

cranes & access

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October 2014 Vol.16 issue 7

**Mastclimbers
& hoists**

Heavy lifting

**Safe
management
of ground
conditions**

..Record-breaking Manitou telehandler...New owner for AmQuip...300t Sennebogen crawler...



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On the cover:

Staff at German crane and transport company Wasel during the erection a large Liebherr crawler crane.



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Ralph Waldo Emerson

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Grounds for concern?

We have several features this month concerning accidents relating to ground conditions. The first looks at the causes of fatalities in the powered access market focussing on IPAF's growing accident database. Sadly there have been 106 reported deaths since it began at the start of 2012. What is not surprising

is that overturning tops the list claiming 31 fatalities with almost 70 percent of them in booms - either self-propelled or vehicle mounted.

A good number of these incidents occurred as a result of poor ground conditions and the failure to appreciate the pressure that equipment can exert on the ground, particularly when an extended platform is slewed over one wheel or outrigger. It should also be noted that overturns kill almost twice as many as entrapments (16 fatalities) only one of which was in the UK - yet so far overturns has failed to generate the same level of action among UK contractors.

This is also the 10th year that Cranes & Access has featured/highlighted the importance of using outrigger mats and other forms of ground protection to reduce the likelihood of equipment sinking or overturning, especially when working on soft ground or over hidden voids and on other challenging ground conditions. We have also regularly reported on such incidents online - some say over reported, dubbing the website Vertikill.net - which has helped raise the profile of the problem to a much wider audience. We don't apologise for banging on about this, as taking even the most basic steps to spread loads could slash crane and platform accidents overnight. The same could be said about wearing harnesses which again we have highlighted through accident reports, even before the introduction of campaigns such as 'Clunk Click'.

In recent years various groups and associations have issued guidance on ground conditions, in an effort to reduce the number of incidents. IPAF's 'Spread the load!' campaign is one, while the latest - entitled 'Ground Conditions Good Practice Guide' developed by the UK Strategic Forum for Construction - is due to be published later this month. This 'good practice guide' is a hefty 73 pages - but don't worry there is a four page potted version - and aimed at main contractors and clients, many of which are still unaware that ground conditions are ultimately their responsibility.

Changing the way people do things is a long, hard process - but the effort is worthwhile if it ultimately helps ensure more people return home to their loved ones from work each evening. The more people are aware of good practice and are prepared to speak up, the better all of our lives will be as fewer companies and families face the misery, trauma, expense and uncertainty that workplace accidents/incidents bring.

Mark Darwin

Comment and feedback is most welcome via post, email, fax or phone stating if we may publish them or not: editor@vertikal.net

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Whyte crane recovered

The 500 tonne crane that overturned in Peterhead, Scotland back in May has finally been recovered. The Liebherr LTM1500 - owned and operated by Whyte Crane Hire - tipped over backwards when the ground under one of its outriggers gave way while working at Aquatic Engineering and Construction's base on the Dales Industrial Estate in Peterhead.

The crane had remained in its overturned position since then while a recovery plan was agreed. The recovery operation - under the direction of Crowland Cranes - was carried out with a focus on minimising the damage to the crane as well as in the safest way possible. A full and detailed report on the recovery operation will feature in the next issue. However in brief - the recovery cranes supported the weight of both the crane and the top end of the boom which was then cut free from the base section using a cold cutting technique. When removed the base was carefully turned until it was finally upright once again.



Finally upright!

France Elévateur buy-in

A group of investors, led by Stéphan Pham and family owned private equity group Elaïs Capital has purchased a majority stake in specialist French aerial work platform manufacturer France Elévateur together with two other co-investors Argos Expansion and Capital Export.

Details of the transaction have not been disclosed but existing shareholders Vincent Thouvenot and Claude Muller - who bought the business in 2000 through their holding company MT Trading - retain a minority stake and their management roles.

As part of the 'buy-in' Stéphan Pham has taken over as chief executive having spent the past 13 years as chief executive of inspection and management services provider Trigo. Established in 1986, France Elévateur is a leading specialist aerial lift manufacturer in France, employing around 200 people and generating revenues of €41 million. The company has said it intends to reinforce its German and Benelux operations, while developing its network further afield, initially with its range of specific products and then its entire product range.

Magni unveils 35m telehandler

Italian telehandler manufacturer Magni has unveiled a new five tonne/35 metre, 360 degree telehandler. The new RTH 5.35 has a similar chassis to the 30 metre RTH 5.30 but it is 150mm longer and has been reinforced to cope with the additional stresses imposed by the longer boom.

The new six section boom employs two external telescopic cylinders, leaving the interior clear for the extension chains, hydraulic hoses and pipework. Lift capacity at full height is 2.2 tonnes. When fitted with Magni's top end work platform attachment, a working height of 48 metres is possible, with full control from the platform using the company's patented remote control system. The new model will make its first public appearance at Intermat next year.



The main boom must be fully raised for the second section to be extended

New topless Potain

Potain will launch a new 10 tonne Topless - flat top - tower crane at Bauma China later this year.

The MCT 205 will be manufactured at the company's Zhangjiagang facility in China and features a maximum jib length of 65 metres where it can lift 1.75 tonnes. With a focus on fast erection, the complete upper-structure of the crane can be assembled in four lifts, the heaviest weighing 7.9 tonnes. The full 65 metre long jib can be placed in a single lift.



Potain will also be showcasing its recently launched five tonne MCT 85 tower crane at Bauma China

Baldwins faces corporate manslaughter charges

The UK Crown Prosecution Service is charging Baldwins Crane Hire with corporate manslaughter following the death of one of its operators - Lindsay Easton. Easton died on August 15th 2011 after his 500 tonne Liebherr ran away as he negotiated a steep road after leaving the Scout Moor wind farm in Lancashire. The crane crashed into an earth bank on an escape road crushing the chassis cab.

Jane Wragg, specialist prosecutor in the Special Crime and Counter Terrorism Division of the CPS, said: "I have carefully reviewed the evidence gathered by Lancashire Police and the Health & Safety Executive during their investigation and I have concluded that Baldwins Crane Hire Limited should be charged with an offence of corporate manslaughter. There is also sufficient evidence to charge the company with offences under Section 2 and Section 3 of the Health and Safety at Work Act 1974."

The first hearing will take place at Burnley Magistrates' Court on 16 October 2014.

Manitou launches largest telehandler

Manitou has launched a new 35 tonne telehandler at the Johannesburg Electra Mining show in South Africa.

The 14 metre lift height MHT-X 14350 is - according to Manitou - the world's largest regular telehandler, topping the current champion - the Xtreme XR7038 - by almost four tonnes, and with almost three metres more lift height. The MHT-X 14350 is aimed at the surface mining, heavy and general logistics industries and features a 7.2 litre Mercedes diesel engine to provide sufficient power for the for tasks such as handling large conveyor belt reels, tyre assemblies, wheel motors and large granite blocks etc...



Manitou's new heavyweight the 35 tonne/14 metre MHT14350.

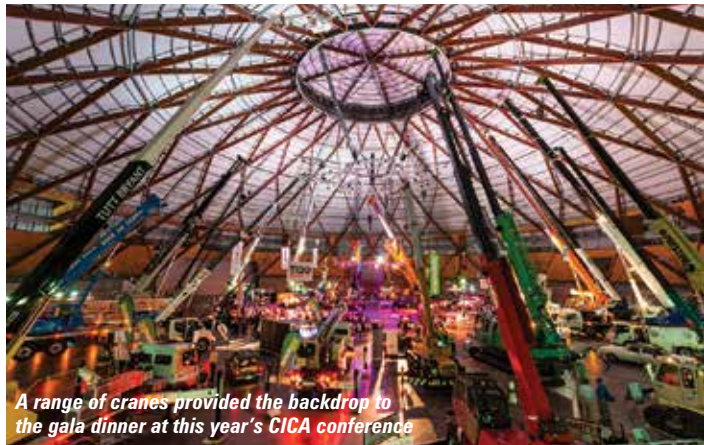
New president for CICA

The Crane Industry Council of Australia has confirmed Danny Black of Terex Cranes Australia as its new president, while Tom Smith of Williamstown Crane Hire in Melbourne becomes vice president. It has also confirmed the composition of the board of directors for 2014/2015, which includes a new director - Geoff Bevan.

Black replaces John Gillespie of Gillespie Crane Hire, who has stepped down as president after 10 years in the post. The changes were confirmed at the associations annual conference, held this year in Perth.



Past president of CICA John Gillespie (L) receives a special memento of his time as president from new president Danny Black.



A range of cranes provided the backdrop to the gala dinner at this year's CICA conference

Kulawik leaves Palfinger

Stephan Kulawik, managing director of Palfinger Platforms, left the company in mid-September. We understand that Johann Königshofer, general manager of Palfinger's European operations will cover the role, at least while a replacement is recruited.

Palfinger group spokesman Hannes Roither confirmed to Vertikal.Net that Kulawik and Palfinger had parted company and said: "There were differing views regarding the future company strategy".

Kulawik joined Palfinger with the acquisition of Wumag Elevant in 2008 and was appointed as managing director in 2012.



Stephan Kulawik

Big Effer for Collett

UK-based Collett Transport has taken delivery of a 205 tonne/metre Effer 2055 articulated crane, mounted on an 8x4 Mercedes 4155 tractor unit - said to be the largest of its kind in Europe. The new crane features a seven section boom - base plus six extensions - and can lift 30 tonnes at 4.51 metres and handle 8.55 tonnes at a 15.25 metres radius. The four axle tractor unit can handle maximum axle loads of up to 16.5 tonnes with a Gross Vehicle Weight of up to 150 tonnes.

Collett purchased the crane through Effer's partner in the UK, Atlas Cranes, and then collected it from Effer's production facility in Bologna, Italy. The machine tops out an extensive fleet of articulated cranes used in the company's transport and heavy moving business.

Managing director David Collett said: "The addition of the new Effer 2055 into our fleet allows Collett Transport to take a huge leap forward within the industry, offering lifting capabilities and providing customers with a cost effective solution for their heavy lift requirements. The Effer 2055 crane is the very first crane of this capacity off the production line in Italy. We are delighted with the results."



The new crane is handed over (L-R) Robert Farrell of Atlas Cranes, David Collett and Jim Smith of Atlas Cranes

New owner for AmQuip

California-based private equity firm Clearlake Capital Group has acquired US crane rental company AmQuip from its largest shareholder Altpoint Capital Partners and other investors. Financial terms of the transaction have not been disclosed.

Founded in 1967, Pennsylvania based AmQuip runs around 500 cranes, operating from 13 locations and covering 36 states. The company was purchased by Altpoint, Bard Capital group and Lehman Brothers from founder Joe Wesley in July 2007 for \$320 million. Wesley also retained a holding in the business.

Amquip chief executive Al Bove, will join Jose Feliciano, Arta Tabae and Colin Leonard of Clearlake the company's board of directors.



The UK's first Marchetti MK 35



First Marchetti 35 in the UK

UK rental company Bryn Thomas Cranes has purchased the first 35 tonne Marchetti MTK 35 in the UK from distributor AGD.

The truck mounted crane is mounted to a three axle Volvo commercial chassis and was chosen for its lower running costs, greater fuel economy and higher average road speeds when compared to most All Terrain cranes. It includes a 32 metre main boom plus 14 metre extension. AGD is the UK distributor for Marchetti and more recently added the Sennebogen crane line to its portfolio.

23 work platform fatalities

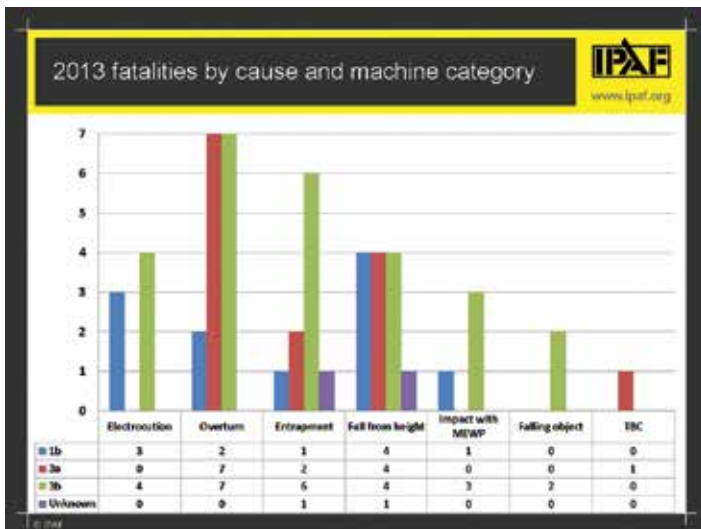
IPAF has published its half year accident database report with 23 fatalities involving work platforms so far this year. The main causes include overturning - nine, falls from platforms - eight, entrapment - three, electrocution - two and one technical/mechanical incident.

11 of the incidents involved self-propelled boom lifts, 10 truck, van or trailer lifts and in two cases the machine type has yet to be confirmed. Just over half of these fatalities (13) occurred in the USA, with two occurring in Germany and one each in Australia, Austria, Colombia, Malaysia, Singapore, South Africa, Spain and the UK.

IPAF technical and safety executive Chris Wraith said: "More companies are participating in the accident reporting project, which is generating more data in its

third year, but it is still too early to draw comparisons. The accident reporting project has provided a rich source for improving IPAF's training programmes and safety initiatives, for example, with regards to the safe loading and unloading of machines, and managing electrocution risks when working near power lines."

All manufacturers, rental companies and users are encouraged to report any known fatal and serious accidents involving aerial work platforms and mastclimbers at: www.ipaf.org/accident



Insulated Palfinger platform

Palfinger is to put its 65 metre P650i fully insulated truck mounted lift into production, with an eye on the North American market.

The platform was developed as a special for Lincon in Australia and boasts 500,000 volts insulation with the ability to pressure wash insulators on live power lines. The first unit was shipped to Australia last May and is reported to have been highly successful. As a result Palfinger will ship the first unit to



Lincon's Palfinger P650i in action

the USA at the end of next month. The P650i has the same working envelope and basic specification as the regular 65 metre Palfinger but is highly modified for live line work. Platform capacity is 500kg, while the special platform is smaller to enable it to be used among congested lines.

JCB unveils new telehandlers

JCB has upgraded three of its telehandlers. The new six tonne/8.1 metre 560-80 is now JCB's largest capacity model and offers 1,750kg maximum load capacity at full forward reach. The machine can be ordered with an optional 'Auto Smooth Ride' system to prevent bounce in the boom and deliver improved load retention in pick & carry duties.

At the other end of the size scale, the company has added the 516-40 compact telehandler for all markets except North America. Similar to the 1.5 tonne, 515-40 the new machine has a 1,600kg lift capacity with improved hydrostatic drive and upgraded hydraulic components. Maximum lift height is four metres, while overall width is 1.56 metres and overall height 1.8 metres.

Hi-Viz has a maximum lift height of six metres and a load capacity of 2.5 tonnes.



The third new model is the six metre/2.5 tonne 525-60 Hi-Viz, with an overall width of 1.84 metres and 1.89 metres height. The side-engined machine replaces the 524-50, 527-55 and the 520-50 rear-engined models and can be ordered with a choice of canopy or fully glazed cab, with optional air conditioning. JCB also unveiled its Tier 4 final Teletruk, the 3.5 tonne/four metre JCB TLT 35D 4x4 with fuel savings of up to 32 percent.



The compact JCB 516-40 at work



The new six tonne capacity JCB 560-80 seen here with a five cubic metre bucket

BKL Baukran/ Cattaneo tower crane

BKL Baukran Cattaneo, the sales partner of Italian tower crane manufacturer Cattaneo in Germany and Austria, has launched a new self-erecting tower crane with hydraulic outriggers.

Developed as a co-operation between BKL and Luigi Cattaneo, the 2.2 tonne CM 271 has a maximum radius of 27 metres with a jib tip load of 700kg, and a maximum under hook height of 31metres. Maximum capacity is achieved at a radius of 10.7 to 11.1 metres, depending on hook height. When the jib is folded the crane can take two tonnes to 12.9 metres and it can be transported with full ballast as a two axle articulated trailer with an all-up weight of 20 tonnes.

Cattaneo's new 2.2 tonne CM 271 self-erecting tower crane



Hiab sells Middle East distribution



Hiab Middle East staff

Hiab has sold its wholly owned Middle East and North African distribution business - Hiab Middle East LLC - to Gavelås Förvaltning and Swedish private equity firm Profura.

It has also signed a long-term distribution agreement with the 'privatised' company - which employs 19 - giving it responsibility for the Middle East, North and East Africa.

Greger Jacobson the managing director of Gavelås Förvaltning/Hiab Middle East, has worked for Hiab for more than 10 years and has been responsible for Hiab sales in the Middle East region since 2006. No financial details of the agreement have been disclosed.

Another new crawler from Sennebogen

Sennebogen has announced plans for another new crawler crane, the 300 tonne 6300E duty cycle crane which it says will launch next year. The announcement follows its confirmation that it will unveil a 100 to 120 tonne telescopic crawler next month.

No specific details have been released on either crane however the company said: "Our new and biggest duty cycle crawler crane will open very interesting possibilities for foundation engineering companies. The extremely high capacities will enable demanding, dynamic implementation under extreme loads, particularly in the areas of dredging, mining and special underground engineering applications."

We hope to carry full details of the new telescopic in the next issue of Cranes & Access.



Sennebogen will launch a 300 tonne duty cycle crawler crane next year.

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Big Genies for Kardon

The first 180ft Genie SX-180 boom lift in the UK has joined the fleet of wholesale rental company Kardon Kontracts. The hand-over of two lifts took place at an open day at Genie's UK Operations Centre in Lincolnshire.

The new machine joins the first 185ft JLG 1850SJ boom lifts in Europe, with the second due for delivery later this year. The SX-180 features a five section main boom and 3.05 metre articulating jib which provides a 57 metre working height, 24.4 metres of outreach and a 340kg platform capacity.

"Both the SX-180 and the JLG 1850 are complimentary machines," said Gordon McGruer of Kardon Kontracts. "Although they have similar working heights, their working envelopes make them suited for different applications and customers will require one over the other. For us the SX-180 enters our



Gordon McGruer (R) taking delivery of the SX-180 from Dave Roddy

fleet at a perfect time as all of our machines are currently out on hire." The open day provided rental companies and end users with an opportunity to see the SX-180 in action as well as take a look at Genie's new facilities, which have been expanded to include pre-delivery inspection workshops, an IPAF training centre as well as additional covered and open yard space.



Genie UK's new IPAF training centre

First Ruthmanns for Loxam...



Loxam-Lev taking delivery of its first ever Ruthmann platforms.

Loxam's specialist access division in France, Loxam-Lev has taken delivery of two new Ruthmann truck mounted lifts - a 46 metre T460 and a 54 metre T540 - the first Ruthmann platforms the company has ever bought. Both units are mounted on MAN chassis with the T460 offering a maximum

platform capacity of 600kg and an outreach of up to 31 metres. The T540 features a four section main boom and a 16 metre top boom/jib. Maximum platform capacity is also 600kg but it can achieve an outreach of 40 metres with a reduced platform capacity of 100kg.



Elev8's Ruthmann T720 truck mounted lift

...And more Ruthmanns for the UK

Ruthmann has also shipped a 72 metre T720 to the UK, the first of this model in the country. Sheffield-based Elev8 Access Platforms ordered the lift on a four-axle 32 tonne Mercedes chassis.

The lift features a five section main boom and three section top boom/jib. Maximum platform capacity is 600kg although 38 metres of outreach is achieved with a reduced platform capacity of 100kg. At an up and over height of 40 metres the lift

still has an outreach of 31 metres. The company has also ordered a 38 metre T380 truck mounted lift. Both units were purchased through Ruthmann distributor Access Sales International.

Fatal boom overturn easily avoidable

Glasgow, Scotland-based SW Global Resourcing has been fined £200,000 following a boom lift fatality in April 2010 in East Ayrshire.

The company admitted breaching health and safety laws, resulting in the death of Leslie Watson, 47, after the elevated articulating boom he was using overturned while he was carrying out maintenance work on the Annick Water Viaduct in Stewarston.

The Office of Rail Regulation and the Health & Safety Executive found that concrete platforms had been constructed to create a level working surface for the boom lift to work from. However they did not have any end stops or edge protection. As a result Watson

was able to drive off the edge while working at a height of around 15 metres, causing the boom to overturn. He died at the scene.



The boom lift drove off the edge of its base

Xtreme uprates big telehandler

US-based Xtreme manufacturing has uprated its recently introduced XR6538 telehandler into the 31.7 tonne/11.6 metre XR7038.

The original machine was shown at Conexpo earlier this year and since then it has undergone a thorough test programme which has resulted in the maximum capacity being uprated from 65,000lbs (29.4 tonnes) to 70,000lbs (31.7 tonnes) reinforcing its claim to be the highest capacity telehandler manufactured in North America. Xtreme is targeting the machine at the mining, bridge construction and pipe handling sectors or as an alternative to pick & carry cranes.

The XR7038 is available with open cab, closed cab with heat and closed cab with heat and air conditioning.



The Xtreme XR7038



Tat Hong may sell China tower crane business

Singapore-based crane and equipment company Tat Hong has said that it is exploring a possible spin-off of part or all of its tower crane rental business in China, with a listing on a reputable stock exchange. The aim is to raise further capital to expand the Chinese operation and free capital up to expand its Australian and Asian businesses.

Icahn moves into Hertz

Hertz has bowed to pressure from corporate raider Carl Icahn, offering him three seats on the board and a major say in the selection of the new chief executive. Icahn has built up a stake of just 8.5 percent in Hertz and threatened a proxy fight.

Hertz directors chose to give him what he wanted in exchange for dropping his plans. Icahn nominated Vincent Intrieri, Samuel Merksamer and Daniel Ninivaggi to replace three existing Hertz directors who will retire. Two of Icahn's directors will join a five man committee to find a chief executive. The board will

comprise nine directors plus the chief executive when he is found. The company still plans to separate its car and equipment rental divisions.



Terex steps up Genie China investment

Terex has invested a further \$10 million in its Chinese business, Terex (Changzhou) Machinery Co. Based in the Changzhou National Hi-tech District of China near Shanghai, the 24,000 square metre facility opened in March 2011 and builds Genie booms, scissors and AWP models specifically for the Asian market. It





The Terex/Genie plant in Changzhou

also serves as product development, parts distribution and service centre for China. Once the increase in capital is completed Terex will have invested a total of \$57 million with a registered capital of \$31.9 million.

Sunbelt acquires in Ventura



The Sunbelt Rentals division of Ashtead has acquired the construction rentals business of Ventura Rental Center in California from owner Ted Cook. Cook took over the business in 2000 from father-in-law Ron Holley, who founded it in 1958. Cook's wife Heidi Whitcomb runs the party rental division which is not included.

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The new Ruthmann TU 285 stows over the front and offers 28.5 metres of working height

Ruthmann launches City-Steiger

German truck mounted lift manufacturer Ruthmann launched its new 28.5 metre City-Steiger TU 285 at Platformers' Days last month. Mounted on a two axle 7.49 tonne MAN chassis, the TU 285 has a maximum 20.5 metres of outreach and 320kg platform capacity.

It uses the five section boom of the T285.1, T300.2, and T300.1 truck mounts with a new jib that boasts a full 180 degrees of articulation. The superstructure has also been redesigned and moved to the rear of the vehicle, allowing the boom and jib to stow over the front rather than over the rear which the company says is easier for the self-drive market, while making the machine more compact.

The unit can level automatically on slopes of up to five degrees. A new optional larger basket - 2.1 metres by 860mm - is also available with 300kg platform capacity. This will also be available for the T285.1, T300.2, T330.1 as well

as its upcoming T190 and T230 models. With an overall length of 6.87 metres, a height of 3.71 metres and a wheelbase of 3.6 metres, the TU 285 is available on a variety of chassis and complies with Euro 6 emissions standards.



The TU 285 has 20.5 metres outreach and variable jacking.

Cramo cuts 2014 forecasts...

Finnish international rental group Cramo has downgraded its full year 2014 sales and profit forecasts stating that they are likely to be lower than in 2013 after previously saying they would be higher.

A statement said "Cramo is currently seeing signs of recovery in several rental markets however the general economic situation in Europe has reduced our sales expectations for the third quarter of 2014. The exchange rates are also having a negative impact on the

group's Euro-based sales. Cramo is putting increased efforts to its transition programme in Central Europe, but the effects are taking longer than expected. The group's other performance improvement actions are proceeding according to plan".

...And rebrands Thiesen to Cramo

Cramo has changed the name of its German rental business from Thiesen to Cramo, more than three and a half years after it was acquired. The German business has also moved its Frankfurt region operation from the city's east end to new larger premises in Offenbach.



City Lifting takes GMK6300L

Jerry Welford (L) of Manitowoc hands over the new crane to Trevor Jepson of City Lifting.

London, UK-based crane rental company City Lifting has taken delivery of a 300 tonne Grove GMK6300L All Terrain crane.

The six-axle GMK6300L features a seven section 80 metre main boom and 29 metre bi-fold swingaway extension, which provides a 120 metre maximum tip height.

The new crane went directly to work lifting five air handling units - each weighing four tonnes - onto the roof of the Great Ormond Street Hospital in London. Due to the limited space on site each unit had to be lifted at a radius of 54 metres which it managed on the main boom.

City Lifting managing director Trevor Jepson, said: "The GMK6300L is no ordinary crane, in this class, nothing comes close. It has a relatively small footprint and excellent all-wheel steering, which allowed us to manoeuvre the crane into the smallest space."

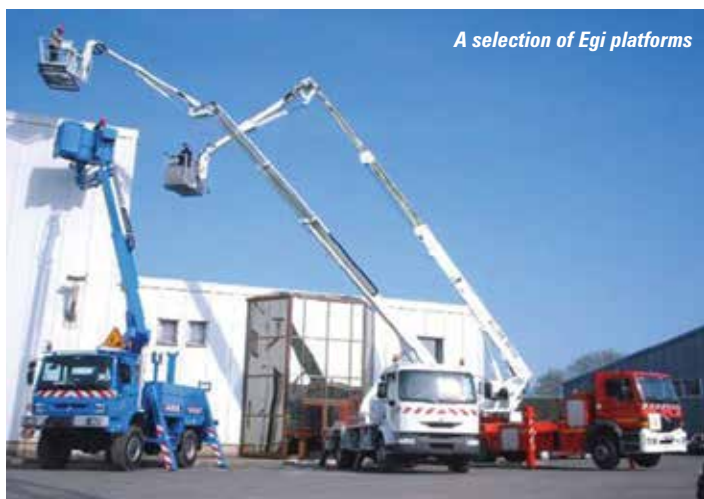
Company fraudulently claims IPAF membership

French aerial lift manufacturer EGI Platforms has been caught fraudulently claiming to be an IPAF member. According to IPAF the company fraudulently represented itself as being a current member in a quotation for a deal in Brazil, that required all tendering companies to be IPAF members.

A forged letter was produced in support of the tender which appeared to be from IPAF, confirming that EGI was a long standing member. However it was not issued by any IPAF official.

EGI Platforms was an early IPAF member and one of its former

managers Claude Guillou served as president between 1992 and 1994. The company was acquired in 2006 by firefighting specialist Gimaex and then went into administration shortly afterwards. Gimaex resuscitated the business, restructured it and last year it had revenues of more than €8 million, with all of its machines going for export - largely to the Middle East and developing countries. It is currently investing over €1 million in its plant near Charleville-Mézières. IPAF pointed out that the Council expelled EGI from the federation in 2007 for non-payment of membership dues and that it is not currently a member.



A selection of Egi platforms

Double milestone for GT

Bromsgrove, UK-based rental company GT Access has celebrated its 10th anniversary by taking delivery of the 1,000th aerial work platform in its fleet. Staff and family were invited to celebrate the handover of the 1,000th unit - an 86ft Niftylift HR28 boom lift - part of an 86 machine order placed with Niftylift, worth £3 million. The company now has four HR28s in its fleet with a fifth due shortly.



Jonathan Till of GT Access at the controls of the company's 1,000th aerial work platform, an 86ft Niftylift HR28 articulated boom lift



City Lifting added two Böckers - an AK44-4000 and this Agilo HL34-1.8 furniture hoist on a Nissan Cabstar chassis

Five Böckers in a month

Kranlyft UK delivered four Böcker truck mounted aluminium cranes and one of the manufacturer's furniture lifts in August.

Crane companies ABA, City Lifting and NMT all took delivery of the largest model in the Böcker crane range - the 44 metre, four tonne AK44-4000 - while Nottingham-based AKA took the smallest model - a 32 metre, 1,500kg capacity AK32-1500. All of the cranes can be converted to an access platforms - the AK44-4000 having a maximum working height of 41.5 metres. City Lifting also purchased a 34 metre lift height Agilo HL34-1.8 furniture

hoist mounted on a Nissan Cabstar chassis.



Smallest crane delivered was the AK32-1500 purchased by Nottingham-based AKA Crane Hire.

Dyneema wins trademark action

Synthetic rope component supplier DSM Dyneema has succeeded in its two year fight to prevent a Chinese company Zhejiang Kanglongda Gloves from registering the Chyneema trademark.

The official trademark authorities in South Korea, Canada, the EU and the USA all accepted Dyneema's opposition and rejected the 2011 application which was primarily for gloves, but also listed other products including ropes and rope fibres. While perhaps best known for its ropes, Dyneema fibres are

also used in protective gloves.

The trademark authorities said the Chyneema name was too similar to the Dyneema brand and could create confusion with end-users. Moreover such confusion could negatively impact the reputation of the Dyneema brand.



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- UK-based **Vp**, owner of **UK forks**, has issued a positive half year trading statement.
- UK-based rental group **Speedy** has refinanced funding that was due to mature in August 2015.
- Ashtead** is planning a private offering of \$500 million of second priority senior secured notes in the USA.

- The union **UCATT** is balloting crane operators at UK tower crane specialist **HTC** in a dispute over pay.
- Easi-UpLifts** has opened a business in Austria headed by **Martin Wagner**.
- The **Crane Industry Council of Australia** has confirmed **Danny Black** as its new president and **Tom Smith** as vice president.



Martin Wagner



Danny Black



Tom Smith

- Link-Belt** has delivered 20 new cranes for Houston's new Grand Parkway/outer beltway.
- Quebec-based **Location Blais** is raising funds for a cancer charity with a pink **JLG 450AJ**.
- German **BKL Baukran Logistik** has purchased a second 300 tonne **Grove GMK6300L**.
- The **Sunbelt Rentals** division of **Ashtead** has acquired **Ventura Rental Center** in California.

- Spider** has launched the **Astro E2200** traction hoist for suspended platforms.
- Germany's **H&S Autokrane** has taken delivery of a **Terex Challenger 3160** crane.
- Jersey-based **4 Hire** has taken delivery of four **Manitou** boom lifts and two mast booms.

- Terex Utilities** distributor **Dueco** has made a number of sales and production appointments. **Bobbie Slater**, **Nichole Buchs**, **Billy Kiklasch** and **Linda Schmidt**.



Dueco Sales Team

- German rental company **Starlift** has taken delivery of seven **JLG Ultra** boom lifts.

- BlueLine Rental** has acquired **JustRuss Rental** with three locations in Alabama.

- UK-based **Nationwide Platforms** held a Working At Height Best Practice Safety Forum in September.

- The UK's **Access Alliance** held its quarterly meeting at **Genie's** facility in Italy.

- Palfinger** has completed the acquisition of Russian **PIM-Group Lifting Machine**.

- Skyjack** is supporting Breast Cancer Awareness Month by donating a portion of its boom lift revenues.

- Palfinger Platforms** has expanded its Ainring service depot on the Bavarian/Austrian border.

- French rental company **Joly Location** has taken delivery of a **Ruthmann TB220**.

- A team from **Tadano UK** has successfully climbed **Ben Nevis** to raise money for Cancer Research.



Ben Nevis Team

- Swiss rental company **Baumann Kran** has taken delivery of a **Liebherr MK 88** mobile self-erecting tower crane.

- German rental company **Autokranverleih Pengel** has taken delivery of a **Liebherr LTM 1220-5.2** crane.

- US crane rental company **Southern Crane** has taken delivery of its first **Tadano** crane - an **ATF 90G**.

- Ramirent Sweden** has signed a preferred equipment rental agreement with **Skanska Maskin**.

- Haulotte** has appointed **Mick Evans** general manager of its UK/Ireland distribution operation.



Mick Evans

- A plaque has been unveiled at the site of the old **Simon** aerial work platform plant in Dudley.

- German crane rental veteran **Josef Treffler** has died aged 80.



Josef Treffler

- OSHA** has officially extended the deadline for crane operators are certified until late 2017.

- Irish rental company **CP Hire** has taken delivery of six **JLG** boom lifts.

- Portuguese contractor **Mota-Engil** has taken delivery of a **Terex HC 230** and **HC 275** crawler crane.

- Norwegian rental company **Hoydespesialisten** has added a **Versalift VTX-240** and a **Ruthmann Steiger** to its fleet.

- Sarens** has won a contract for the lifting at **Inpex's** Ichthys Project onshore LNG facility in Darwin, Australia.

- Hiab** has opened a new multi-assembly facility in Stargard Szczecinski, Poland.

- Port operator **Hans Lehmann** has placed an order for a second **Gottwald HMK 5506** mobile harbour crane.

- PCC Intermodal** of Poland has ordered five more 45 tonne **Kalmar** reach-stackers.

- The **Manlift** group Middle East has appointed **David King** as managing director following senior management changes.



David King

- The Competition Commission of India (CCI) has raided the offices of **JCB India** following a complaint.

- German rental company **AFI Rent** has opened a new depot in Stuttgart.

- Palfinger Asia** has appointed **Li Fook Seng** as regional business development manager.



Li Fook Seng

- German company **Sommer Kranverleih** has taken delivery of a **Liebherr LTM 1300-6.2** crane.

- Skyjack** has expanded its North American sales team with the appointment of four new vice presidents. **Pat Quint**, **Matt Lyons**, **David Lillquist** and **Mark Estock**.



Skyjack Sales Team

- US **Bay Shipbuilding** has taken delivery of the 400th **Manitowoc 2250** crawler crane.

- United Rentals** has joined the S&P 500.

- Danish rental company **Ringsted** has taken delivery of a **Versalift VTX-240** truck mounted lift.

- German rental company **Paul Becker** has ordered six 43ft **ATN CX15** scissor lifts.

- Dubai-based **Al Laith** has taken delivery of the first two **Genie SX-180** in the Middle East.

- The UK's **Access Link** held its quarterly meeting at **Niftylift's** fabrication plant in Barnsley.

- Dutch rental company **Van den Brink** has taken delivery of the first two **Genie S-40 Trax** boom lifts in Europe.

- UK rental company **AFI** has completed a major upgrade to its London West depot.

- US rental company **MacAllister Rental** has taken delivery of its third **JLG 1850SJ** boom lift.

- German company **Karl Scholl** has taken delivery of a **Liebherr LTM 1300-6.2 All Terrain** crane.

- UK arboriculturalist **Trees & Gardens** has purchased a **Hinowa** Lightlift 17.75 spider lift.

- Robert Böcker** the CEO of crane and lift manufacturer **Böcker** has died.



Robert Böcker

- US crane rental company **W.O. Grubb** has opened a depot in Winchester, Virginia.

- Machinery Oy** has been appointed as the distributor for **Grove** mobile cranes in Finland.

- Skyjack** has expanded its sales and support team in Asia

- Willhelm Buchtmann** placed the winning bid for a **Dinolift** trailer lift at the Platformers Days charity auction.

- Italian aerial lift manufacturer **Airo** has appointed **Oscar Prigione** as general sales manager.



Oscar Prigione

- Kalmar** has received an order for seven **E-One 2** rubber-tyred gantry cranes from **Puerto Central**.

- Italian rental company **LocaTop** has taken delivery of five 20 metre **Palfinger P200A** truck mounted lifts.

- Tadano America** has appointed **Wheco** as an authorised structural repair provider.

- Austrian rental company **Felbermayr** has taken delivery of the first **Genie SX-180** in Austria.

- UK rental company **Safe Access Solutions (SAS)** has appointed **Jason Prisley** as sales director.



Jason Prisley

- Kranlyft** has appointed **Eazi Sales & Service** as **Maeda** distributor for Southern Africa.

- Scaffold training provider **Safety & Access** has opened a new facility in South Korea.

- Port operators **Fospar** and **Bandeirantes** have taken delivery of a **Terex** harbour crane and two reach stackers.

- Cramo** has acquired **BMS Uthyrning** with operations in Kalmar and Nybro, Sweden.

- US-based **Jack Doherty Companies** has been appointed a **Bronto** dealer.

- Holland Lift** has appointed **Benito Saporito** as international sales manager.



Benito Saporito

- John Taylor Crane Services** has added three **Unic** spider cranes to its fleet.

- Hertz** chief executive **Mark Frissora** has stepped down and **Brian MacDonald** of **Hertz Equipment** has taken over.



Brian MacDonald

- Genie** has opened its new Oklahoma City Training Centre.

- UK-based **Aerial and Handling Services** has launched its new material handling attachment.

- Parts and service group **IPS** has opened a German operation - **IPS Deutschland**.

- JCB Deutschland** is to build a new headquarters, the biggest investment in its 49 year history.

- Denmark's **City Lift** held its 50th anniversary celebrations with 250 customers.

- UK-based **JMS Plant Hire** has opened an office in **Pinewood Studios**.

- Power Climber** has appointed **Kris Verhelst** as international business development manager.

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



"The MLC650 and MLC300 will be game changers in the crawler crane market."

Joe Vaccarello, MAXIM Crane Works

"The VPC technology is going to set a new standard in Ground Bearing Pressure standards and expectations."

Paul Belcher, Mountain Crane Service

"The VPC technology reduces ground prep, which is an immediate savings for our customers."

Rick Mikut, ALL Erection & Crane Rental Corp.

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Manitowoc

All quiet but getting bigger

The past 12 months have generally been quiet for new product launches in the heavy lift sector, which is probably still catching up from the burst of activity and new equipment and concepts unveiled in 2012/3. Despite this the general trend for crane rental companies is to increase capacity when replacing older units with more and more dipping their toes into the 500 tonne plus sector. Indeed there is a healthy market in the 750 - 1000 tonne capacity primarily driven by the wind turbine sector.

In the All Terrain market the demand has been satisfied with the launch of both the 750 tonne Liebherr LTM 1750 and Terex's long awaited AC1000.

On the crawler crane front both Liebherr and Terex (with its new Superlift 3800) are once again well represented in the 600 to 1,000 tonnes range while Manitowoc is preparing to ship its new 650 tonne MLC 650 with variable position

counterweight, which looks set to revolutionise the market. With several 3,000 tonne plus lifting machines now available, it would look like crane capacities have caught up with the increasingly heavier module sizes in the oil, petrochemical and wind turbine sectors - at least for now. The following pages cover a few recent heavy lifts that presented a range of challenges to both client and crane company alike.

C&A

heavy lifting



Manitowoc completes MLC650 testing

Manitowoc has completed maximum load testing for its new 650 tonne MLC650 crawler crane with Variable Position Counterweight (VPC) system. The maximum load moment test was carried out over one corner of the crane in order to apply the maximum level of stress through the structure.

200 tonne bridge girder

Heavy lift contractor Integrated Logistics Company used its Terex AC 1000 and AC 500-2 All Terrain cranes to complete the 200 tonne tandem lift of a bridge beam in Kuwait City.

The project includes a number of bridges and interchanges, one of which required the installation of the 56 metre long beam.



The nine axle AC 1000 was rigged with 228 tonnes of counterweight, 25.8 metres of main boom and a 250 tonne hook block working initially at a nine metre radius to raise the four metre high by two

metre wide beam- It then took its 102.2 tonne share of the load to a height of eight metres and a radius of 17 metres, at which the crane was working at less than 73 percent of its capacity.

Equipped with 160 tonnes of counterweight and 24 metres of main boom, the 500 tonne AC 500-2 began the lift at a 7.5 metre radius, taking it out to 12.5 metres - around 82 percent of its rated capacity.



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ALE in Rio shipyard

Heavy lift specialist ALE used its AL.SK190 for three lifts, including installing an accommodation module weighing 1,538 tonnes and service module of 702 tonnes onto the Petrobras P-74 FPSO (floating production, storage and offloading vessel) at its Rio de Janeiro shipyard.

The AL.SK190 has a load moment of 196,000 tonne metres and can lift up to 4,300 tonnes with a maximum boom height of almost 200 metres. For both lifts the crane was rigged with a 118.5 metre main boom and placed to reach the modules without repositioning. The three lifts were then completed over a 10 day period

"Using the AL.SK190 crane saved up to two months in downtime as our customer did not have to take the FPSO out of the dock," said ALE's sales manager Giovanni Alders. "The actual lifting time to install the two modules was reduced to two weeks and modifications on the FPSO could still go ahead whilst the crane was being assembled and disassembled."

Raising the roof



Crane companies MSG Krandienst and Wiesbauer recently supplied two new 750 tonne Liebherr LTM 1750-9.1 All Terrain cranes to install a new glass roof at the Erding thermal water world complex near Munich, Germany. The total roof structure area of 2,600 square metres was hoisted into position in two segments. The heaviest load totalled 203 tonnes including hooks and cross beams. The cranes were rigged with Y guy attachment and full counterweigh to lift the roof into position at a height of 20 metres.



Overhead crane removal

Hanover-based Fricke-Schmidbauer Schwerlast used a 400 tonne Terex CC 2400-1 crawler crane to remove two 400 tonne capacity overhead cranes from the Salzgitter Flachstahl steel mill in Germany.

The dismantled cranes comprised 10 large and 20 small components weighing between 25 and 105 tonnes at a height of 38 metres. The biggest challenge was space, with just 15 by 22 metres available for the crane to set up and work. The lifts also had to be done quickly to minimise disruption. The CC 2400-1 was rigged with a 36 metre main boom, 36 metre fly jib, 160-tonnes of main counterweight and 160 tonnes of superlift ballast, working at a radius of 34 metres.

Smaller components were lifted through a nine metre square opening in the roof, while the larger 105 tonne components had to be lifted down onto the floor where they were further dismantled and loaded onto trucks. "We had to do this with the larger components, even if the opening in the roof had been bigger, since the limited space made it impossible to slew the CC 2400-1 with its suspended Superlift counterweight," said project manager Dirk Zocher.



Euro debut for LR 13000

The European premier of the largest conventional crawler crane - the 3,000 tonne Liebherr LR 13000 owned by Mammoet - took place in the Lloyd Werft shipyard in Bremerhaven. Four, 87 metre long platform legs, each weighing 940 tonnes were installed on Van Oord's new wind turbine installation vessel, the 140 metre long Aeolus, one of the largest jack-up vessels in the world.

The LR 13000 was erected over 12 days and included the first use of its heavy duty 'P' PowerBoom. The crane was rigged with full PDB configuration, providing a hook height of 132 metres, more than enough to lift the legs well clear of their sockets.

The first lift - technically the most challenging - installed the leg through the structure of the heavy-load crane on the vessel. The LR 13000 had to lift the 940 tonne steel leg off its transport barge to a height of 125 metres to position it vertically and then slew to the installation position. With hook block and rigging, the total load was over 1,000 tonnes at a radius of 23 metres. Using deck winches the Aeolus was slowly shifted until the jack-up leg was located directly above the opening and using large pulley blocks, it was then turned into the correct position whilst being lowered before threading it into the structure.

Mammoet also designed, fabricated and delivered tailor-made top lifting tools and a tailing frame for the job, in order to ensure that the legs - which have no lifting points - could be lifted securely. In addition to the platform legs, Mammoet also installed four spudcans (huge feet under the legs each weighing 180 tonnes) by placing them onto the seabed, then positioning the vessel above them and securing the legs to the feet with the help of divers.



Submerged dragline recovery

Florida-based Crane Rental Corporation recently recovered a customer's Manitowoc 4600 dragline that had slipped off a bank into 21 metres of water. The company supplied a 450 tonne Manitowoc 2250 crawler crane with MAX-ER attachment and a 500 tonne Terex AC 500-2 for the

220 tonne tandem lift. Divers surveyed the machine before cutting the boom and mast free. In order for them to do this safely engineers had to predict the components' stored energy to ensure the divers would not be struck as the crane shifted.



Keeping it in the family

After nearly 90 years in business, Collett - one of the UK's leading heavy transport companies - is in expansion mode. The family business started by Richard Collett is now in its fourth generation with current managing director David Collett - grandson of the founder and current ESTA president - intent on growing the business and investing heavily in new equipment. Cranes & Access travelled north to find out more.

In 1928 farmer Richard Collett began a milk transport business from his farm in Sutton, near Keighley using a horse and cart. As business grew he invested in his first wagon and was employed by the Milk Marketing Board to collect milk (in churns) from the surrounding farms to be delivered to the dairies. This continued for more than 30 years until son, Richard, moved into a farm in Wainstalls, near Halifax followed by the formation of R Collett & Son, by which time the fleet had increased to 14 trucks.

In the 1970s the company expanded into general haulage and heavy transport and towards the end of the decade five grandsons - Richard, David, Lincoln, Mark and Michael - had joined the company in various roles. Today David is managing director, Richard is in charge of fleet engineering, Lincoln is technical director, Mark is operations director and Michael the company secretary. Further growth through the 1980s led to the acquisition of a new site in Keighley, with a further expansion of the heavy transport business. Both were consolidated into the current five acre site at Victoria Terminal, Halifax about 16 years



David Collett

ago. The company also expanded into heavy lifting market - with a particularly focus on wind turbines - as well as launching a consultancy business. Further premises added in 2008 included a 10 acre site in Goole which is now the heart of the marine division and earlier this year a depot in Grangemouth, providing a strategic dockside location.

Today the company employs more than 100 people and runs a fleet of 60 plus trucks and 100 trailers as well as a host of related equipment. Although there are four distinct divisions - consulting, marine, heavy lift and transportation - they operate as one company, with specific skills deployed in each division.



Transporting Tunnel Boring Machine Janice at Hastings Beach

Depending on the project they can either carry out the work on an individual basis or work together. All four add up to a 'one stop shop' for the oil and gas, power generation, heavy engineering, renewables and infrastructure markets, transporting and moving difficult loads throughout Europe and further afield.

New equipment

The recent equipment additions include, Europe's largest capacity girder bridge trailer and the biggest knuckle boom crane - a 205 tonne /metre Effer 2055. The new Scheuerle STB 550 girder bridge unit has a payload of 550 tonnes and features a 5.2 ratio/factor 6.6 between payload and deadweight as well as having flexible modular combinations.

"We have been able to carry 550 tonnes for about 15 years, but to actually put it into a designed structure to do a specific task, there is nothing bigger in Europe," says David Collett. "Latest trends indicate

that the UK is running the risk of electricity 'brown-outs' if there is a severe winter, because it is now down to the five percent safety margin on power generation. For us the power generation industry is a stable market with a demand that needs to be fulfilled."

"In connection with the STB 550's main beam, the load is placed on the top boom with brackets. However the load can also be supported with additional load suspension gear with cross beams or be coupled directly to the supporting tips without the main beam. The side girder bridge can also lower the cargo without cranes, with a vertical lift height of up to 1.65 metres. Length can be altered from 29.2 to 34.2 metres to suit the number of axle lines and the size of the load, while the loading width can be set from 3.45 up to 7.4 metres."

"At the moment no-one has built a 550 tonne transformer but with this investment we are challenging

An early Collett milk wagon



The new 550 tonne Scheuerle STB 550 girder bridge unit

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The Group



Unloading wind turbine blades at one of its marine facilities

the industry to produce larger equipment. The trailer is also modular, allowing us to adapt the specification and axle loadings to suit most European countries. Girder frame trailers are more popular in the UK than Europe primarily due their capability of moving large loads via a more advanced and developed water transport network."

The UK Highways Agency has a water first policy for loads over 150 tonnes GVW. However the lack of a viable inland water network forces most loads onto the road.

"An enormous amount of work goes into the planning and clearing of oversailed and swept path areas along the road routes when moving large loads with girder sets. For example the well-travelled high/heavy load road route from Stafford to Ellesmere Port has been well documented with all adjustments made to the road such as easily removable street furniture and kerbs that have been flattened so you can drive straight across roundabouts etc etc."

Getting the load onto the trailer is usually done by Collett, often by skidding or jacking. When these are not possible a mobile crane may be used. Collett does not own any mobile cranes, but works closely with the major crane rental companies hiring in equipment as and when it is needed. However all the staff needed for the job - from completing risk assessments and method statements to APs and banksmen - are all in-house.

Europe's biggest

Collett has however operated a fleet of loader cranes from a variety of manufacturers including Fassi and Palfinger for more than 30 years. Its latest addition, the first Effer in the fleet, dwarfs its previous largest - a 110 tonne/metre Fassi. The Effer 2055 is mounted on an 8x4 Mercedes 4155 tractor unit and is currently the largest of its kind in Europe and the biggest ever supplied by local dealer Atlas Cranes UK. The six section boom gives a maximum lift capacity of 30 tonnes at 4.51 metres and 8.55 tonnes at 15.25 metres. When folded the crane sits across the chassis, behind the cab and the rig has maximum axle loads of 16.5 tonnes and 150 tonne GVW.

"The Effer 2055 is a huge leap forward," says Collett. "This was the first crane of this capacity off the Effer production line in Bologna, Italy and it is already turning heads within the industry. We were thinking that the next step for us would be a 150 tonne/metre crane but because we wanted the biggest and this one became available we went with a 205 tonne/metre unit. It is the only sizeable crane that was mounted across the chassis rather than longitudinally which takes up the whole 8x4 tractor unit."

"It has taken 12 months to deliver the crane, since we first registered an interest and as it was the first, it was mounted at the Effer factory. Our unit does not have a front outrigger jack as the lifting duties



Collett has software to help plan tricky road movements



One of its loader cranes - a Fassi F1100XP - lifting turbine blades

we wanted are covered by the side outriggers. The advantages of this crane over a 40 to 45 tonne All Terrain are that the tractor unit can also tow a trailer and can lift the load onto the trailer itself. It is also quick to set up and fantastic in confined spaces. It gives us much more flexibility, allowing us to be fully in control of the lift and rather than having to rely on an external crane company. Having the largest loader crane just puts us in a position to carry out a wider variety of lifts - rather than it being bought for a specific contract."

ESTA developments

Collett is also the current president of ESTA, the European crane and heavy transport association, and

is also a committee member of the Heavy Transport Association.

"ESTA is sponsoring the European Crane Operator License (ECOL) - so that operators all over Europe can work throughout the region with one recognised license. Around nine countries have already signed up to adopt the license, funding is available and a qualification has been designed - no mean feat but it will allow crane operators to work unhindered throughout the European Community. The association is also working on best practice guidelines for SPMTs (Self Propelled Modular Transport units), in order to reduce the number of incidents that occur with this type of equipment," he said, "which should be available sometime in the New Year."



The new 205 tonne/metre Effer 2055

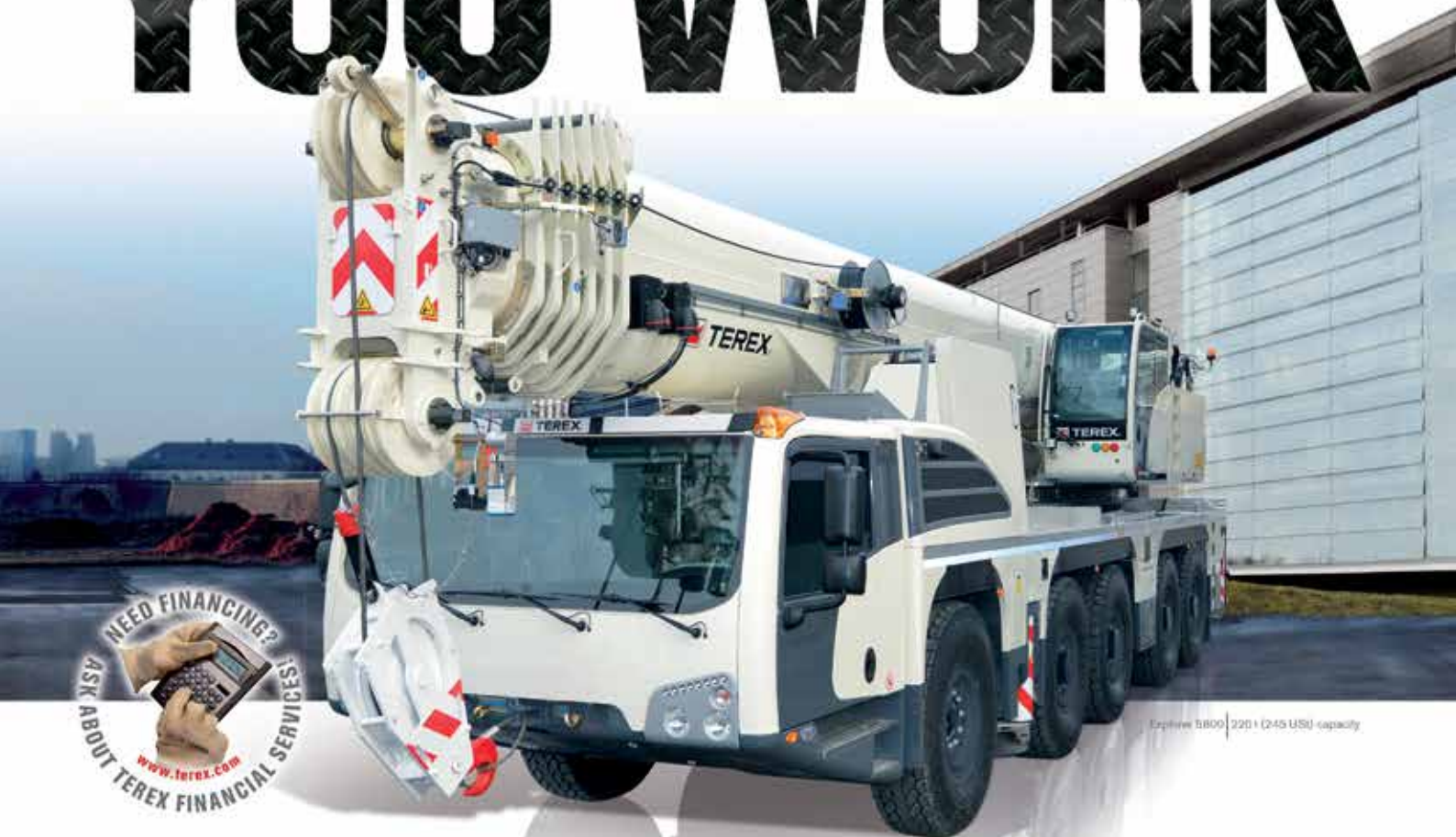


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Problem solving capability

The popular expression "It does what it says on the tin" does not apply to Apollo Cradles. True, the company began life 25 years ago as a cradle or suspended work platform/swing-stage rental company, but it has expanded in recent years to offer a wide range of temporary access solutions, including mastclimbers and bespoke solutions for challenging contracts.

Based in Barnsley, South Yorkshire, the company was founded and is run by Kevan Herbert with operations director Darren Brady - recently appointed chairman of the IPAF UK & Ireland mastclimber work group. Mark Darwin met with them to find out more...

"Apollo Cradles has a safety ethos that runs right from the top, through the company and onto site," says Herbert. "Working at height does have an inbuilt risk, but everything is done by the book, we do a lot of staff training and we always ensure the correct equipment is used. We

think we are now one of the safest companies in our sector - numbering every item of lifting equipment and each has safety calculations and thorough examination certificate - no-one else does it in as much depth as we do. We have completed thousands of contracts - including some very complicated jobs for example working at the very top of the Forth Road Bridge over live traffic - and we do everything we can to make sure people go home at the end of the day."

Scaffolding background

Herbert started out as a scaffolder, working for several companies but



Darren Brady (L) and Kevan Herbert



This work platform - used for maintenance in the old 457ft deep Number 7 ventilation shaft for the Standedge Tunnel in the Pennines - uses four electric motors and wires attached to suspension beams across the top of the shaft

primarily GKN. "My boss at the time was promoted to manager of the cradle division and being a workaholic I learnt a lot covering for him when he was away. Unfortunately the cradle division closed because it wasn't making enough money, and being in the thick of things I knew why. I was 27 at the time and although I was offered a good job running a big site I wanted to continue with cradles. I did a deal to buy some equipment from the company that purchased the GKN cradles, allowing me to start my own business which has grown into today's fleet of 400 cradles and 200 mastclimbers." "The industry continually changes and you have to be ready to embrace it. Major legislation changes in 1999 affected how we operated and more changes are coming through. We are currently looking at providing comments to some amendments to the LOLER regulations which will be

discussed at the next SAEMA (the Suspended Access Engineering and Manufacturing Association) meeting (he is a committee member)."

Apollo is one of the few companies in the sector that combines suspended platforms with mastclimbers and has the advantage of offering alternative solutions as many contracts benefit from a mixture of both in order to offer the most cost and time effective solution.

"We may go to a cradle job and say that mastclimbers are more suitable, vice versa or a mixture of both. There are even jobs where we hang cradles from mastclimbers - particularly specialist jobs when working over water such as Hunterston nuclear power station repairing the water intake jetty."

Apollo mainly works in the UK but will work further afield, and recently quoted for a few jobs in Australia, working on a cooling tower and the Sydney Harbour Bridge.

X Beams

"If we did win the work we would send our own equipment to Australia but we will have to wait and see," says Herbert. "We do sell some of our own design aluminium beams in Australia. We have registered the design of the X Beam - the strongest 750mm deep scaffold beam in the UK - and we also have a 1.5 metre deep beam. Both beams can be married to the mastclimbers to give a lifting solution for materials handling."

"The X Beam came about because we were looking to manufacturing a beam design under license, but when working on the Forth Rail Bridge about 10 years ago, the design of the approaches to the bridge looked like the ideal design for the X Beam which we then made and tested. The final product was 30 percent stronger than the beam we were planning to manufacture."

"We now market the aluminium Apollo X Beam to scaffolding companies as well as using it in



Specialist angled mastclimbers were used at Coventry University Engineering and Computing facility to allow safer working while the building with angled facades was clad

The Xscape Yorkshire building required the external elevations to be covered with cladding and sheeting. For this task, suspended cradles were chosen as the best method. Utilising the I-beam framework of the building, suspension rigs were attached and the access cradles were suspended



our own cradles and platforms. The deeper beam is only used when scaffolding needs to be integrated with large spans - up to 60 metres depending on the load - for example there are some in use at Waterloo Station, London supporting public walkways. During tests a 30 metre

span with 10 tonnes suspended in the middle, the beam deflected just 150mm and returned to its original shape when not under load. To test the shear strength we cantilevered it 15 metres and it managed eight tonnes on the end before failing."

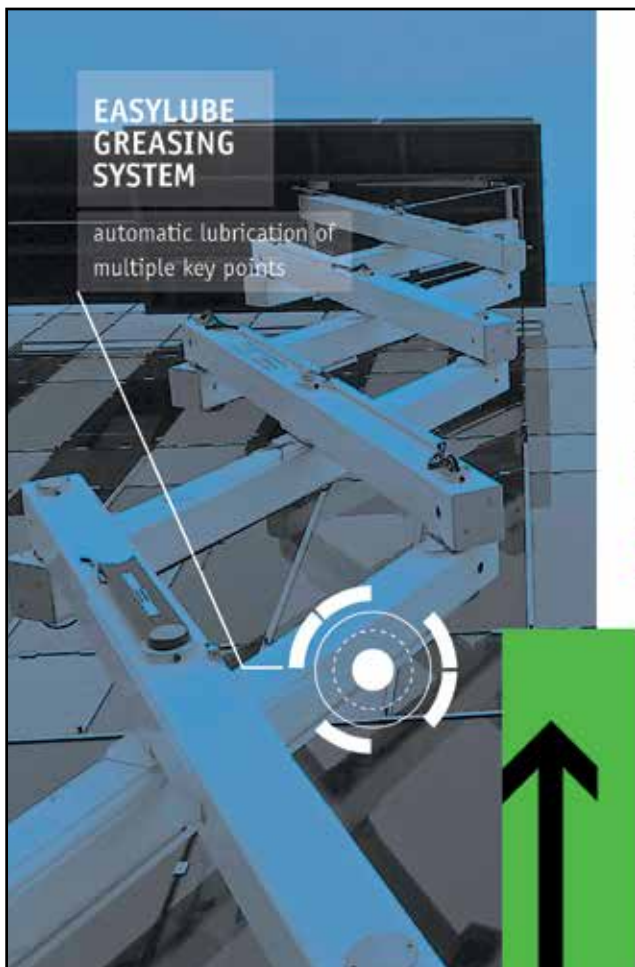
The all aluminium beams are manufactured by Apollo at its head office facility in Barnsley, where it also manufactures bespoke platforms.

X Beams are used to support full scaffold where pavements won't take the weight



The UK market

The number of mastclimbers in the UK market has dipped. In spite of this mastclimbers are growing in



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Four platforms were installed on the Erskine Bridge over the river Clyde in Scotland (two at each side). The leading platforms on each side allowed the removal of the old runway beams with the materials handling system while the two following platforms provided access for fitting new runway beams.

popularity particularly Chinese built units.

"Yes there are more Chinese made machines, but we would not purchase them for a number of reasons," says Brady. "The only item we have bought from China are counterweights, because you can't really get them wrong. Our mastclimber fleet is all Spanish-made Goian machines. The Goian products have German motors, gearboxes and racks and are made in Spain. We mainly use the GP40 model which is capable of a 35.88 metres span in twin mast format and 13.12 metres with a single mast. Even at these spans the unit has a good load capacity."

"I decided to get into mastclimbers because I had lots of cradles but was losing work to mastclimbers," says Herbert. "However the rental rates are so low that it does not make financial sense to buy new machines. So I decided to look for good quality second hand units at the right price. Overall the Goian machines are good quality and at the right price. I did look at Chinese equipment but could not make the figures work even with the Chinese prices, but also there was no guarantee of the quality."

Apollo began investing in mastclimbers during the recession, taking advantage of companies closing down and selling off equipment - particularly in Spain. The fleet was built up in batches over the last four years, the first

being 60 units, followed by 40 and then 50. There are 50 more machines waiting to arrive into the UK. Brady was brought in to run the mastclimber fleet having previously worked in the industry for 19 years.

"It has taken about five years to find the right quality, low use mastclimbers at the right price," says Herbert. "Some might say I was either brave or stupid, buying 200 mastclimbers in the depths of the recession, but I was missing out on contracts by not having them and the Goian equipment we have now is right in every aspect - the right quality, the right range and sizes, the right tie-spacing and right safe working loads to give the customer exactly what he needs at the right price. We also added a new depot a few miles from the Barnsley head office to store, maintain and run the mastclimber business. Now we have a good bunch of qualified and experienced guys who carry out the maintenance, equipment checks and thorough examinations, making sure every piece of equipment is 100 percent."

"In 2010 I wasn't too bothered with what the rest of the industry thought of our spending spree, I was thinking about customer demand. Mastclimber rates are now moving up, but still a long way off what they should be, and a lot less than they were 10 years ago. They would have to increase by 25 percent just to get back to 2007 levels. In 1995 when I started in the industry it was

Steel repairs are carried out then blasted and painted with a containment platform which moves to allow river traffic through



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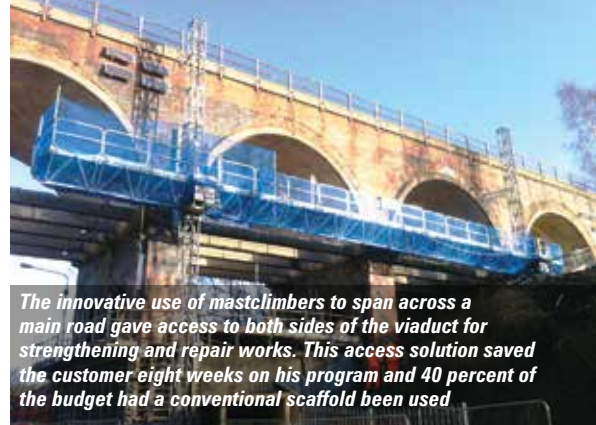
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The 14m wide X Beam platform gives access to full elevation, and into the recess for cladding repairs



A winch on the monorail system under the X Beam



The innovative use of mastclimbers to span across a main road gave access to both sides of the viaduct for strengthening and repair works. This access solution saved the customer eight weeks on his program and 40 percent of the budget had a conventional scaffold been used

normal to get £300 per week for a single mast machine, now it is more like £200."

"Competition is the main reason for the low rental rates. There is plenty of work around at the moment and many unusual projects. One of these requires the design and manufacture of special brackets to allow the machines to work on a 12 degree slope. An area that is becoming more popular is to use mastclimbers to install external cladding panels. Because we manufacture the X Beam we can provide a solution with a mast climber that is specific to us. By fitting a winch on a monorail under the beam which spans between the masts, it can move along the façade and lift in panels, removing the requirement to use a tower crane or mini crane on the roof."

Why not scaffolding?

I met with Kevan Herbert and Darren Brady at the NEC, Birmingham, adjacent to the Resort World site which is using a combination of Apollo mastclimbers and X Beams. "Resort World is a five star hotel with multi-screen cinema, shopping centre and casino with funding from Malaysia," says Brady. The main contractor is Galliford Try and we are working for Lakesmere,

"Mastclimbers are quicker to erect, they need less ties into the façade and don't need modifications," he adds. "We installed the entire material handling and access system in just four days from ground level to the top. Scaffolding would have taken three to four weeks with three times as many men. Overall mastclimbers are around 40 percent cheaper than scaffolds. Certain contractors are now looking at scaffolding as a last resort, they would rather use cradles, mastclimbers or special platforms rather than deal with the cost and hassle of using traditional tube and fitting scaffold."

"The standard platforms on this contract are 1,525mm wide and can be increased by a slide system to 2,400mm or wider with special

providing mastclimbers to install up to 400kg insulated façade cladding panels. This is where the unit comes into its own and solves manual handling issues. The roof structure prevents a small crane from working from above but the beam and monorail track allows the panels to be installed between the twin mast climber masts."

designs. Platform capacity is about 2,000kg enough capacity for runway beam with vacuum unit to lift the panels. This is the third job we have carried out using the monorail system," says Herbert. "No-one else has a system with a capacity like this. The 750mm deep beam on this job is in a box-type configuration and is rated at 500kg even though it can take five tonnes."

The future for mastclimbers

"We need to get the rental prices where they need to be," says Herbert. "Demand is beginning to outstrip supply, which will push rates up. At this point the industry needs to invest heavily in equipment, people and training. Our success is because we have people who are passionate about what they do. We currently have about 65 people and cover the UK and some work in Ireland."

"I started in 1995 as an electrician repairing mastclimbers with A-Plant starting from the ground up," adds Brady. "It was a hard but enjoyable job and we need to attract more into the sector. Many experienced people have left the mast climber industry, and those that remain are getting older. The industry needs young blood but you can't tempt the best youngsters into the business when they can get more in less demanding careers. Legislation making people liable for accidents etc.. also puts people off entering

the sector - the money is just not there for people to accept this risk."

Suspended platforms still busy

Suspended platforms are also quite busy in the UK, fuelled by the volume of work in London, although cities such as Manchester, Sheffield Liverpool and Leeds are all getting busier.

"Cradles are used mainly on maintenance contracts, rather than new builds, such as concrete repairs, painting, cladding, replacement windows. Most buildings do not have a built-in cradle support system, so the art is having equipment and personnel to do the rigging on the wide variety of roof types. The X Beam system is really good for rigging," says Herbert. "The cradles provide a bigger proportion of revenues and are a better return on investment, but mastclimbers are catching up."

"However the biggest change was the introduction of the management of the Health and Safety regulations which meant everything had to have a Method statement and Risk Assessment. In the cradle industry in 1979 you were expected to put yourself at risk - working on roofs, from ladders without harnesses or safety equipment etc. Now you have to have a handrail, proper access, skylights highlighted etc... it has made a huge difference, however I don't know of one cradle operator falling off."



Hunterston nuclear power station jetty repairs



Resort World, NEC Birmingham



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No snags for Brogan

c&a

mastclimbers

UK-based specialist access rental company Brogan group is using its new anti-snag cable device on one of its largest ever projects in North West London.

Brogan is supplying scaffolding, mastclimbers and hoists including 90 heavy, medium and light duty mastclimber drive units in 55 positions and six hoists

The company is supplying all the access requirements including scaffolding, mastclimbers and hoists to a large development in North West London including 90 heavy, medium and light duty mastclimber drive units in 55 positions, and six hoists (five single and one twin unit). The £64 million project involves the redevelopment of a retail site into 379 apartments in four, six-storey buildings, shops and a 450 space basement car park.

The main contractor was looking for a single subcontractor to cope with all the access requirements for the development with any access site issues addressed by a single site supervisor. Although a fairly straight-forward contract, space restrictions on the ground meant that some of the mastclimbers had to be mounted onto raised 'gallows brackets', while other platforms have three metre cantilever extensions.

Some of the mastclimbers were also fitted with a new 'anti-snag' cable device devised by Brogan. "With a mastclimber there is always the issue of the electrical cable to the platform motor hanging freely down to the floor, unable to be put in a cable guide," says Jim Casey, Brogan's mastclimber and hoist operations manager. "A while ago a main contractor asked us to develop a system to prevent the risk of this cable snagging - if it gets caught it can cut off the power as the mastclimber moves higher. 50 metres of cable is also heavy and can be a danger when it falls."

Brogan has designed and fabricated a simple but clever mechanical device which threads the electric cable through the monitoring box with a spring loaded pulley and micro switch which stops the machine rising further when the cable tension increases - i.e. if and when the cable becomes trapped. The system then only allows the



Some of the mastclimbers are fitted with a new 'anti-snag' cable device devised by Brogan

platform to be lowered in order to sort out the problem.

Brogan group was originally a scaffold subcontractor but has invested heavily in the latest mastclimber and hoists to

complement its existing fleet. Since the start of the year it has added 35 hoists - including a number of higher capacity goods/passenger machines to cater for growing client demand - as well as 70 mastclimbers.



Netherlands contracts for Böcker

German crane and access manufacturer Böcker has several mastclimbers working on the Amadeus building in the centre of The Hague. Its Maxi-Climber platforms are being used to install a stone facade in both the single and twin masted format. The main advantage over scaffolding is fewer anchor points, although erecting a full scaffold to a height of 51 metres would also have been much more expensive. The Böcker mastclimbers are fitted with 250kg capacity crane arms, used to lift and help fit the facade panels. The new residential and commercial complex is named Amadeus, because Wolfgang Amadeus Mozart is said to have lived there when he was a small boy. The striking building will provide 2,600 square metres of retail space and 76 apartments with underground parking.

The Böcker mastclimbers are fitted with 250kg capacity crane arms, used to lift and help fit the facade panels

Work to jump the hoists in progress. The unique design of the mast made it possible to meet the challenging conditions of the unique job site



A place in the sun

Three Alimak Scando 650 FC 32/32 II passenger and material hoists with dual hoist platforms have been used in the construction of three, 140 metre high solar receivers/boiler towers at the Ivanpah Solar Generating Facility in the Mohave Desert, California - currently the world's largest solar thermal power plant. With a payload of 3,200kg and a lift height of 140 metres the hoists provide access for both men and materials during the construction by Bechtel Power & Bechtel Equipment.

The 1.5 metre wide, 3.2 metre long, 2.3 metre high platforms can travel at 54 metres a minute and are large enough to transport site workers and palletised materials to the work height. The machines are anchored to structural steel at approximately 12 metre intervals with the mast allowed to extend 12 metres above the deck for access when the modular components were hoisted.

Ivanpah Solar Power facility covers more than 4,000 acres and will produce 390 megawatts of electricity for more than 140,000 customers, by using more than 173,500 software controlled heliostats (mirrors) that track the sun in two dimensions and reflect sunlight to the three boilers that sit on top of almost 140 metre tall towers. The high temperature steam is then piped from the boilers to a turbine where electricity is generated.



The work platforms not only needed to reach up to 30 metres, but they also needed a capacity of 5.5 tonnes on the 15 metre by 2.5 metre platform

Chernobyl access

Canadian mastclimber manufacturer Fraco has supplied two custom-made, free-standing mobile ACT-8 mastclimbers, capable of travelling at 11.9 metres a minute to work on the safe confinement shelter over the damaged nuclear reactor at Chernobyl, Ukraine. The cover is made of 25,000 tonnes of steel and measures 108 metres high, 162 metres wide and has a length of 257 metres.

The work platforms not only needed to reach up to 30 metres, but they also needed a capacity of 5.5 tonnes on the 15 metre by 2.5 metre platform. The solution was to use a twin mast concept on a heavy steel motorised base, with each mast comprising a cluster of four regular masts to provide the required rigidity to resist the torsional stress without anchors, and provide the extreme factors of safety required on site. The cover is being constructed around 600 metres away from the reactor where radiation levels are significantly lower, it will then be moved slowly into position on rails.

Fraco has supplied two custom-made, free-standing mobile ACT-8 mastclimbers, capable of travelling at 11.9 metres a minute to work on the safe confinement shelter over the damaged nuclear reactor at Chernobyl, Ukraine



De Markthal, Rotterdam

Work is currently well underway on the final phase of the Market Hall - De Markthal - project in Rotterdam. Formed in the shape of a horseshoe, the building is 70 metres wide by 120 metres long, with a 40 metre high central arch. The roof structure includes up of 228 apartments and maisonettes that will look down on the market stalls below.

Both ends feature a glass façade with a transparent cable network grid measuring 34 metres high and 42 metres wide. The façade is divided into 26 vertical and 22 horizontal cables with glass panels in between. Alimak Hek suggested the access solution for installation and tensioning the steel cables and the subsequent installation of the structural glass façade using mastclimbers. The challenge was the lack of places to anchor the equipment to the ends of the building - the first available anchor point is at 35 metres. To be able to cover the entire width of the façade, the decision was taken to put into place two, twin-masted HEK MSHF mastclimbers, alongside one another, with each mast position mounted on a large base frame. The cable network has now been installed and linked together at the intersection points. After a period allowed for settlement, a start will be made on fitting the glass panels and cementing the joints.



New Astro hoist

US-based Spider has launched a new generation Astro E2200 traction hoist for use with suspended working platforms/swing stages. With a 1,000kg capacity the hoist is aimed at heavy construction applications, industrial installation and maintenance projects particularly in elevator shafts. Safety mechanisms are integrated into the body of the hoist, eliminating the risk of omission or poor installation. Spider claims that the new hoist has the longest duty cycle in its class, while load dependent traction extends the life of the wire rope. The modular design

allows the hoist to be customised to meet the client's elevator installation needs with just a few, simple modifications of the controls, pendant or mechanical interface.

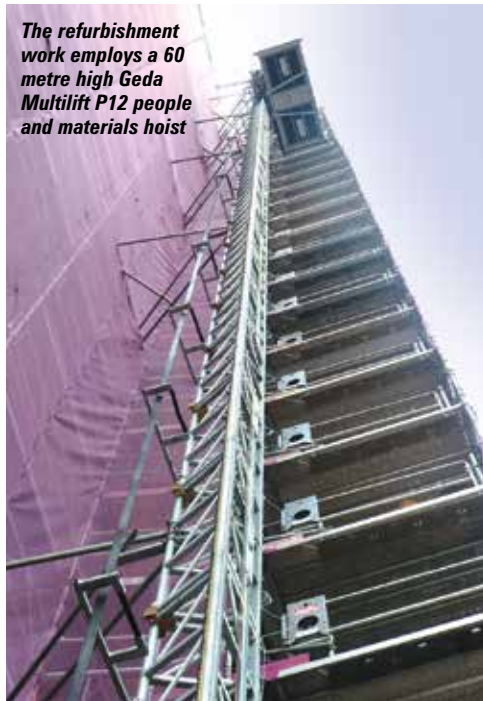
With a 1,000kg capacity the hoist is aimed at heavy construction applications, industrial installation and maintenance projects particularly in elevator shafts.



Reglazing the Lipstick

The "Lipstick" building in the heart of Gothenburg, Sweden - which was completed 25 years ago - is undergoing a facelift, with all the external glass panels being replaced.

The refurbishment work employs a 60 metre high Geda Multilift P12 people and materials hoist



C&A

mastclimbers

The distinctive red and white Lipstick building is having its external glass panels replaced

The Skanskaskrapan is a 22-floor red and white building designed by the late Ralph Erskine and is occupied by Skanska, Sweden's largest construction company. Built alongside water and with poor ground conditions, the 86 metre high building sits on 90 metre long driven piles for stability.

The refurbishment work employs a 60 metre high Geda Multilift P12 people and materials hoist, supplied by rental company Stavdal and local partner BVM. The compact, pre-installed basic Multilift unit is delivered on site as a complete unit and no base is necessary. With a lift speed of up to 40 metres a minute, the hoist can carry 1,500kg or 12 people, and its 3.2 metre long platform also provides safe transport for delicate glass elements. Despite its load capacity only a few anchors are needed with the single mast.

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Recognising the problem

This is the 10th year that Cranes & Access has highlighted the importance of using outrigger mats, cribbing and other forms of ground protection in order to reduce the likelihood of equipment overturning or sinking, especially when working on soft ground, over hidden voids such as drains, septic tanks or cellars and above poor load bearing layers.

Over the years we have stressed the importance of understanding the ground conditions when setting up lifting equipment, and how even taking the most basic steps to spread the load and properly set outriggers, could more than halve crane accidents overnight.

Thanks to the efforts of a number of people and associations - and perhaps due, in part to the regular reporting of cranes and work platforms overturning on www.vertikal.net - significant progress has been made. The use of purpose designed mats and temporary tracks are increasingly prevalent, as more companies pay serious attention to this aspect of the job. Awareness has also been raised by an increasing number of industry associations including the launch of global campaigns, such as IPAF's 'Spread the Load'. Regulatory and safety authorities have also helped with new rules coming on line and safety inspectors increasingly aware of what to look out for when on site or tragically when investigating accidents. However there are still way too

many operators, site managers and other lifting equipment users that do not take this subject seriously enough, or are just ignorant of the requirements and responsibilities they face.

A new most comprehensive guide

The latest effort to improve the knowledge in this area sees the launch later this month of the Ground Conditions Good Practice Guide - a sizeable 73 page document developed by the UK Strategic Forum for Construction, in co-operation with national associations such as the Health and Safety Executive, the CPA and CITB. For those not wishing to wade through the hefty full length version, a more manageable four-page summary is also due to be published. We have reviewed the draft publication, which covers not only the ground below a machine's outrigger jack, tracks or wheels, but also highlights the challenges of getting a heavy crane or truck mounted lift across uncertain ground to the working area.

The guide is based around a flow chart which goes through each process, such as defining the task, obtaining information on the type of ground, selecting the equipment and the load forces it imposes, to determine the suitability of the ground and the measures to be taken. Each of these steps is dealt with in separate sections within the guide.

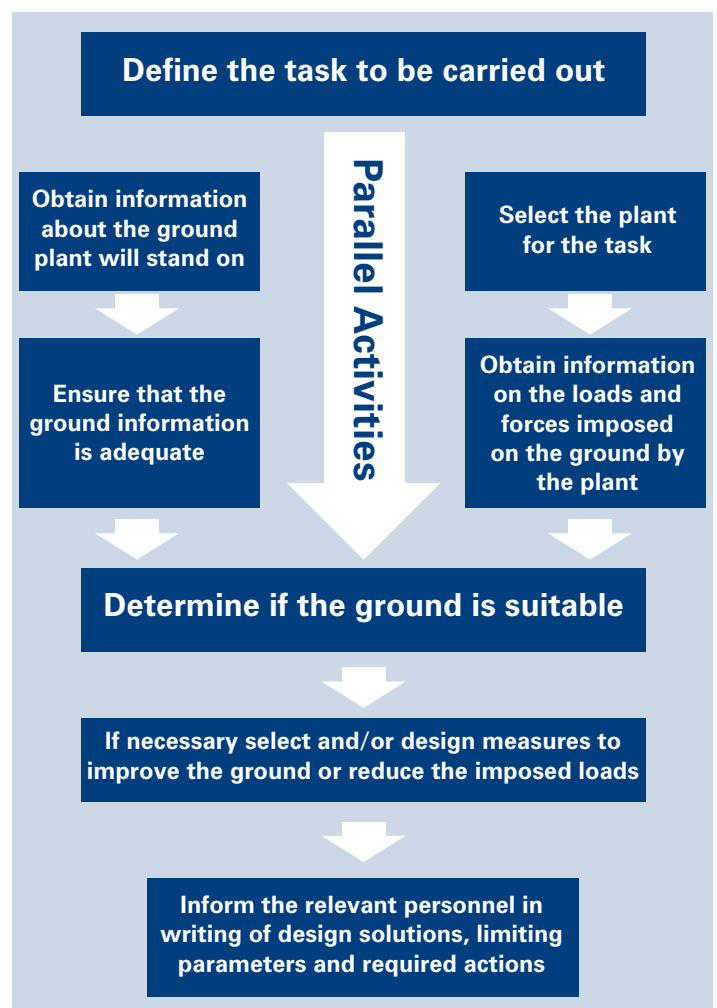
If the ground is suspect use a lighter machine or spread the load

If the ground is determined to be unsuitable for the loads that a machine applies, there are two solutions - reduce the loadings by



Understanding ground conditions is so important when setting up lifting equipment

The simplified version of the flow chart



using different equipment, or spread the load with mats or by building a concrete pad for example. This information is not new of course - it is pretty much what we and others have been saying for a long time now, but the main problem is that many customers/clients and contractors are still not fully aware that it ground conditions are ultimately their responsibility. "The main purpose of the

document is that it is not aimed at the experienced crane owner or operator, but it is for the end customer and the site management where the equipment is working, and it is they who should give the equipment operator much of the information specified in the new good practice guide, such as the maximum ground bearing pressures," says consultant engineer Tim Watson, who has



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Another problem is getting to the work position. Here a truck mounted platform and crawler crane find that the edge of the road was not as stable as initially thought



worked on this guide for more than three years. "This part is the easy bit, however the reason the guide has taken so long to produce is what to do about ground assessment. It is a very complex topic and very difficult to produce a simple document of practical use for people on site, without having to get a geotechnical engineer involved." Of course there are situations where there is particular loading or types of ground where you have to consult an expert geotechnical engineer, however the document works and is kept simple if you accept the built-in high factors of safety.

The site owner, operator or main contractor is always responsible for ground conditions

In the UK and many other jurisdictions model rental conditions place the responsibility for the ground firmly with the client, be this the operator of a large chemical plant, or the main contractor on a construction site. Even when employing a crane under contract lift terms, where the crane supplier takes care of all aspects of the lift the responsibility for the ground remains firmly with the client. The new guide basically tells the client/site operator how to manage this and gives many examples showing

the right and wrong ways of doing things.

"Generally the larger main contractors have their own temporary works co-ordinators and have the procedures in place," adds Watson. "This document is principally aimed at the middle and smaller contractors. For example, you can turn up for a lift on a housing estate, and the contractor is not the slightest bit interested in the ground, saying 'set the crane up over there and if you have pads use them' with little or no ground assessment etc... What we are trying to say to these companies is you have to assess the ground conditions and this is how you go about it."

On construction sites many contractors clearly do not understand ground condition information, with comments such as: "We had a 200 tonner with six metre pads on here last week so just do the same" and yet heavy rain, or a slightly different position, even when bringing in a much smaller 50 tonne crane, can change everything. We have reported on a number of incidents where a big crane has carried out a large number of lifts on a site without incident, and then it goes over while doing exactly the same

job. In fact regularity and repetition can easily lead to complacency, and is a good demonstration of the importance of understanding what lies underneath you when operating heavy equipment.

Another related problem is getting to the lift position - will the grass, gravel or even hard standing support a crane with 16 tonnes axle loadings, or even 10 tonnes on a big truck mount? And while the crane might have all wheel drive and large single tyres, it does not mean that it will zip across a field as a Land Rover might. With the increase in the number of wind farms in wild, often marshy areas, internal access tracks between turbines can cause a major problem for the wide base of a large crawler crane. This has been exasperated in recent years as wind farm developers have cut back on the specification and standards of internal access tracks.

A further challenge can arise well before reaching the site, travelling down rural or mountainous roads

to some of these often remote areas, with the crane or large truck mounted lift straying too close to the edge of a road that is barely wider than the vehicle. All too often this results in the machine overturning or even rolling down the side of a hill. Not only can this lead to the driver being seriously injured or worse, but the recovery from an inadequate road can be a nightmare.

Equipment to spread loads

Moving on to some of the detail found within the report:

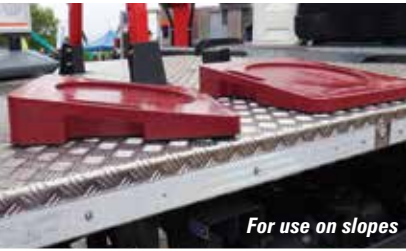
The guide contains a number of very useful annexes, for example Annex C runs through the various types of equipment currently available to spread loads and reduce ground bearing pressures, such as timber mats, trackway, proprietary systems, outrigger mats and bespoke spreader plates, giving a brief description, sizes and materials as well as pointers of what to look out for.



Be aware of hidden voids!



Various types of mats and pads



For use on slopes



Textured for extra grip



Outrigger located within the pad



Steel mat



Timber mat

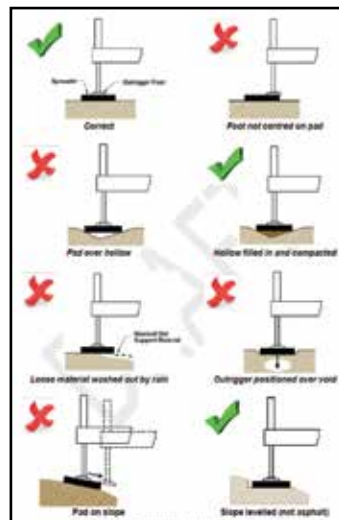


Pad with non-slip layer

For outrigger pads it offers the following:

"There are a number of proprietary outrigger pads available, made from plywood and various types of plastic such as nylon, polyethylene or polypropylene. They are supplied in a range of sizes from 800mm to 1,500mm in diameter and 400mm square to 1,200mm square in thicknesses up to 100mm. Pads carried on cranes, aerial work platforms and concrete pumps tend to be limited in area to sizes which can be manually handled."

"As these pads tend to have a smooth surface, care should be taken to ensure that outrigger feet do not slip off them in wet or icy conditions. Some pads are manufactured with a recess to locate the outrigger feet. Where pads are placed onto surfaces such as crushed concrete or other large granular material - a blinding layer may be needed to avoid point loading and pad damage."



Examples of good and bad practice.

The document also sets out graphically to demonstrate how to properly set up or use a mat and highlights the possible problems that can occur such as being off centre

causing high point loadings on the edge or the mat.

Ideally the outrigger should be set centrally on the outrigger mat which should be rigid and not deform. This ensures the load is spread evenly, and by reducing deformation of the mat it increases its capacity. When the pad is too flexible and deforms, its effectiveness is reduced. In cases of excessive bending, the pads' benefits can be reduced to the point where they do little at all to help spread the load".

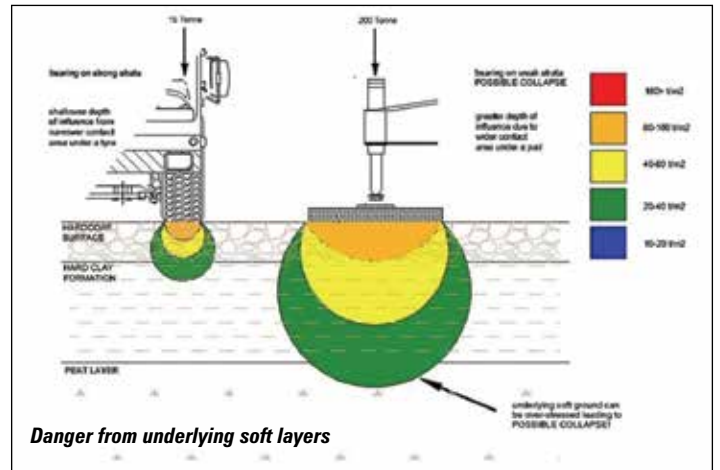
Bearing area

The Guide graphically shows the effect of a 50 tonne outrigger force applied directly onto the ground surface. The small outrigger pad area creates a high pressure leading to a very high point loading which can cause the outrigger to

might just lead to an increased risk of the ground subsiding. This argument seems counterintuitive and seems to suggest that a larger mat is not always best. But the point is that when applying heavy loads increasing the mat size correspondingly will not always do the job – you really need to know the full make-up of the ground. This will of course almost always apply to larger loadings when it is usually advisable to involve engineering experts.

Assessing mat shape and size for ground conditions and loadings

The guide also includes a simplified method for calculating the ground capacity for certain ground and outrigger mats. A table shows the shape of the pad - round, square or



Danger from underlying soft layers

punch through the ground surface, resulting in the machine overturning. A larger mat will off course result in a lower ground pressure with the load safely distributed.

One area that the guide highlights is that when using a very large or oversized mat on weak ground, the forces can be transmitted deeper into the ground than when using a smaller mat. This may cause the forces - although smaller - to travel down into a very low load bearing strata such as peat which



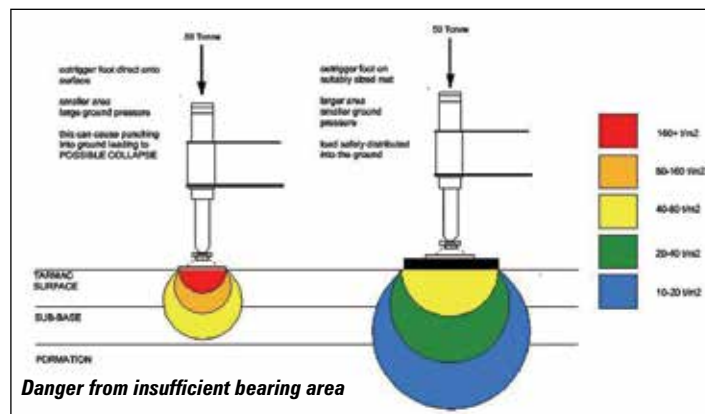
Pads should be rigid and not deform



Outriggers should be placed centrally



Beware setting up near manholes/drains!



Danger from insufficient bearing area

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Trackway can be used by all equipment on soft ground



C&A outrigger pads

rectangular - with its width/diameter and length, and then 10 different types of ground conditions from car parks/private roads to public highways, soft, firm and very stiff clay and loose, medium, dense and very dense sand/gravel, providing the safe working load for each type of ground with a given size of pad.

This is done by determining the type of ground you have by inspecting the surface and where possible carrying out a few simple tests - which are outlined in the document - or requesting the information from those likely to have the information. You then check the machine to find what the maximum outrigger load will be, and finally use the chart to select the size of mat that works with the loading and the ground conditions that are present. The chart incorporates a reasonable factor of safety as do most of the maximum outrigger or wheel loadings provided by most manufacturers.

While the guide aims to cover as many situations as possible, it cannot of course cover all eventualities and it states that a formal engineering assessment will be needed if:

- The single outrigger loads are greater than 25 tonnes
- The groundwater table is less than the width of the pad below the surface
- You have underlying soft layers, man-made structures or natural voids below the surface.
- The ground type is not listed in the chart
- You are working near a retaining wall/or top of an embankment
- Doubts exist about the ground type

There are of course other guides, devices and advice on dealing with some of these examples, but a great deal depends on the size of the equipment and the area the machine is working in. In general the larger the machine and the more confined the site the more critical the ground calculation becomes.

Useful examples

The guide has a number of useful examples to illustrate various points. Here is one which considers the use of a telehandler on site - it highlights the potential benefits but also warns that site engineers may have only tested certain areas for specific

lifting work. If this is so, it highlights the importance of fully briefing the operator and other employees on this fact.

"Where materials need to be moved around site and lifted to height a telescopic handler can perform a variety of lifting operations and be fitted with a range of attachments and remove hazards involved in repetitious manual handling and dropped material". However it adds: "The telehandler may be restricted to travelling on specified routes that have been assessed for bearing capacity and lifting only while on designated areas. Operators should be provided with information that makes clear which operations are allowed in which areas. This may need to involve briefing documents (including a plan) and reminder signage set out in working areas".

The guide also gives some real life examples of what can go wrong if an operator is not fully briefed on the limitations of a ground surface, such as the following:

"A large crawler crane was being used for the erection of wind turbines on a wind farm. Once the erection of a wind turbine was completed the crane was travelled

fully rigged to the site of the next turbine to be erected. This involved a journey of three-quarters of a mile along site roads. During the journey the edge of the road collapsed causing the crane to overturn. The crane operator had not been briefed on the importance of keeping the crane in the centre of the road and the road cross slope (camber) at the edge was greater than permitted, increasing the pressure under the track on that side".

Philip White the UK's chief inspector of construction added: "This guide will help construction personnel carrying out ground assessment to be aware of their own limitations - ground engineering can be a complex topic. It will help with planning simple operations and help site staff to work more effectively with experts. It is essential that all involved in planning equipment operations know when to stop and seek advice from a structural or geotechnical engineer."

In summary

This looks as though it will be an excellent tool to help increase awareness of how to deal professionally with ground conditions in most eventualities. While it has been written for the UK its advice and information will of course be useful in most parts of the world. So far it is the best guide we have seen in terms of being practical, without skimming too lightly over the heavier theory. We do though look forward to seeing the four page summary as this is will have the widest appeal for most routine lifts. We will update readers with how and where to obtain a copy in the next issue of the magazine.

Safe working loads for differing ground conditions and mat sizes.

Pad Shape	width/diameter B (m)	Length L (m)	Safe Working Loads (tonnes)									
			car parks & private roads	public highways	soft clay	firm clay	stiff clay	very stiff clay	loose sand/gravel	medium dense sand/gravel	dense sand/gravel	very dense sand/gravel
circle	0.3	-	2.1	4.0	0.6	1.2	2.4	3.9	0.1	0.1	0.3	0.7
	0.45	-	4.0	6.4	1.4	2.7	5.3	8.9	0.2	0.5	1.1	2.3
	0.6	-	6.4	9.5	2.5	4.7	9.4	15.7	0.5	1.1	2.6	5.4
	0.75	-	9.5	13.1	3.9	7.4	14.8	24.6	1.0	2.1	5.2	10.6
	0.9	-	13.1	17.3	5.7	10.6	21.2	25.0	1.7	3.7	8.9	18.3
	1.2	-	22.2	25.0	10.1	18.9	25.0	25.0	4.1	8.7	21.2	25.0
square	0.3	0.3	2.7	5.1	0.8	1.5	3.0	5.0	0.1	0.2	0.6	1.2
	0.45	0.45	5.1	8.2	1.8	3.4	6.8	11.3	0.4	0.8	1.9	3.9
	0.6	0.6	8.2	12.1	3.2	6.0	12.0	20.0	0.9	1.8	4.5	9.2
	0.75	0.75	12.1	16.7	5.0	9.4	18.8	25.0	1.7	3.6	8.8	18.0
	0.9	0.9	16.7	22.1	7.2	13.5	25.0	25.0	2.9	6.2	15.2	25.0
	1.2	1.2	25.0	25.0	12.8	24.1	25.0	25.0	6.9	14.7	25.0	25.0
rectangle	1.2	0.6	12.9	17.4	5.4	10.2	20.4	25.0	3.5	7.4	18.0	25.0
	2.4	1.2	25.0	25.0	21.7	25.0	25.0	25.0	25.0	25.0	25.0	25.0

- NOTES:-
1. An overall factor of safety of 3 has been applied throughout
 2. Values in italics have been restricted to the nominal maximum of 25T
 3. Generally in accordance with BS8004 with bearing capacities calculated using Brinch-Hanson as per Tomlinson
 4. For public roads the table formation is assumed to be "firm clay" and loads are taken to be dispersed at 2v:1h through a total 250mm surfacing + sub-base
 5. For car parks and private roads the formation is assumed to be "firm clay" and loads are taken to be dispersed at 2v:1h through a total 100mm surfacing + sub-base



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Tree-mendous!

The 20th International Forest Machinery Exhibition - APF 2014 - held at Ragley Estate, Alcester in Warwickshire, UK appeared even bigger than the record-breaking event of 2012. The show is the UK's largest forestry, woodland, arboricultural, trees and timber exhibition with more than £30 million and two miles of working machinery and equipment on show. More than 270 exhibitors and about 20,000 visitors were expected over the three days including a growing number of access and crane equipment manufacturers and rental companies. The weather - certainly on the first of the three days - was glorious and helped to bring out a sizeable number of visitors.

As well as the machinery, the show had many other attractions including The World 25 metre Poleclimbing Championships as well as the European Chainsaw Carving Championships - both amazing to watch.

The last day saw a unique Track vs Tree race featuring GB sprint star and European gold medallist Harry Aikines-Aryeetey running 100 metres along a specially laid Olympic standard running track against World 25 metre poleclimbing champion and

world record holder Grant Gallier climbing to the top of the 25 metre pole. It was always going to be close with Aikines-Aryeetey best 100m time of 10.08 seconds and Gallier's world record climb time a second quicker at 9.07 sec. On the day Gallier won with a time of 9.90 seconds just ahead of Aikines-Aryeetey with 10.15.

The venue for APF 2016 has yet to be decided. Here are some of the show highlights.



A busy first day in glorious sunshine



One of the highlights of the show is the 25m world poleclimbing championships with competitors completing the 'climb' (run up the pole) in about 11 seconds. Here a competitor gets ready before the start



The Overland stand



A piece of very inventive wood carving!



Affordable Access is also the CoMet distributor for the UK and was showing several machines including this platform with tipping chipper body on a 3.5 tonne chassis



Paul Davis of S E Davis & Son driving a fully working and tested 1931 Smith Rodley Two Ten crawler crane



Almost at the top!



A 1931 Smith Rodley crawler crane



The Platform Hire stand gang with a Nifty SD210 and Multitel SMX250 spider and truck mount behind



Featured in last month's Arborist feature, Watmough's Forestry was showing off its modified 2150 Unimog with TP250 chipper on the rear and fittings for a fall on the front



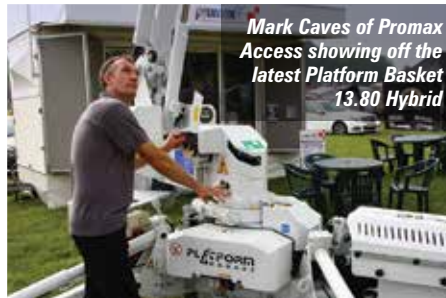
Affordable Access was showing off its new Merlo 40.26 Roto telehandler with tree pruning attachment



Multitel truck mount on 3.5 tonne chassis



Multitel SMX250



Mark Gaves of Promax Access showing off the latest Platform Basket 13.80 Hybrid



Teupens latest pads



This Isuzu 4x4 based platform from Cumberland Platforms was fitted with a Sogage A314 boom



Orange Plant was offering this used Oil&Steel 1401 Classic spider for £17,750



Pam Penny of Vertikal and Melvyn Elfe of Access Industries



Lots of log transporters and loaders were on show including this Palfinger Epsilon M120L on the Outreach stand



Another modified Unimog from EGD Services this time with an Easy Lift ETJ190 platform.



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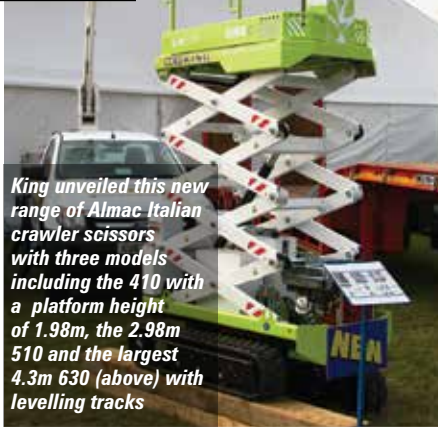
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Higher Access' Teupen 36T platform was probably the biggest at the show



King unveiled this new range of Almac Italian crawler scissors with three models including the 410 with a platform height of 1.98m, the 2.98m 510 and the largest 4.3m 630 (above) with levelling tracks



The Promax Access stand



The Teupen Leo 21GT with specifically designed 3.5 tonne GVW transport



The APS stand



An Easy R180 spider on the Sky King stand



A fully working 1931 Smith Rodley Davis



Rob Nash of Overland with one of six Toyota Hilux based platforms using the CMC ATP145 boom giving 14.5 metres working height and 7.8 metres outreach



A Ford Ranger 4x4 with GSR platform on the SkyKing stand



Shaun Day of Promax with the Reedyk C3412 Compactcrane



Access Platform Sales (APS) had a very busy stand



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Wet, cold and muddy but a great success



A wet Omme lift stand

Platformers Days - the German powered access show - returned to Hohenroda in mid-September only to be faced with torrential rain during build up resulting in a waterlogged show ground, making it impossible for some exhibitors to get their equipment onto their stands. However some hasty reorganisation - squeezing non rough terrain equipment onto hard standing areas around the site - managed to place all of the equipment within the time schedule.

The opening day remained wet and unseasonably cold, however this did not stop a record number of visitors not only attending, but also spending time on the outdoor stands, some of which were unbelievably boggy. The atmosphere was extremely positive in spite of the weather, with most exhibitors delighted with the number of visitors in a buying mood. Day two was forecast to be more of the same, but remained dry and was noticeably warmer.

In spite of the show coming only two months after Apex there were new product launches, with Ruthmann unveiling a new 28 metre

TU280 truck mounted lift destined for self-drive urban applications. Palfinger launched its new 16 metre P160 as well as showing its 26 metre 3.5 tonne telescopic - the PT260B. New self-propelled models were limited to niche suppliers, including the Almac Bibi 630 tracked scissor lift, with the ability to level on sloping ground and Hemetec's new 15 metre Helix 1508 mast boom, which is an update of the Lehmann Emu with eight metres of outreach. IPS used the show to launch its new German parts operation and finally the Bezeukom group unveiled a road rail version of the Manitou 160AJ articulated boom lift. So far the company has

obtained rail approvals for the UK and Germany and already has a substantial order book. The ART17T utilises a standard Manitou boom with hydraulic rail units back and front. Platform capacity is 400kg unrestricted while maximum drive speed using a dedicated pump and drive system is 18kph, although

regulations limit this to 12kph in the UK.

The following is a photographic overview of the event, for those wishing to see and read more check out the online review on Vertikal.net or see the review in sister magazine *Kran & Bühne*.



Skyjack, Genie, Snorkel and others were happy to be on the hard standing this year



The new Palfinger PT260B



The Vertikal stand



The IPS stand



First appearance of Magni at Platformers Days - next to Platform Basket spider lifts



Genie's two new articulated boom lifts



Omme-Germany now distributes Airo - the manufacturer's best export market



IPS launched its new German parts operation



Ruthmann's new TU 285



Across the mud to the Haulotte stand



Bezeukom unveiled a road rail version The Manitou 160AJ



The low level Hybrid Custom lifts close to the Holland Lift Giants - obliged to move due to a waterlogged stand



The Hematec Helix 1508 mast boom offers a 14.8 metre working height and eight metres of outreach



Dino and Hematic donated a trailer lift to the charity auction Wilhelm Buchtmann paid €22,500 for it. (L-R) Petri Paavolainen of Dinolift with Andreas Hänel of Hematic, Karin Nars of Dinolift with Wilhelm Buchtmann and son Maik



The Socage A314 on the Wienold stand



The inside area



The 36 metre GSR360PXJ on a 4x4 chassis struggled to cope with the mud



The Almac Bibi tracked scissors



The new 28 metre Ruthmann City Steiger TU285



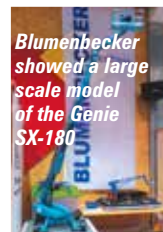
Bored? Try the JLG basketball challenge



The new Palfinger P160TX



ATN Rough Terrain lifts on the swampy demo area



Blumenbecker showed a large scale model of the Genie SX-180



One of the boggiest stands was Manitou

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Spotting the trend

In this two-part safety feature we take a look at the main causes of fatalities in the access and lifting industries and the current guidance and equipment on the market designed to reduce the number of incidents. This first instalment focuses on the access industry and begins with IPAF's accident database reports - now in their third year - to identify the trends that are beginning to emerge as these statistics gather more contributors.

Although IPAF's accident reporting database is still very much in its infancy, a collective overview of its data to date has revealed a number of recurring causes of fatal incidents. Including IPAF's recently released 2014 half-year results, there have been a total of 106 reported fatalities since the project's launch at the start of 2012.

The main causes include 31 cases of machines overturning, 30 falls from the platform, 17 cases of electrocution, 16 of entrapment, five given as resulting from mechanical/technical issues, five from impact with an aerial work platform and two cases of death from falling objects.

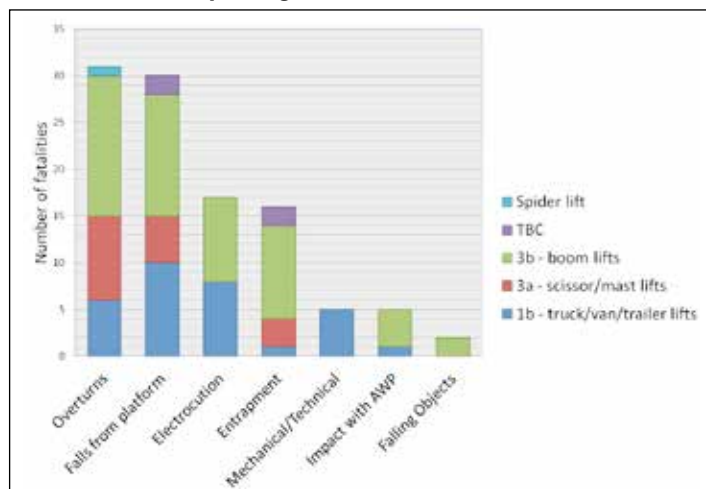
Incidents involving boom lifts accounted for more than half of the total (51 percent) while vehicle and trailer mounted lifts represented 29 percent and scissor lifts a further 16 percent. In four percent of incidents

the machine type is unknown, while there was one incident involving a spider lift.

Overturns

Topping the charts as the cause of 31 fatalities is overturning with 48 percent occurring with boom lifts, 29 percent scissors, 19 percent on truck, van or trailer lifts and one with a spider lift. It is well recorded that a good number of overturning incidents occur as a result of poor ground conditions and the failure to appreciate the pressures that an aerial lift can exert while in use. It's worth noting that a typical 60ft boom can generate a pressure in excess of 90kg per square inch and that individual wheel loadings can more than double depending on the position and angle of the boom. As a result of this ignorance a machine's outrigger jacks or wheels often sink into or break through the surface of the ground causing an overturn. Another significant cause

IPAF's accident reporting statistics to date



IPAF's demonstration at Conexpo 2011 revealed just how much pressures can vary between the wheels of a platform.

of overturning with booms and scissor lifts is when operating on slopes beyond what the machine can cope with. This is particularly true with boom lifts which until now have generally not been fitted with cut-outs on slope sensors. One of the most common causes is when a machine's retracted but elevated boom is driven on a slope and tips over backwards, landing on its counterweight and catapulting the occupants out of the basket - assuming they are not wearing a harness and lanyard of course.

Other causes of overturning relate to include incorrect set up of the outriggers, technical malfunction or more often while loading and unloading.

Available guidance

For a number of years now various companies and associations have issued guidance on ground conditions and outriggers in a bid to reduce the number of incidents. The latest to emerge is 'Ground Conditions Good Practice Guide', which has been developed by the UK Strategic Forum for Construction. For more information on the guide, which will be issued later this month, take a look at the feature on page 35.

IPAF's 'Spread the load!' campaign

also provides guidance on ground conditions and highlights the importance of carrying out a proper jobsite risk assessment prior to using any aerial device to determine if there are ground areas with uncompacted fill, below ground voids, underground services and any areas where ground stability could be compromised. Most operator manuals also stress the importance of 'walking the course' to check that there are no soft areas, obstacles, kerbs or manholes in the area that might be driven over while at height. Any such areas should be clearly cordoned off prior to work starting.

Calculating ground bearing pressures

IPAF's interactive Ready Reckoner tool can also be used to provide guidance to operators when setting up work platforms which require outriggers. Depending on the weight of the vehicle the Ready Reckoner will show the minimum size of outrigger mat to use for differing ground types. It is increasingly recognised that outriggers mats/spreader plates should always be used under the outrigger feet, irrespective of the ground conditions, in order to reduce ground bearing pressures and build in an addition margin of safety.



IPAF's handy Ready Reckoner.

IPAF technical and safety executive Chris Wraith, said: "A significant problem is that manufacturers currently use a variety of different units for measuring relative bearing pressures. The IPAF conversion tool makes it clear and simple for operators looking for ready guidance. The campaign message is straightforward - always do a risk assessment and check ground conditions. Know the weight of your machine and be aware of its maximum point loadings and ground load-bearing capacities."

Another convenient and practical tool on the market which can determine the pressure ground can safely take is Bronto's handheld ground tester the 'Loadman'. Although not exactly cheap, the portable falling weight deflectometer measures the ground density/strength and provides a specific bearing pressure that the surface can support which can be then used to select the right size of mat or spreader plate.

To help reduce ground pressures there are now a very wide range of mats in timber, aluminium, steel and a variety of composite materials in

a wide range of sizes and shapes, including several innovative modular systems. For wheeled or tracked machines there are an increasing number of proprietary trackway systems, timbers and bespoke spreader plates all readily available for hire or purchase, so there really is no excuse to take an unnecessary risk which could add to the fatal accident statistics.

Falls from height

With 30 recorded fatalities since 2012, falls from aerial work platforms are the second most common cause of death. Of these 43 percent occurred with boom lifts, 33 percent using truck, van or trailer lifts and 17 percent from scissors.

Excluding scissor lifts for a moment, what jumps out of this statistic is that in more than 75 percent of the recorded fatal incidents the use of a full body harness and a short restraint lanyard could have prevented the fatality – it is that simple! Although there is some debate over which lanyard and harness is most suitable (often down to personal preference), ultimately using any system is better than not using one at all. All too often the accident reports on www.vertical.net involving fatal falls from the platform highlight the fact that a harness was not used. As there is no risk of a catapult effect in a scissor it is likely that fatalities from falls can be attributed to climbing on the rails and overreaching. This is often the result of using the wrong machine for the job - in other words a lack of planning.



Electrocution

The electrocution of operatives while working from an aerial work platform is the third highest cause of fatalities with 17 cases. It is worth noting that all but one of them occurred in the USA where high voltage overhead power lines are far more prevalent in urban areas than in Europe. In spite of the statistics, incidents involving live overhead power lines are not as uncommon in



Europe as you might think occurring most often among those working on trees or telephone cables that are in close proximity to power lines, although they tend to carry lower power levels than in North America. At Conexpo earlier this year, IPAF highlighted its recommendation that operators should maintain a distance of 15 metres plus the length of a fully extended boom from electrical pylons and nine metres plus the length of a fully extended boom from lines on wooden poles. It is possible to work closer to power lines but only after seeking advice from the power supplier and implementing additional safety precautions.

Through proper planning, risk assessment and management of the work at height, electrocutions can be prevented. The use of machines with insulated platforms/buckets and earthing equipment can help reduce the risks when working on trees or communication lines. Devices such as conductor height measurers and overhead voltage detectors/proximity warning alarms (see Innovations page) can also alert operators to any unexpected dangers. In the past these devices were said to be unreliable, and while this is no longer the case, their costs might act as a deterrent. However, if more companies specified these devices when there is a risk of getting too close to power lines the cost of the devices would plummet.

Entrapment

To date there has been a total of 16 fatal incidents of entrapment recorded - interestingly only one of which occurred in the UK. 63 percent of all entrapment fatalities involved boom lifts, 19 percent scissor lifts and six percent on truck, van or trailer mounts. A good deal has already been said and done about secondary guarding systems in the UK in recent years and

recently the HSE has addressed this in great depth with guides, advice and recommendations.

Entrapment occurs by inadvertently driving, telescoping, elevating or slewing into an overhead obstruction, which can then pin the operator to the controls preventing him from reversing the control function resulting in a crushing fatality. Incidents can also occur from unexpected boom movements. For example, driving a 26 metre lift with the extended boom elevated at 45 degrees over a 100mm rise in the ground causes the platform to rise more than a metre in just over a second.

The following is a selection of secondary guarding systems currently on the market:

Blue Sky SkySiren (Genie OPA)

Pros: When the horizontal pressure switch is triggered the boom lift's functions stop and an audible and visual alarm is activated.

Cons: Manufacturer's approval might be needed and it does not provide adequate safety from sudden contact from above.

Availability: Retrofit to most boom lifts.

ACTIV'Shield Bar



(Haulotte)

Pros: Alerts operators of potential entrapment while its 'Safety Gap' protects the operator from full entrapment. Once triggered visual



and audible alarm sounds and only reverse/lowering movements are permitted.

Cons: Does not provide adequate safety from sudden contact from above.

Availability: Optional, also retrofitable to Haulotte machines dating back to 2008 (older units on a case by case basis).

Sanctuary Zone



Pros: A solid steel frame mounted on either end of the platform prevents overhead crushing injuries from occurring, approved by most manufacturers.

Cons: Slightly reduces platform capacity and increases the height of the basket which could be an issue in tight areas.

Availability: Retrofit only

OPS (Genie)

Pros: The tubular steel structure prevents overhead crushing injuries. It can also be used in conjunction with its OPA system.

Cons: Slightly reduces platform capacity and increases the height of the basket.

Availability: Designed to be bolted to platforms and can be retrofitted in under an hour.



SiOPs (Niftylift)

Pros: Functions stop when the operator is forced onto the controls and requires its dead-man foot pedal to reset the device, allowing the operator to reposition the platform. Has no effect on the platform size - completely built in.

Cons: Does not provide protection from sudden contact from above.

Availability: Standard for HR models over 15 metres.



SkyGuard (JLG)

Pros: Fitted above the control panel, when triggered it stops all functions and automatically reverses the last function used. In extreme cases the sensor bar breaks away to provide additional space.

Cons: Limited protection from sudden contact from above.

Availability: Optional for most diesel/gas powered JLG boom lifts manufactured after 2004.



Skyjack SG-M

Pros: A lightweight protective steel structure prevents overhead crushing injuries.



Cons: Platform capacity is slightly reduced and increases the height of the basket.

Availability: Optional (retrofit possible) on all booms.

Skyjack SG-E



Pros: When the horizontal sensor bar is triggered it stops all functions and initiates a siren and flashing beacon.

Cons: It does not provide adequate safety from sudden contact from above.

Availability: Optional (can be retrofitted to all post 2006 booms).

IPAF, along with most industry experts, agree that no single solution can prevent overhead

crushing incidents from occurring and that each system offers different benefits depending on the specific risk assessment. Ultimately, prevention requires good operator training and awareness, proper planning of work at height and good aerial lift management on site.

Mechanical impact

Five fatalities were each put down to both mechanical/technical problems and impacts with aerial work platforms. While there is very little that can be done with mechanical/technical fatalities, which are generally very rare, there are countless systems on the market which can prevent people coming into contact with machines. These include both visual and audible systems to alert pedestrians, radar, camera and 360 degree detection systems to alert operators, and even systems that can differentiate between obstacles and pedestrians. Once again though there is no real substitute for training and awareness of the operator and proper planning of the work and good site management.

Falling objects

Last to feature - with two recorded fatalities - is falling objects which can be prevented with enough care, attention and planning. In a recent example of this UK window sealant company CD Sealants carried out work on an apartment block on a busy street in Nottingham.



Sufficient traffic management was provided to protect pedestrians of any falling objects

The company not only closed a lane of the road to create a walkway diverting pedestrians away from the platform, but it also made use of Big Astor's Genius pedestrian tunnels and wrapped its platform basket in scaffold webbing. A spotter was also employed below to ensure that pedestrians kept out of harm's way.

Worth a mention

The loading and unloading of aerial work platforms by delivery drivers represents around a third of the incidents recorded (not necessarily fatal) and include most categories of incidents listed. Many companies are not focusing enough of their efforts on this aspect of their business.

To conclude

Virtually all of the incidents that have been reported to IPAF's accident database are preventable and are highlighted in most operator training programmes. Incidents occur when operators or site managers fail to follow good practice, when they cut corners, when they fail to plan or when they ignore their training etc... Operators should be aware that it is the same type of incidents that keep reoccurring and to be extra vigilant.



One third of all the incidents recorded by rental companies involved delivery drivers



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All training centres above offer IPAF/PASMA approved and audited courses. European directives require that all staff are fully and adequately trained in the safe use of the equipment they operate.

\$130,000 fine for telehandler fatality

New Zealand concrete company, Busck Prestressed Concrete, has been fined \$70,000 plus costs of \$60,000, following a fatal incident involving a telehandler and an untrained operator.

Anthony Wells was working in the yard of the company's factory in Christchurch in February, 2013, during the early hours of the morning, when he was hit by a telehandler and pronounced dead at the scene. Not only was the operator a trainee with no formal qualifications, but an inspection of the telehandler revealed that its headlights, front indicators, brake lights, front hazard lights and horn were not working. Its right wing mirror was also missing. Despite this, the operator had failed to turn the field lights on, which meant the only light coming from the vehicle

was the flashing beacon on the roof. In addition, four of the five lights in the yard were broken, with the remaining one facing towards the building rather than the yard.

Keith Stewart, WorkSafe New Zealand's chief investigator, said: "The catalogue of safety issues identified with the telehandler is completely unacceptable. The driver should also have been given proper training and supervision. Sadly, given the state of the telehandler and the poor lighting in the factory yard, Mr Wells' death was a tragedy waiting to happen."

Scaffold company owner jailed

Mark Hayes, owner of Eltham-based WSS Scaffolding, has been jailed for 15 months after an employee fell 14 metres to his death.

Grant Dunmall, 25, was working from a tower scaffold outside a house in Notting Hill, London, when he fell, sustaining fatal injuries. Hayes was responsible for the tower and an investigation found that he had failed to properly plan, supervise or carry out the work in a safe manner. Edge protection was also missing, and Dunmall was not provided with any other means such as a fall arrest harness, to prevent or mitigate a fall. Hayes was previously fined £12,000 plus costs of £5,601 for twice failing to provide legally-required documents relating to the investigation.

HSE inspector Jack Wilby, said: "Our investigation into this tragic death was delayed for several months because of Mark Hayes' total lack of co-operation in supporting our work. His wilful obstruction only served to accentuate the fact that his systems and procedures for safely managing work at height were sorely lacking, and fell short of the standards expected from a competent scaffolder. The bottom line here is that Mr Dunmall was killed in a fall that could have been avoided."



The scaffold in which Grant Dunmall fell from



Amy Harris, Georgia Thorley, Marisa Barker, Maria Bloor, Danielle Cooper, Katie Vodicka, Daisy Coombes, Elizabeth Feeley and Abigail Hodgson

Girl power reigns at JCB

A record number of nine young women have started apprenticeships at JCB, doubling last year's intake.

They have been recruited as part of the company's Young Talent initiative which attracted more than 1,000 applications. Since its introduction three years ago the programme has seen almost 350 young people join the business. This year also marks the 50th anniversary of the launch of JCB's first apprenticeship programme - in which every recruit was male.

Owner faces prison and \$1 million fine

David Wolfe, owner of property developer Three Frogs, could face up to six years in prison and fines of over a \$1 million after an employee died when he fell from a boom lift last November. The company has already been fined \$92,000.

Joshua Pudsey, 42, was trimming tree limbs from an 80ft articulated boom lift in La Mesa, California, when a tree limb struck it, throwing him to the ground. Neither Pudsey nor the other Three Frogs employees had experience or training to cut down large trees - a legal requirement for all trees exceeding five metres. Neither had the employees been trained to operate the boom lift and no harnesses/



The scene in La Mesa last November

lanyards had been provided. Cal/OSHA chief, Juliann Sum, said: "When safety takes a backseat to the bottom line, tragedies such as this will result. Companies that cut corners by not abiding by workplace safety regulations put their employees at risk."

Who trained him then?

Spotted on a busy street in Kiev, Ukraine, a man standing on the rails of a dilapidated truck mounted lift painting the underside of a bridge with no harness or lanyard. Very little effort had been made for traffic management and no outrigger mats had been used.



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Half-year accident data released

There were 23 fatalities worldwide involving aerial work platforms in the first half of 2014, according to IPAF's accident database.

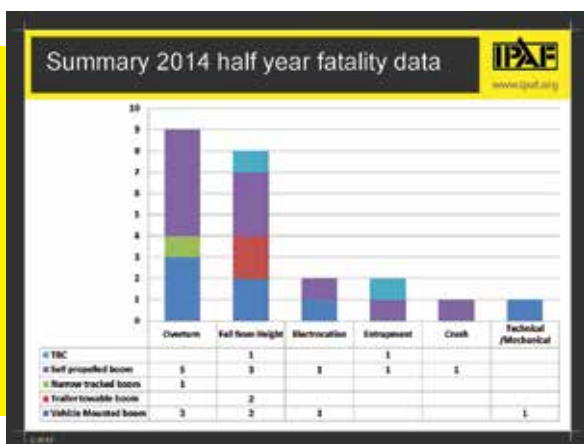
The cause of these fatalities included nine overturning incidents, eight falls from height, three entrapment (one of which involved a person on the ground being crushed between the base of a lift and another structure), two electrocutions, and one listed as technical/mechanical.

11 of the fatalities involved self-propelled boom lifts (3b), 10 involved scissor lifts (1b) and in two cases the machine type has yet to be confirmed. Of these fatalities, 13 occurred in the USA, with two in Germany, and one each in Australia, Austria, Colombia, Malaysia, Singapore, South Africa, Spain and the UK.

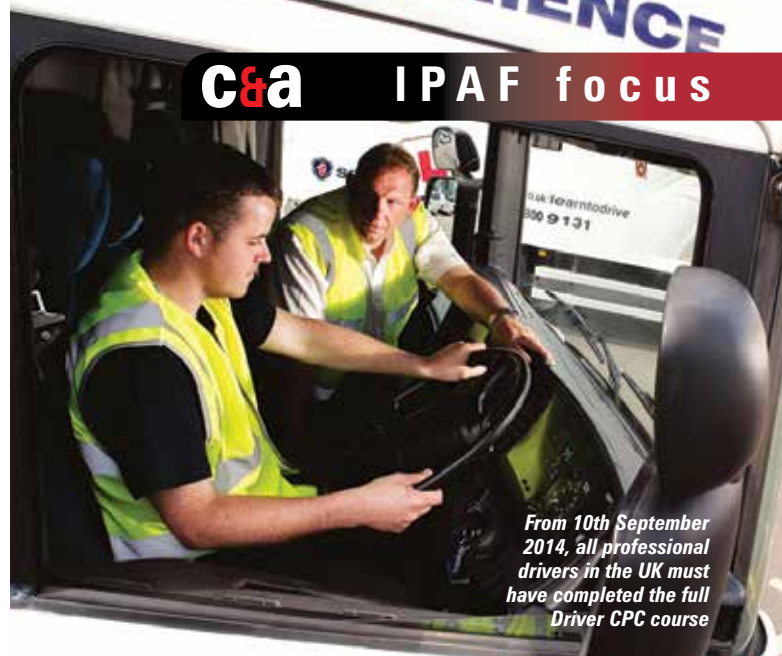
IPAF technical and safety executive Chris Wraith, said: "More companies are participating in the accident reporting project, which is generating more data in its third year, but it is still too early to draw comparisons. This is a groundbreaking research programme by the powered access industry designed to improve safety worldwide. Preliminary findings from the accident reporting project have provided a rich source for improving IPAF's training programmes and safety initiatives, for example, with regards to the safe loading and unloading of machines, and managing electrocution risks when working near power lines."

IPAF chief executive Tim Whiteman, added: "Accidents do occur, but we should keep in perspective that with over one million rental units worldwide, aerial work platforms are one of the safest ways to do temporary work at height and IPAF's accident reporting project is designed to make a safe industry even safer."

All manufacturers, rental companies, contractors and users are encouraged to report any known fatal and serious accidents involving aerial work platforms and mast climbers on the IPAF accident database. The project is open to IPAF members and non-members, and includes an option for anonymous reporting. To register and to report an accident, go to: www.ipaf.org/accident.



The main causes of fatalities in the first half of 2014.



From 10th September 2014, all professional drivers in the UK must have completed the full Driver CPC course

Driver CPC requirements in force

IPAF member companies should be aware that from 10th September 2014, all professional drivers in the UK must have completed the full 35-hour Driver CPC course in order to be legally qualified to carry out any driving duties. The European Union directive has set a 2016 deadline for full compliance, however different EU countries may set different national deadlines.

The Drivers' Certificate of Professional Competence (CPC) implements the European Directive 2003/59/EC, which is designed to improve the knowledge and skills of professional large goods vehicle and bus/coach drivers.

There are two parts to the certification:

- New drivers must achieve the initial qualification along with their driving licence in order to operate professionally.
- All professional drivers must undertake periodic training of 35 hours every five years.

The Driver CPC applies to all professional drivers of trucks over 3.5 tonnes, buses, coaches and minibuses, and this includes users

of truck and van-mounted platforms over 3.5 tonnes.

IPAF members are advised to ensure that their drivers have adequate training and that they renew their Driver CPC qualification every five years. Several IPAF-approved training centres have registered some of the IPAF courses, such as the loading/unloading course, the operator course and the demonstrator course, as part of the accredited training which can count towards the CPC requirements.

IPAF members wishing to have more information should contact the IPAF training operations coordinator: susan.foster@ipaf.org, or the IPAF technical & safety executive: chris.wraith@ipaf.org.

TÜV confirms IPAF compliance

Audits performed by TÜV have confirmed that IPAF continues to comply with ISO 18878 mobile elevating work platforms – operator (driver) training and ISO 9001 quality management systems.

IPAF fulfilled all requirements of the ISO 18878 training standard with no non-conformities were found. The audits were performed in early September at the IPAF head office in the UK. TÜV also confirmed that IPAF continues to comply with the ISO 9001 quality

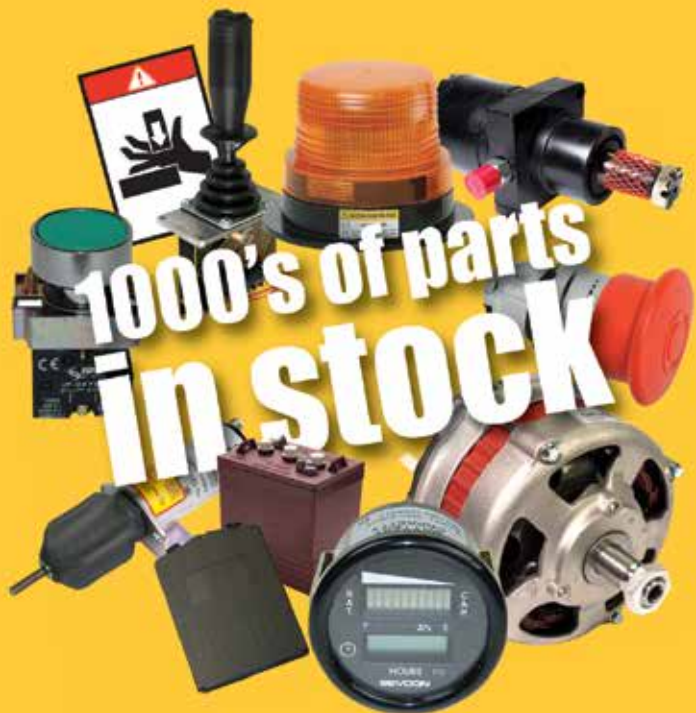
management standard with no non-conformities found.

The report said: "The organisation maintains documented and effective procedures governing the handling of information, data analyses, improvement actions and responses to customer feedback.

The company receives very low levels of complaints... Management reviews the quality management system at regular intervals and in line with the requirements to ensure its continuous suitability, adequacy and effectiveness."



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ALLMI's case studies look to help others to learn from past incidents

ALLMI Case Studies

ALLMI members and training providers have recently been issued with the first edition of a new periodic bulletin series entitled 'Case Studies'. The bulletin provides anonymous, abbreviated case studies of real accidents and incidents, with the intention of helping others to learn from the issues which arose and the solutions which were subsequently implemented.

ALLMI technical director, Alan Johnson, said: "The document has been very well received and we believe that the open, enlightened and proactive approach of the companies that have contributed is to be applauded. We would encourage all industry stakeholders to share information with ALLMI for this purpose, should they have first-hand knowledge of any accident or incident."

FORS/CLOCS presentation

ALLMI will shortly hold its second meeting this year for members of the association's fleet owner division - the Operators' Forum.

Scheduled for 19th November in Coventry, members will be provided with updates on a range of topical industry issues, as well as numerous projects currently being dealt with by the association. In addition, Hannah White of Transport for London will deliver a presentation on the Fleet Operator Recognition Scheme (FORS) and Construction Logistics and Cyclist Safety (CLOCS), looking at the aims of the initiatives and how they tie together.

Operators' Forum chairman Steve Frazer-Brown, said: "Operators' Forum meetings always provide a great opportunity to facilitate valuable discussion and debate, and the presentation by TFL should add to this significantly, as the FORS and CLOCS initiatives affect a considerable number of ALLMI fleet owner members."

Should you wish to attend the meeting as a guest, please contact ALLMI's main office on 0844 858 4334, or email: enquiries@allmi.com.

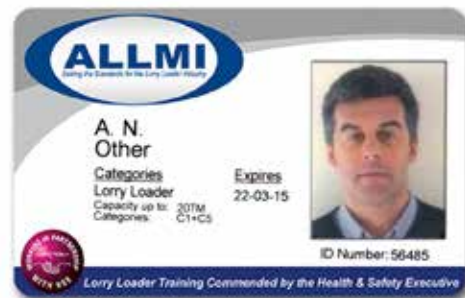


Hannah White
of Transport
for London



Record year for ALLMI training

It has been another record year for the lorry loader industry's most recognised operator training programme. Following a substantial increase in training registrations throughout 2013, ALLMI training providers posted an 18 percent rise in demand during the current financial year.



ALLMI's operator training programme has achieved another record year.

ALLMI chief executive, Tom Wakefield said: "Last year was a big success for the ALLMI scheme, so we are delighted to take yet another significant step forward in terms of further establishing ALLMI as the UK's leading operator course for lorry loaders. We are finding that companies and sites are actively looking for operators holding the ALLMI card, as they recognise the quality of the training and assessment involved in obtaining accreditation."

ALLMI chairman, Mark Rigby, added: "ALLMI delivers the only lorry loader programme which is written by the industry, for the industry. The credibility and recognition of the scheme is a testament to the efforts and expertise of the numerous members and training providers involved in its continual development via our various working groups and committees. This industry focus and knowledge results in course content of the highest possible standard which, combined with the provision of ongoing specialist technical support for all instructors and operators carrying the ALLMI card, leads to an abundance of commercial and safety related benefits, as well as peace of mind, for employers with ALLMI accredited staff."

ALLMI operator training is the only lorry loader scheme to have received the Health & Safety Executive's (HSE) "Working in Partnership" commendation (when these were awarded) and to be recognised by the UK Contractors Group (UKCG), as well as being fully compliant with the requirements of BS7121 Part 4. ALLMI also provides specialist training courses for all other members of the lorry loader lifting team, in addition to engineers, instructors and managers. For details of all courses, please contact ALLMI or visit the training section of: www.allmi.com

Revision to BS7121 - Parts 1 & 3

BSI working group, MHE/003/11 - Crane Safety & Testing, recently commenced work on the remaining revisions to key parts of the 'BS7121- Safe Use of Cranes' series.

Alan Johnson, ALLMI's technical director and representative on the working group, said: "The major sections still to be reviewed are Part 1 (general) and Part 3 (mobile cranes). Because the lorry loader section (BS7121 Part 4:2010) is one of the more recently revised parts of the series and one for which ALLMI was a significant contributor, we feel our involvement in the remaining revisions will offer a great deal in terms of the feedback we can provide, partly from drawing upon our own experiences, but also that arising from the evolved, progressive thinking in the lorry loader industry since the implementation of Part 4."

He added: "We're currently at an early stage of the process and the next meeting in December will see the development of a more streamlined and focused document, which is provisionally scheduled for release at some point during late Q1 or Q2 of 2015."

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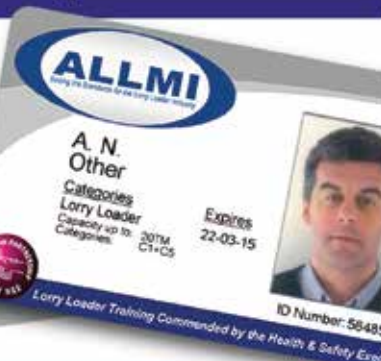


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PASMA Tower Week takes to the road

Now in its third year, PASMA Tower Week will take place between the 10th and 14th of November. As in previous years, the aim is to promote the safe and efficient use of mobile access towers in the construction market, as well as other industry sectors, and to encourage overall height safety in general.

Campaign coordinator Lynn Reid, said: "Tower Week harnesses all the resources of the association and the collective experience and expertise of its members to deliver a



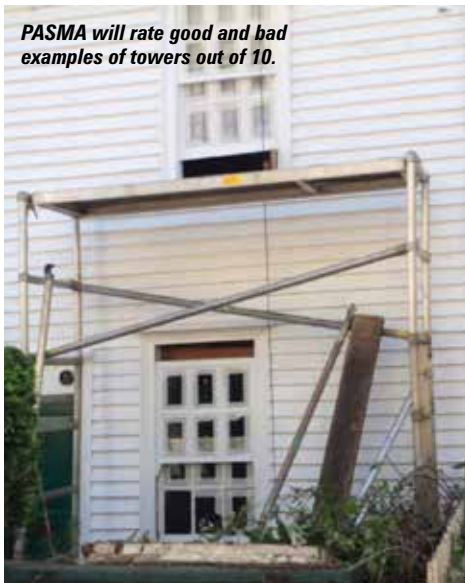
memorable five days that is focused entirely on keeping people safe. We have tried hard to plan an event that includes something for everyone involved in working at height."

For more information visit: <http://towerweek.pasma.org.uk/>

Tragically terrible or truly terrific towers?

Everywhere you look there are some great examples of access towers being used safely and productively.

Unfortunately, there are also too many instances of poor practice, where towers have not been properly assembled and checked, or where they fail to comply with the requirements of European tower standard EN 1004. As part of Tower Week, 'Tragically Terrible or Truly Terrific Towers?' will encourage people to send in images of towers - both good and bad - and PASMA will score them out of 10, accompanied by an explanation. Images are



currently being accepted and should be sent to: lynn.reid@pasma.co.uk.

Take the Tower Test!

So you think you know about mobile access towers? PASMA is asking people to prove it by taking the online Tower Test. Based on some of the issues uncovered by the Health & Safety Executive's annual Safer Sites initiative, the test only takes five minutes to complete and can be found at: <http://towerweek.pasma.org.uk/>



Blanter's epic journey

This year, PASMA chairman, Chris Blanter has volunteered to travel the country making contact with every main PASMA training centre for charity. Fortunately he won't be alone as Pudsey Bear will be keeping him company. Having successfully completed the Towers for Users training course in advance, Pudsey Bear will also be climbing a tower at every venue.

Pudsey Bear will be joining Chris Blanter as he visits PASMA training centres throughout the UK for charity.



Chris Blanter

Reid said: "Children in Need protects children while they are growing up. PASMA keeps them safe when they become adults and enter the workplace. We both go that extra mile to protect life by doing great work, which is why we are supporting this year's Children in Need appeal through Tower Week. Chris Blanter will certainly be going that extra mile!"

If anyone is looking to donate, a Just Giving page has been set up and can be found at: <http://towerweek.pasma.org.uk/>

Not on your life!

PASMA's Not on your life! poster

One of the principal themes of this year's PASMA Tower Week will be the association's 'Not on your life!' campaign that highlights the importance of only using towers that comply with European standard EN 1004.

Pasma's Lynn Reid said: "Using safe equipment designed and manufactured to the correct standards can prevent many of the issues that repeatedly come up. Simply using an EN 1004 compliant tower can make all the difference when it comes to safety. PASMA Tower Week will emphasize this vital point."



Leaflets and posters will be available throughout Tower Week in support of the campaign.



If you want your tower case study to appear on this page, please contact michael.fern@pasma.co.uk for details.

Overhead power line detector

UK electronics manufacturer Transport Support has launched a high voltage detection system - HVDS - which is suitable for most types of vehicles. The HVDA uses a cab-mounted detection antenna and an in-cab audio/visual warning unit to alert operators of the presence of any overhead power lines. The antenna is more durable and receptive than previous models and can be programmed to detect power lines up to 100 metres away. If a line is detected a high pitched warning tone is sounded and a red LED light will flash.

An external all weather detection system is also available for mounting on the exterior of a vehicle.

Fully waterproofed to IP68 it weighs 15.5kg and can operate in temperatures of minus five to 55 degrees centigrade. Both systems have a mute function.

TS' in-cab audio/visual warning unit.



Comatra's telehandler pressure system

Comatra's TMPS tyre pressure monitoring system has been designed for radial tyres fitted to telehandlers. It addresses telehandler manufacturer's claims that even five percent under-inflation can reduce lifting capacity/stability by 30 percent.

The real time wireless tyre pressure monitoring system fits the universal ETRTO V5.01.1 - TR618A rim hole and is mounted behind the tyre rim where it is safe from dirt and other

corrosive or hazardous materials which valve cap-end mounted sensors are often subject to. Measuring pressures between 0.4 bar and seven bar, an audio/visual alarm will sound from the in-cab display if the pressure changes by more than 10 percent or if the temperature exceeds 80 degrees centigrade. Powered by the vehicle's 12-24V power socket, cold operating pressure can be programmed as well as different pressures for each axle.

Comatra's TMPS system designed for radial tyres used by telehandlers.



Vertex's UAV drones can provide an aerial inspection without the need for aerial work platforms

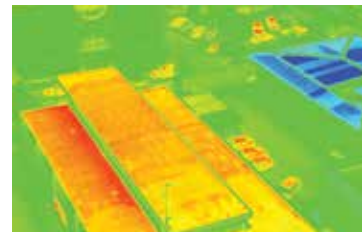
Unmanned aerial inspection

Vertex Access has developed a series of unmanned aerial vehicles (UAV) or drones, which can be used to carry out aerial inspections. The remote controlled drone is able to manoeuvre close to buildings and into awkward or dangerous positions, while various camera attachments provide high definition images or video without the need for using an aerial work platform.

The drone itself has eight propellers and an on-board flight controller with GPS and accelerometer technology to ensure a steady, horizontal flight position. Powered by electric motors which run off lithium polymer batteries, an average flight can last approximately 15 to 20 minutes.

Interchangeable cameras and attachments can be used, for example a customized Sony NEX 7 with a 24 megapixel APS-C CMOS sensor can shoot high-definition video, while a 16 megapixel Lumix DMC-TZ61 fitted with a FLIR Tau 2 640 infrared sensor can take simultaneous infrared and true colour images which can also be geo-referenced. It also has software to generate photos taken from the air looking directly down, into a 3D model, which can be used for land surveys or volumetric analysis.

Sam Johnson of Vertex, said: "Utilising UAV technology for inspection and surveying sits incredibly well with the HSE hierarchy of working at height, which states that if at all possible, avoid work at height. Our system allows the operator to be situated safely on the ground and inspect structures that would have no safe or efficient access."



Tyre pressure monitoring

Continental CST has launched the ContiPressureCheck system which has been designed to monitor the pressure of speciality tyres. The tyre pressure monitoring system can be retro-fitted to almost any industrial vehicle and is suitable for pneumatic tyres from all manufacturers. Sensors mounted to the inside of the tyre continuously and automatically monitor the inflation pressure and temperature and a communication/processing system wirelessly relays the information to an in-cab monitor.

By fitting the device to the inside of the tyre it not only protects the system, but also eliminates inaccurate readings which can occur with externally mounted devices, through heat from the brakes. The difference between the stipulated and actual tyre pressures shows the operator when to restore the correct tyre pressure.



Continental's new ContiPressureCheck tyre pressure monitoring system.

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.

Controlling dust and emissions

In July the mayor of London published the long expected guidance on the control of dust and emissions during construction and demolition. The controls take the form of supplementary planning guidance (SPG), which imposes a new Ultra Low Emissions Zone (ULEZ) for non-road mobile machinery in London.



The proposed standards are based on European engine emissions stages and take effect from September 1st 2015. Emissions of nitrogen oxides (NOx), PM10 and PM2.5 equivalent to Stage IIIB levels would be required in Canary Wharf & Central London and emission levels equivalent to Stage IIIA elsewhere in London. Stricter requirements will take effect from 2020 with Stage IV required in Canary Wharf & Central London, and Stage IIIB elsewhere in London.

The Construction Plant-hire Association (CPA) was involved in discussions with Greater London Authority (GLA) from the early stages in 2012. Our viewpoint initially was that the legislative process that exists through the European Directive on engine standards should be the appropriate technical standard for emissions controls. This brings about beneficial change when owners replace their

equipment with new machines. However, this rate of progress was clearly not going to be sufficient for the Authority, which was not only under pressure from legislators to improve air quality, but also wanted to push London forward as a global city which could attract investment, business and talent from around the world. And that internationally mobile talent wants a high quality of life - including clean air.

The GLA proposed that staged improvements should be based around the emissions standards available on new equipment. It would be open for owners to meet these standards by whatever means they found suitable. The most common route to compliance would be to buy new machines. Although in theory manufacturers will make them available in accordance with the European standards, there are at least two reasons why the Authority could not be allowed to assume that

compliant equipment would become available as required. Firstly, manufacturers have negotiated flexibility allowances with the European Commission, which gives them the ability to continue to make some models to the earlier standard. Secondly, machinery available at the factory gate is not necessarily immediately available to the owner - there is a supply chain, and possibly some earlier stock, that need to be moved first.

The GLA had also thought that the retro-fit of Diesel Particulate Filters or other abatement technologies might be appropriate, but the CPA has consistently resisted this as a general solution. The problems with fitting DPFs have been well documented, but apart from technical difficulties, there has been a clear indication from engine manufacturers that warranty problems would follow any retrofit that was not factory authorised.

We also urged the GLA to consider the effect of the controls on equipment hire companies based in London and operating mainly in London. Unlike national companies, they cannot re-arrange the geographic locations of their fleet so that only the newer machines are used in London. And they would be at a competitive disadvantage if they were to trade outside London, because their cost base is at London values, rather than at regional values. The planning guidance does already make allowance for the inequality of economic impact on small developments - in outer London, only major developments will be within scope of the 2015

requirements. Given that the mayor promised economic growth and jobs when he was re-elected in 2012, this is encouraging evidence that GLA may take a pragmatic view of implementation.

A key concession already agreed with CPA is that there will be a list of equipment types that are exempt from restrictions. This list should include machines that have a long working life, such as crawler cranes and piling rigs. It will also include machinery which is not widely available to an appropriate standard and which cannot be feasibly retrofitted, such as small mobile 'city' cranes. In some instances, whole classes of equipment may require long-term exemption. In others, fairly narrow weight or size ranges may require a temporary exemption while manufacturers' supply catches up with demand. We are working on the list with GLA's consultants now, and both sides acknowledge that the list will need to be constantly reviewed and updated, as new machines become easily available, and others are included which were not considered at the outset.

Early indications are that owners will not have difficulty in supplying equipment however, there will be some cases that cannot feasibly be brought into line within the expected timetable. We will argue for these to be exempted as appropriate. However, any concessions that are won will need to be justified - but as many equipment owners know, there is plenty of justification for a long list of exemptions.



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Dingli lifts

The Zhejiang Dingli Machinery Company is China's largest manufacturer of self-propelled aerial work platforms and it now sells its products worldwide. The company has now commissioned four scale models, each produced by ShangJia Models also from China, and two of them are reviewed here.

The boom lift partially extended



The JCPT1412DC scissor lift has a working height of 13.8 metres and weighs around 2.9 tonnes, while the model of it has been produced in a very unusual 1:30 scale. Overall it looks good, with the small rubber tyres and wheels looking realistic, the front axle steers, with a realistic range of movement.

Detailed warning decals around the model add detail. The six element scissor stack is made with nicely painted metal parts, and it works well with the platform able to be posed at any height. Fully extended the model is 370mm high.

The platform assembly is metal with a smooth floor and the guard rails are also metal with plastic a control box. The roll-out platform extension appears to be to scale and works.

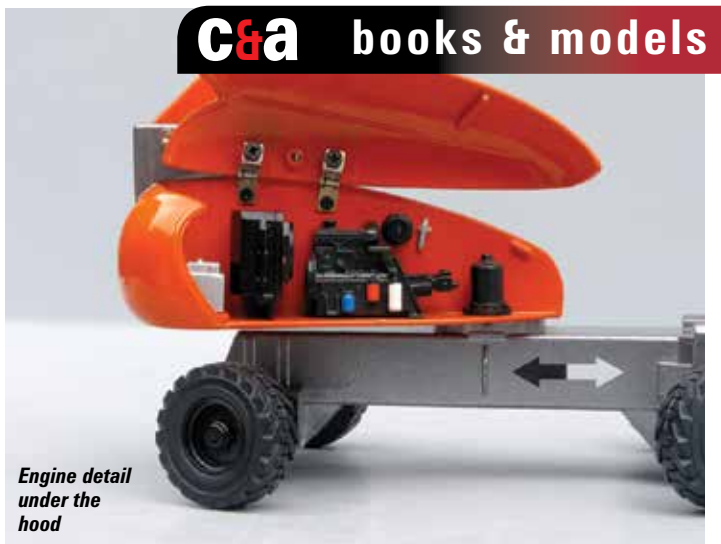
This is a well-made heavy model which is nearly all metal, with very good paintwork and graphics. Although not generally available for sale it has been seen for around £50 on Ebay.

Boom

The GTBZ43S telescopic boom lift is currently the largest of this type in the Dingli range and has a working height of 43 metres with a maximum outreach of 24 metres and weighs around 21 tonnes. It has been modelled in another unusual scale, 1:40.

The large rough terrain rubber tyres look good and the wheels steer and are mounted on metal extending axles, although the mechanism lacks a little rigidity.

Fully extended



Engine detail under the hood

The curved shape canopy/covers look good, particularly with the Dingli name moulded into the rear counterweight panel. Each of the side covers opens up and engine components are detailed in plastic, with the ground controls nicely represented by graphics.

The four section telescopic boom is modelled in metal and the boom lift cylinder is good as it holds it in almost any pose. At full extension it is around a metre high.

The basket has a detailed control panel and the floor is modelled with a nice metal mesh. The angle and orientation can be set as desired giving a full range of posing possibilities.

This is another nice model with interesting functionality and has also been sold on Ebay for around £50.

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



The two Dingli models together

The scissor lift



Cranes Ect Model Rating		
	GTBZ43S Boom	JCPT1412DC Scissor
Packaging (max 10)	6	6
Detail (max 30)	22	19
Features (max 20)	16	14
Quality (max 25)	20	20
Price (max 15)	10	9
Overall (max 100)	74%	69%



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SAEMA: the façade access association

The Specialist Access Engineering and Maintenance Association (SAEMA) is a trade body dedicated to raising standards in both the permanent and temporary facade access industry. These include suspended platforms, building mounted boom lifts and other specialist equipment. This is the first of an occasional news page highlighting its activities and the issues affecting the industry.



**SPECIALIST ACCESS ENGINEERING
& MAINTENANCE ASSOCIATION**

The association works closely with other specialist and standards-setting bodies in the development of national and international standards and is actively engaged in advancing the height safety agenda.

Its member companies operate in the following three market sectors:

- **Permanently installed access systems.** These systems are installed at the construction stage of a project as an integral part of the build, providing a permanent means of access for cleaning and light duty facade maintenance work during the lifetime of the building or structure.
- **Temporarily installed access systems.** These systems provide safe access to the façade during the construction phase, or when major refurbishment and replacement works are being undertaken.
- **Maintenance of façade access systems.** Finally, there are a number of SAEMA members who focus exclusively on the maintenance of specialist access equipment and building maintenance units (BMU's), together with associated equipment, for the ongoing maintenance of buildings - including cleaning and minor repairs.

The equipment designed and supplied by SAEMA members must comply with all current legislation

and any work must conform to the latest industry standards and guidance to satisfy stringent requirements for safety, quality and performance. The installation must also be accompanied by all statutory documentation including testing, operating and maintenance manuals.

Duty holder's seminar

SAEMA has developed a seminar for duty holders designed to inform and educate anyone responsible for specifying, managing and maintaining either temporary or permanent façade access systems - for example, architects, civil and structural engineers, facilities managers, health and safety professionals, consultants and cleaning companies.

Trevor Fennell, the association's secretary, said: "On the occasions when this new presentation has been delivered, the feedback from attendees has been extremely positive. It's also been clear that many duty holders are either confused by, or are not fully aware, of their legal responsibilities, and that is a situation fraught with risk."

New training courses

SAEMA has also introduced three new training courses.

The 'Permanently Installed Cradle Tester and Examiner Course' is aimed at managers and supervisors of SAEMA member companies, but also available to anyone involved in façade access. It covers the



Permanent installation
in progress in London

latest regulations, standards and guidance, as well as the essential points of BMU safety.

The 'SAEMA/CITB Hydraulic Course' is intended to provide insights and information about the latest hydraulic systems that are now being used to power the movement and control of the components and assemblies in the latest BMUs.

The 'SAEMA/CITB Temporarily Installed Cradle Rigger Course' is intended primarily for managers, supervisors and riggers of both SAEMA members and interested third parties. It includes both classroom and practical sessions and is held at the CITB training centre in Bircham Newton. Upon successful completion, candidates can elect to complete an NVQ in cradle rigging.

Fennell said: "The aim of SAEMA members is to provide facade access systems that perform correctly whilst meeting the relevant standards of the industry, and that operatives using the equipment are provided with a safe place of work."

"When SAEMA members become involved in the late planning stages of many projects, they often find that the access consultants - employed by the client - are specifying complex engineering designs for the facade access equipment, and are expecting it to be installed in roof spaces that are very restricted in both roof loading capacity and physical size."

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A temporary cradle
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Letters



A Message

Leigh thanks for the articles over the years and the passion you show for the industry. Just a line to say that after many days considering the options, I have finally decided to take a career path change and move away from 'The crane game' to protect my sanity as after over 30 years in the industry I feel we are no further forward now than we were back then.

Yes we have planned lifts and new regulations but there are still too many out there who think that badgering and pressurising operators and A/Ps on site gets the results that were never discussed at the planning stage, and then they dispute the invoices and refuse to pay for services rendered. So it is time to go before it claims my soul. I plan on keeping my finger on the pulse by visiting Vertikal regularly and staying in touch with former colleagues however will have no more to do with the idiots and inexperienced who want the same monies as I earn but could not execute a safe lifting operation if it was left to them alone.

Best wishes for the future and you never know I might just make it to Haydock next year,
regards

We felt that it was probably better that this highly experienced crane and lifting specialist who is clearly disillusioned with the crane rental industry and the behaviour of those two-faced contractors - preaching safety and the gate and then pushing to cut corners on the job - to leave his name off this letter. After all while he clearly wants nothing more to do with the industry he does not need to burn any bridges and his words make a very important point.

Inertia Reel lanyard or fixed?

Hello, my name is xxxxx. I am a truck driver for a crane and aerial rental company in xxxxx ,xxxxx. I deliver aerial lifts all day ranging in size from little scissor lifts to the new Genie 180 that we just got in our yard yesterday. My company has implemented a new policy with our fall protection.

We used to have retractable lanyards that were required, they took those away and gave us a 4ft. lanyard and are telling us that it needs to be hooked to our side hip rings on our harness. I am curious what you think about this?

Thank you,

We chose to edit this communication, received from a North American reader, to remove most of the clues as while he did not request it, we were concerned that given his name and the other details he would be easily identifiable and might have been subject to censure for contacting us. We did think however that this was an interesting point that other readers might wish to comment on.

The following letter was received in response to the publication of an exchange of letters between Paul Adorian and Judith Hackitt in last month's Cranes & Access regarding the approval of cranes for lifting people as a form of entertainment.

Mr Mark Darwin,

Please find enclosed a cutting from today's paper.

When I was 'asked' to have man baskets on the demo crane I always requested the show organisers signed a letter to me to state that the basket was fitted and that they accepted the outcome of any accidents. If the basket was filled with persons straight from the beer tent, I would lift them up and then stop the engine. Getting out of the cab and shaking my head, I would look at the engine and then put on the work gloves, climb over the winch rope and lift and pull the hoist rope a few times. The people in the basket always became more respectful at that point, and when lowered to the ground thanked me very much for their safety.

I hope that this cutting will be of interest to Mr Paul Adorian, whose letter you published in this months Crane & Access.

Question: What happens to the crane when the person at the table asks for the salt and pepper, does this effect the load chart?

Many thanks

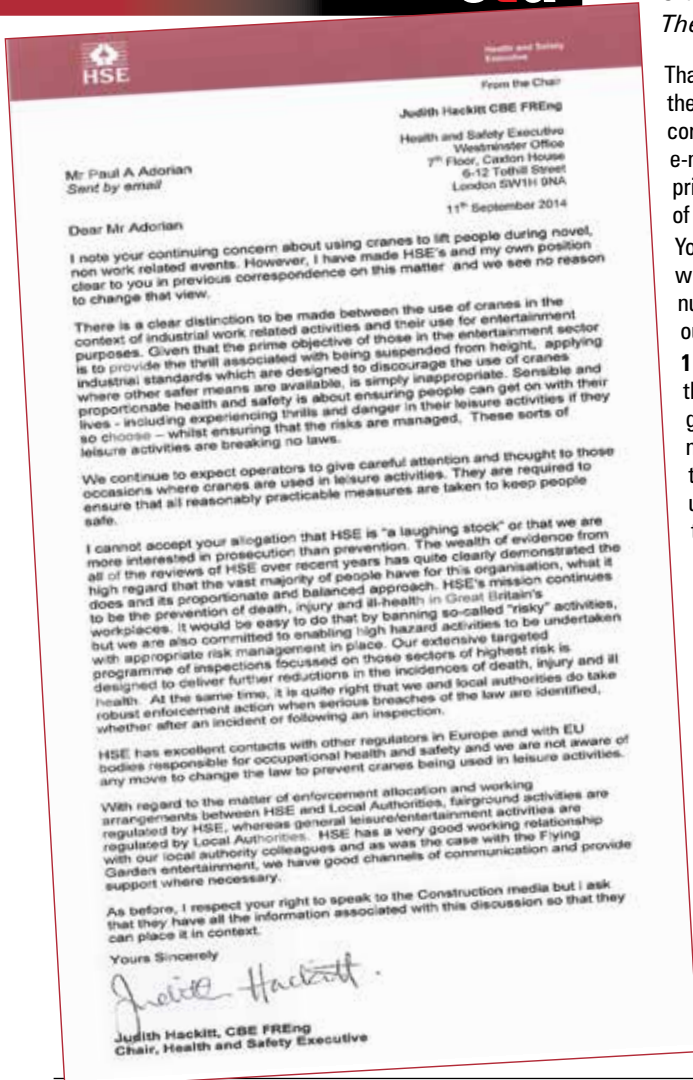
Yours Sincerely

Fred Pole

Darlington



The following letters continue the dialogue from the September issue of *Cranes & Access* between Paul Adorian and Judith Hackett of the HSE. They both speak for themselves on this issue.



Thank you for your letter of the 11th September which, unfortunately, arrived a day after the latest issue of *Cranes & Access* was delivered so, whilst they have printed the earlier correspondence of this particular series of letters and e-mails, your response and this e-mail will not be included but I will forward both immediately in the hope that they will be printed in the next issue to ensure that readers have the opportunity to be fully informed of your latest response.

Your letter does little more than repeat previous comments and I utterly fail to understand why you refuse to actually address, in your letters, the basic facts I have put to you on a number of occasions. To simplify the problem which causes me the most concern, I set out below the two points which you seem unwilling to face up to.

1. Despite the evidence I have provided you do not seem willing to grasp the fact that there have already been fatal accidents and accidents causing bodily injury. By the grace of God, the most recent accident at BAUMA in Germany could have caused numerous deaths but for sheer luck in that a building caught the falling crane and the thirteen passengers were suspended in a pergola by the hook. Had that crane had an uninterrupted fall to the ground there would almost certainly have been deaths both in the pergola and on the ground below. Before you tell me that this accident occurred in Germany, outside of your jurisdiction, it does serve to illustrate the dangers that exist and will continue to exist until such time as the HSE takes this matter seriously.

2. I have made the point on more than one occasion that the persons charged with the responsibility for health and safety within Local Authorities are not all equipped to deal with the potential risks where the use of mobile cranes for joy-riding is concerned. We both know that because the person with those responsibilities in the London Borough of Kensington and Chelsea told me so, in as many words, during a telephone conversation we had regarding the Hanging Garden at The Chelsea Flower Show.

I think I have made my point demonstrably clear in my correspondence with you and I am saddened by the fact that you do not appear to be hearing, or don't want to hear. "There are none so deaf as those who do not want to hear", which I feel is an apt quotation to describe your position as Head of the HSE.

It seems that I will have to take this up at a higher level of Government to try and ensure that common sense will prevail and to use your own words to ensure that the HSE really does "learn from the past".

Yours faithfully,
Paul Adorian

Robert Böcker 1953 - 2014

Robert Böcker, the chief executive of the aluminium crane, lift and hoist manufacturer Böcker, died suddenly on Saturday September 13th, following a heart attack, he was 60.

The news came as a great shock not only to his family and the company, but also for the town of Werne, when the business is one of the major employers and where Böcker was a major influence for some time, participating in a large number of charities and associations. The local football team Eintracht Werne held a minute's silence before kick-off on Sunday after his death, while the fire department and several other establishments set their flags at half-mast to mark the passing of a man that generated a great deal of respect.

Böcker began as an engineering apprentice before moving on to obtain a business degree and gain a range of practical experience before eventually taking over the business that his father, Albert - a master blacksmith - had founded

in 1958 as a small metalwork and machining operation. He was instrumental in building it up into a significant international manufacturer, with over 400 employees.

At his 60th birthday last December, he announced that the company would remain in family hands for the foreseeable future and that his son Alexander would take over from him at the start of 2016, when he planned to retire in order to devote more time to his great passion for hunting.

He is survived by his two children, Alexander, 31, and Diana, 27, his mother Mary and his partner Gabriele Ledendecker. His wife Ulrike passed away in 2009. Over 1,000 people attended the funeral as local people and employees all paid their respects.



Robert Böcker
1953-2014

With his passing the company, the local community and the industry has lost a big man, a larger than life character. He will be missed by all those who knew him.



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551 Liebherr LTC 1055-3.1	2005	6x6x6	36,00m + 7,80m
701 Geve GMK 4070	1997	8x6x8	38,10m + 16,00m
704 Geve GMK 4070-1	2000	8x6x8	38,10m + 16,00m
804 Terex Demag AC 80-2	2001	8x6x6	50,00m + 17,00m
804 Terex Demag AC 80-2	2003	8x6x6	50,00m + 17,00m
1001 Geve GMK 5100	2002	10x8x10	51,00m + 18,00m
1104 Tadino Fann ATF 110G-5	2008	10x8x8	52,00m + 16,20m
1204 Geve AT 9120 E	1997	10x6x8	48,70m + 17,70m
2001 Geve GMK 5200	2002	10x8x10	60,00m + 36,00m

TELESCOPIC-CRAWLER-CRANES

Make / Type	y. o. m.	Drive	Boom / Fly Jib
1001 Liebherr LTR 1100	2008		52,00m + 19,00m

RT-TELESCOPIC-MOBILE-CRANES

Make / Type	y. o. m.	Drive	Boom / Fly Jib
361 Geve RT 740	1980	4x4x4	31,70m + 9,75m

LATTICE-BOOM-TRUCK-CRANES

Make / Type	y. o. m.	Drive	Boom / Fly Jib
1151 Link-Belt HC 238	1982	10x6x6	48,00m/18,00m

HARBOUR-MOBILE-CRANES

Make / Type	y. o. m.	Drive	Boom / Fly Jib
401 Sennbogen 640M	2000	4x2x2	22,00m

YARD-CRANES

Make / Type	y. o. m.	Drive	Boom / Fly Jib
121 Liebherr LJ 1012	1990	4x2x2	12,00m

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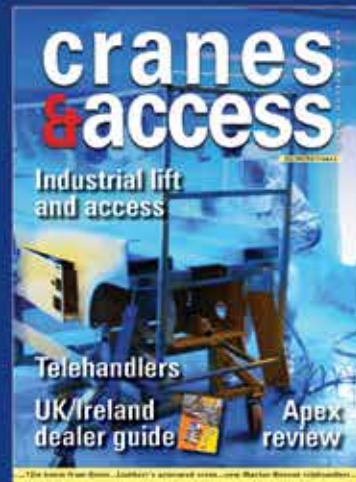
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