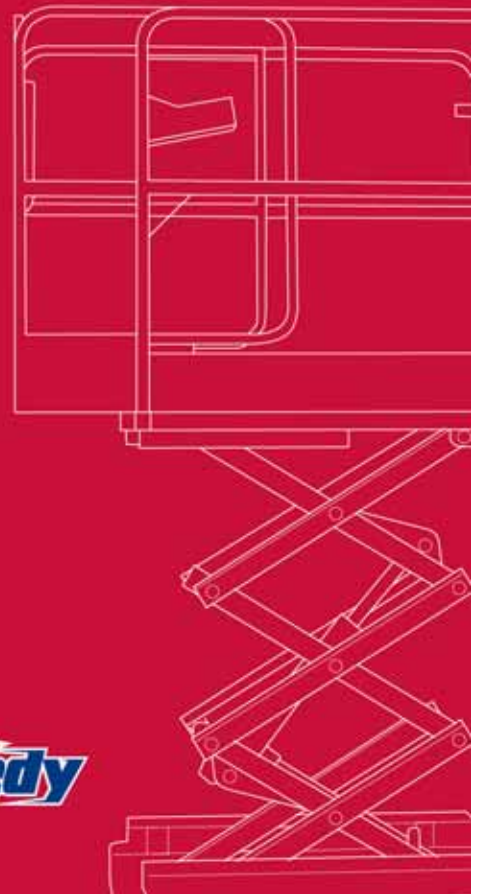
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Readers Letters



Kevin Bellis 1950 – 2013

With the sudden and tragic death of Kevin Bellis on the 17th of January, PASMA and the mobile access tower industry at large has lost one of its most popular, knowledgeable and committed champions. Kevin passed away following a long and spirited fight against cancer which, throughout, he fought with courage, determination and typical good humour.



Born on the 12th of September 1950 in Poplar, East London, he attended Sir John Cass Church of England School, both primary and secondary, in the 1950's and 1960's - one of only two schools in the City of London at that time. After leaving school he joined SGB as a trainee manager, but then left the industry to fulfil his ambition to travel around Europe.

Upon his return to the UK he joined Stephens & Carter as a contracts manager and subsequently moved to Palmer Scaffolding as a branch manager. A spell at Grayston Scaffolding followed, again as a branch manager, before he decided to start his own business, Docklands Scaffolding, based in Stratford, East London.

Deciding he needed a change from the tube and fittings industry, Kevin formed Atrium Access on the 14th of

September 1990, specialising in aluminium access towers. At Atrium he was soon joined by fellow director and now long-standing family friend, Gillian Rutter. The company has since gone on to become a prominent supplier of towers and tower training, undertaking a number of large and prestigious contracts in London and the South East.

Kevin's enthusiasm for towers soon translated into what was to become a long standing involvement with PASMA, where his wit and wisdom was much in demand, both as a member of council and, more recently, as deputy chairman. Throughout this period his contribution to the work and development of the association was invaluable and highly prized.

Away from work, he was a devoted family man who enjoyed nothing better than following the sporting achievements of his children who played football and hockey at county and professional level. He also valued his many friendships and kept in regular contact with school friends he had known for over 50 years.

Kevin was a larger than life character who always had a good story to tell. He also knew the name and location of the best café closest to any Atrium job site! A thoroughly genuine and enormously likeable man, he will long be remembered as an outstanding ambassador for both PASMA and the work at height industry.

The council, staff and members of the association send their deepest condolences to his wife Renee, children Adam, Ian and Nathalie, and granddaughter, Betty May.

PASMA would like to thank Gillian Rutter and Kevin's brother, Martin, for their help in preparing this obituary.

Good Morning,

The results of your Cranes & Access 2012 Rental Rate Survey published in the December/January edition of C&A are very useful, and we're currently at the stage of our fiscal year where we're planning and budgeting for the next fiscal year. In order that we can conduct some benchmarking analysis of our own rental fleet against your survey, do you have the data in Excel format? This will allow our financial guys to begin the project.

Many thanks,

We have withheld the name for confidentiality reasons

We have withheld the name for confidentiality reasons. Ed



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Readers Letters



Fake Tadano cranes

The following exchange of letters began on a weekend in early January as we were closing the last issue of the magazine.

Dear Sir,

I noticed on your website you discuss counterfeit Tadano cranes in China, we are looking to buy one, a 100 tonne TG1000E and am not sure how to tell the difference can you please help us in this.

Haitham Bader

We responded that the best way was to send some photographs.



Dear Mr Sparrow

Thank you for your fast Reply. I am having problems upload the pictures but here is the most important ones i took a screenshot from my laptop, I hope it is clear enough to see. I have attached some picture and the serial Number and plate.

I would appreciate it if you can help us in this it is in Henan province in China and I have read on your website four articles where it shows that they look genuine but in reality its a fake especially the Tadano one.

Here I look on it and I can't figure out if it is a real or fake !!! I would appreciate your expertise on this. I tried to contact the Tadano Company here in China and Japan but I couldn't reach them.

Thank you,
Haitham Bader

We responded that the machine looked to be a counterfeit, we also contacted Cranes UK the Tadano distributor in the UK and asked if it could check the serial number and also give a second opinion on the photographs.

The response confirmed our suspicions

Hello Leigh

I'm sorry to have to confirm that the crane shown is indeed a **FAKE** Tadano.

1. Tadano does not know the S/N 356218 for any model
2. Many details on the S/N plate don't look real.
3. The crane doesn't look like a Tadano 100 tonne. No separate counterweight, boom rather small. Looks more like a 50 or 70 tonne.
4. AML looks like AML-M1, BUT Tadano AML doesn't have knobs, only push buttons (see letter from Tadano).
5. UD Nissan did not build carriers anymore in 2010.
6. The model sticker "TG-1000E" doesn't look right. It looks to me the "0" letter typeface is wrong.
7. As far as I know Tadano didn't make 100 ton truck cranes in 2010, only 100 ton AT's
8. Etc....

This crane cannot be supported in any way by Tadano or it's dealers. It is using the name 'Tadano' without consent from Tadano Co. Our advice would be to avoid this crane. China appears to be the source of many such cranes which find their way onto the market.

The dealer also confirmed this information directly to Mr Bader and he sent us the following letter.

Dear Mr Sparrow,

I would like to thank you very much for your help. We here in China really appreciate your advice and your support that would help us in finding the reality. Yes indeed it was a fake Tadano as I went back to them again, and they confessed that it was a Chinese brand with part imported components and assembled in China.

They were asking for US\$100,000 for it and when we faced them with our facts they admit and even then they wanted US\$70,000 for it. But as there is so many liabilities that can happen we didn't agree on it.

We give you the permission to publish this if you would like as we don't want anyone to get involved with these people specially in Henan province Zhengzhou as there still some people who go there and buy stuff, without the knowledge that it might be fake.

Again, thank you we appreciate your help.

Best wishes,
Haitham Bader






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35t Liebherr LTM 1030/2	2003	4x4x4	30.00m + 15.00m
40t Demag AC 40	2000	6x4x6	31.20m + 13.00m
40t Fann ATF 40G-2	2007	4x4x4	35.20m
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45t Fann ATF 45-3	2006	6x6x6	34.00m + 15.20m
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70t Fann ATF 70-4	1999	8x6x8	40.50m + 16.00m
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400t Demag AC 1200 SL	1992	14x6x12	54.00m + 78.00m

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Make / Type	y. o. m.	Drive	Boom / Fly Jib
35t Fann HK 35	1999	6x4x2	25,30m + 8,00 m

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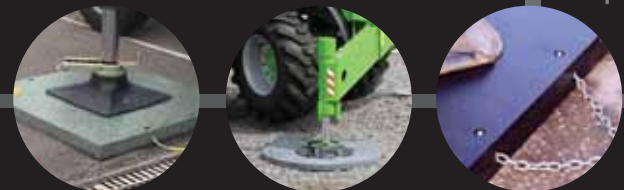
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Manitowoc	www.manitowoccranes.com
Mantis Cranes	www.mantiscranes.ie
Ormig	www.ormig.co.uk
Potain	www.manitowoccranes.com
Sany	www.sany.com.cn
Sennebogen	www.sennebogen.com
Spierings	www.spieringskranen.nl
Tadano Faun	www.tadanofaun.de
Terex-Demag	www.terex-cranes.com
Unic Cranes	www.unic-cranes.co.uk
Valla	www.valla-cranes.co.uk
Wolffkran	www.wolffkran.de
Zoomlion	www.zoomlioncranes.co.uk

Lorry/Truck Loader Cranes

Atlas Cranes UK	www.atlasgmbh.com
Effer	www.effer.it
Hiab	www.hiab.com
Palfinger	www.palfinger.com
PM Cranes	www.pm-group.eu

New & Used Cranes

AGD Equipment	www.agd-equipment.co.uk
Bluecycle Plant	www.bluecycleplant.com
Cranes UK	www.cranesuk.net
Crowland Cranes	www.crowlandcranes.co.uk
E.H Hassells	www.hassells.com
Electrogen Int	www.electrogen.ie
IMC Cranes	www.imc-cranes.com
Jones-Iron Fairy	www.jonesironfairy.co.uk
Kobelco	www.kobelco-cranes.com
Leader	www.leader-piatt.it
Maeda	www.maedaminicranes.co.uk
Mantis Cranes	www.mantiscranes.ie
M. Stemick	www.stemick-krane.de
P.V. Adrighem BV	www.adrighem.com
Rivertek Services	www.rivertekservices.com
Terex Demag	www.terex-cranes.com
Peter Hird & Sons	www.peter-hird.co.uk

Heavy Lifting Equipment

Lifting Gear UK	www.lifting-equipment.co.uk
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Crane Hire

AB2000	www.ab2000.co.uk
Ainscough	www.ainscough.co.uk
Berry Cranes	www.berrycranes.co.uk
Bob Francis Crane Hire	www.bobfranciscranehire.co.uk
City Lifting	www.citylifting.co.uk
Emerson Cranes	www.emersoncranes.co.uk
John Sutch Cranes	www.johnsutchcranes.co.uk
King Lifting	www.kinglifting.co.uk
Ladybird tower crane hire	www.ladybirdcranehire.co.uk
Mantis Cranes	www.mantiscranes.ie
McNally crane hire	www.cranehire-ireland.com
Port Services	www.portservices.co.uk
Heavy Crane division	

Mini Crane Hire

A Mini Crane Hire Company	www.aminicranehire.co.uk
Easi Up Lifts	www.easiuplifts.com
Easy Reach Scotland	www.easyreachscotland.co.uk
Emerson Cranes	www.emersoncranes.co.uk
GGR	www.unic-cranes.co.uk
Hire Maeda	www.maedaminicranes.co.uk
Industrial Access Romania	www.industrialaccess.ro
JT Mini Crane Hire	www.jtminicranes.co.uk
Peter Hird	www.peter-hird.co.uk

Tracked Access	www.trackedaccess.com
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Self Erecting Tower Cranes

City Lifting	www.citylifting.co.uk
Electrogen Int	www.electrogen.ie
John Sutch Cranes	www.johnsutchcranes.co.uk
King Lifting	www.kinglifting.co.uk
Ladybird tower crane hire	www.ladybirdcranehire.co.uk
London Tower Cranes	www.londontowercranes.co.uk
Mantis Cranes	www.mantiscranes.ie

Tower Cranes

Electrogen Int	www.electrogen.ie
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Heavy Lift Management

DWLS	www.dwls.co.uk
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Heavy Lift Planning & Risk Analysis

DWLS	www.dwls.com
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HLI Consulting	www.hliconsulting.com
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Ancillary Equipment

TMC lifting supplies	www.tmc-lifting.com
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Auction Houses

Bluecycle Plant	www.bluecycleplant.com
Ritchie Brothers	www.rbaction.com

Battery Manufacturers

Shield Batteries	www.shieldbatteries.co.uk
Trojan Battery	www.trojanbattery.com
UK Batteries	www.ukbatteries.co.uk

Control Systems

MOBA Automation	www.moba.de
Intercontrol	www.intercontrol.de

Generator Sales & Rental

Electrogen Int	www.electrogen.ie
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Insurance

First Insurance Solutions	www.firstins.co.uk
Specialist Insurance	www.cover1.com

Online Technical Help

Crane Tools	www.cranetools.com
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Outrigger Pads, Mats & Roadways

Alimats	www.craneriggermats.co.uk
Eco power pads	www.outriggerpads.co.uk
Grassform Plant Hire	www.grassform.co.uk
GreenTek	www.greensward.co.uk
GTP Europe	www.gtp-europe.com
Marwood	www.marwoodgroup.co.uk
Nylacast	www.nylacast.com
Timbermat	www.timbermat.co.uk
TMC lifting supplies	www.tmc-lifting.com
Universal Crane Mats	www.universal-crane-mats.com

Parts & Service Suppliers

Aerial & Handling Services	www.aerialandhandlingservices.com
Alfa Access Services	www.alfa-access-services.com
Caunton - Access	www.caunton-access.com
Crowland Cranes	www.crowlandcranes.co.uk
C-Tech Industries	www.ctech-ind.com
Davis Access Platforms	www.davisaccess.co.uk
Electrogen Int	www.electrogen.ie
Industrial Access Romania	www.industrialaccess.ro
IPS	www.ips-ltd.biz
JLG	www.jlgeurope.com
TVH - Group Thermote & Vanhalst	www.tvh.be
Unified Parts	www.unifiedparts.com

Recruitment

Vertikal.Net	www.vertikal.net/en/recruitment
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Rental Management Software

Higher Concept Software	www.higherconcept.co.uk
Inspire	www.inspire.com
MCS Rental Software	www.mcs.co.uk

Replacement Filters

Plant Filters	www.plantfilters.co.uk
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Safety Equipment

AGS	www.ags-btp.fr
Airtek equipment	www.airteksafety.com
Marwood	www.marwoodgroup.co.uk
SMIE	www.smie.com

Software

Higher Concept	www.higherconcept.co.uk
inspHire	www.inspire.com
Matusch GmbH	www.matusch.de
MCS Rental Software	www.mcs.co.uk

Structural Repairs

Avezaat Cranes	www.avezaat.com
Crowland Cranes	www.crowlandcranes.co.uk
John Taylor Crane Services	www.jtcranes.co.uk

Training Associations & Networks

ALLMI	www.allmi.com
AWPT	www.awpt.org
IPAF	www.ipaf.org
NASC	www.nasc.org.uk
Pasma	www.pasma.co.uk

Training Centres & Trainers

Access Platforms Direct	www.accessplatformsdirect.co.uk
Access Platform Sales	www.accessplatforms.co.uk
Active Safety	www.activerentals.co.uk
Advanced	www.accessplatformsuk.com
Access Platforms	
AFI	www.afi-uplift.co.uk
Ainscough	www.ainscoughtraining.co.uk
AJ Access	www.accessplatforms.com
APL	www.aerialplatforms.co.uk
Astra Access Safety Training	www.astratraining.co.uk
Atlas Cranes UK	www.atlasgmbh.com
Avon Crane	www.avoncrane.co.uk
Brogan Group	www.brogangroup.com
Davis Access	www.davisaccess.co.uk
Easi-UpLifts	www.easiuplifts.com
Emerson Training Services	www.emersontrainingservices.co.uk
Training Services	
Facelift	www.facelift.co.uk
HCS	www.hydrauliccraneservices.co.uk
Hewden Training	www.hewden.co.uk/training
Hi-Reach	www.hi-reach.co.uk
Hiab	www.hiab.com
Horizon Platforms	www.ipaftrainingcourses.co.uk
HSS	www.hss.com/training
IS Training	www.istraining.co.uk
JLG Training	www.jlgeurope.com
L&B Transport	www.lbtransport.co.uk
Liebherr Training (UK)	www.liebherr.co.uk
Lifting Equipment Training	www.leittd.co.uk
Loxam	www.loxam-access.co.uk
Lyte	www.lyteladders.co.uk
Mentor Training	www.mentortraining.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk
Norfolk Training Services	www.norfolktraining.co.uk
Panther	www.platform-rentals.co.uk
Rapid Platforms	www.rapidplatforms.co.uk
Southern Crane & Access	www.southerncranes.co.uk
TH White	www.thwhite.co.uk
Terex Atlas (UK) Ltd.	www.atlascranes.co.uk

Wire Rope & Cable

Teufelberger Seil	www.teufelberger.com
TMC Lifting	www.tmc-lifting.com
Casar	www.casar.de

Winches & Hoists

Rotzler	www.rotzler.com
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70t Rough Terrain Crane,
44m Boom + 17.6m Fly



2006 Tadano Faun ATF 60-3 -
60t All-Terrain Crane, 40.2m
Boom + 16m Fly



2005 Tadano Faun ATF 60-3 -
60t All-Terrain Crane, 40.2m
Boom + 16m Fly



2004 Liebherr LTM 1055 -
55t All-terrain crane,
40m Boom



1999 Terex PPM ATT 600-1 -
50t All-Terrain Crane, 40m
Boom + 15m Fly



2004 Tadano Faun ATF 45-3 -
45t All-terrain Crane, 34m
Boom + 15.2m Fly



2004 Terex Demag AC35L -
35t All-terrain Crane, 37.4m
Boom + 8m Fly



2000 Terex PPM ATT 400/2 -
35t All-terrain crane, 30.4m
Boom + 15m Fly



2007 Zoomlion QY-30V -
32t truck mounted crane,
34m Boom + 8m Fly



2000 Tadano Crevo TR-200 EXC
20t city crane, 27.5m Boom
+ 3.5m Fly



2010 Broderson IC-200-3G
13.6t Pick & Carry Crane,
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Battery Scissors 7.6m - 19.8m

Genie GS-1932	7.8m	2005/6/7/8
Genie GS-2032	8.1m	2005/6
Genie GS-2632	9.9m	2005/6/7/8
Genie GS-2646	9.9m	2004/5/6/7/8
Genie GS-3232	11.7m	2007/11
Genie GS-3246	11.7m	2004/5/6/7/8
Liftlux SL 153-12	17.3m	2001
Liftlux SL 180-12	19.8m	2008
JLG 1930ES	7.7m	2007
JLG 3246ES	11.6m	2007
JLG M4069	14.1m	2008
Skyjack SJ-4632	11.8m	2005
Skyjack SJ-4626	9.9m	2007

Diesel Scissors 11.5m - 26m

Skyjack SJ-6832	11.5m	2007/8
Genie GS-3384 RT	12.0m	2005/6/7
Skyjack SJ-7135	12.5m	2007/8
Skyjack SJ-9250	17.1m	2007
Genie GS-5390 RT	18.1m	2005/6/7/8
Liftlux 210-25	23.5m	2006
Liftlux 245-25	26m	2007/8/9

Electric Booms 9.4m - 13.5m

Genie Z-30/20N RJ	11.1m	2006/7/8
Genie Z-34/22N	12.5m	2005/6
Upright AB38	13.5m	2004/5/7/8

Diesel Booms 16m - 20.4m

Genie Z-45/25J BI	16m	2005/6
Genie Z-45/25J RT	16m	2006/7/8
Genie S-45	15.7m	2005/6/7
Genie Z-51/30J RT	17.6m	2007
Genie Z-60/34	20.4m	2003/4/5/6/7
JLG 460 SJ	16m	2007

Diesel Booms 21.8m - 43.1m

Genie S-65	21.8m	2005/6/7/8
Genie Z-80/60	26.4m	2005/6/7/8
Genie S-85	27.9m	2005/6/7/8
Genie S-125	40.1m	2007/8
Genie Z-135/70	43.1m	2007/8
JLG 660 SJ	21.9m	2008
JLG 800 AJ	26.2m	2008
JLG 860 SJ	28.1m	2008
JLG 1250 AJ	40m	2008
JLG 1350 SJ	42.9m	2008

Specialised 12.2m - 42m

JLG Toucan 861	8.7m	2008
JLG Toucan 1010	10.10m	2007/8
Nifty TD 120 TN	12.2m	2007
CTE Traccess 135	13m	2010
CTE Traccess 170	17m	2010
Scanlift SL 185	18.5m	2000
Scanlift SL 190	18.4m	2001
Omme 2200 RBD	21.8m	2006/7/8
Denka Lift DL-22N	22.0m	2008
Aichi SP21A-J	23m	2005
Omme 3000 RBD	29.7m	2006/7
Spider FS 420C	42m	2008
Spider FS 520C	52m	2012

Telescopic Forklifts 4m - 21m

Manitou SLT 415	4m/1.5 tonne	2004/5/7
Manitou BT 420	4m/2 tonne	2007
Manitou MLT 523T	5m/2.3 tonne	2006/7/8
Manitou MT 932	9m/3.2m tonne	2008
Manitou MT 1030	10m/3 tonne	2006/8
Manitou MT 1435	14m/3 tonne	2006/7
Manitou MLT 1740	17m/4 tonne	2005/6/7
Manitou MT 1840	18m/4 tonne	2008
Manitou MRT 2150	21m/5 tonne	2006/7
Manitou MRT 2540	25m/4 tonne	2006/7/8
Manitou MRT 3050	30m/5 tonne	2008

Mini Crane 2 - 5 tonne

Valla 35E	6.5m/3.5tonne	2003
Maeda MC285 CRM E	8.7m/2.82 tonne	2006/7
Maeda MC305 CRM E	12.1m/2.9 tonne	2006/7
Maeda MC405 CRM E	16.8m/3.8 tonne	2007/9
Maeda LC785	16.3m/4.9 tonne	2007/9

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