

cranes & access

www.vertical.net

November 2014 Vol.16 issue 8



Boom lifts
Loader cranes
JDL show
review



...Mantall launches three booms...Sennebogen's new 120t telescopic crawler...New 32m Manitou roto...



"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.

MLC300 / MLC650

The market has spoken.

With the exclusive Variable Position Counterweight (VPC) technology, the new MLC300 (300 t) and MLC650 (650 t) provide unique efficiencies and savings other crawler cranes simply cannot.

- The VPC system is easy to operate because it automatically positions the counterweight to fit the required lift
- Ideal for energy-related and infrastructure projects, barge work and wind turbine installation
- VPC-MAX attachment counterweight never touches the ground — reducing ground preparation area and ground bearing pressure by eliminating the need for a wheeled attachment



To learn more, visit www.manitowoccranes.com/mlc-vpc

To find a local dealer, please visit www.manitowoccranes.com/dealers

Manitowoc

On the cover:

A operator from GB Access using a remote controlled Palfinger loader crane making a delivery at a quarry.



C&A contents

17

Boom lifts



25

Loader cranes



35

Crane safety



SUBSCRIPTIONS: Cranes & Access is published eight times a year and is available on payment of an annual subscription of £40.00. If you wish to subscribe, please send a crossed cheque made payable to The Vertical Press Ltd to: Subscriptions, The Vertical Press, PO Box 6998, Brackley, Northants NN13 5WV. Address changes should also be sent to this address. Please include the address label from a recent issue with all correspondence and allow 3 months for changes to be effective.

SUBSCRIBE ONLINE AT:

www.vertical.net/en/journal_subscription.php

BULK DISCOUNTS: These are available to companies wishing to take out multiple subscriptions. Please contact the subscriptions manager for more details.

Tel: +44 (0)8448 155900 Fax: +44 (0)1295 768223

E-mail: info@vertical.net

Kran & Bühne: The Vertical Press also publishes a German magazine which deals with the same issues as Cranes & Access, but is written for German users and buyers. Details available on request.

While every effort is made to ensure the accuracy of information published in Cranes & Access, the Editor and Publisher can accept no responsibility for inaccuracies or omissions. Views expressed in articles are those of the authors and do not necessarily reflect those of the Editor or Publisher. Material published in Cranes & Access is protected under international copyright law and may not be reproduced without prior permission from the publishers.

Comment 5

News 6



Sennebogen launches 120t telescopic, UK's HSE reminds on slew brake checks, three new booms from Mantall, new owner for Quinto, Manitou unveils 32m roto, Liebherr LTR 1220 as counterweight? Terex forms JV with Manitex, New Hitachi crawler cranes, Custom unveils push around, IAPS sells French parts business, New Liebherr flat top, IMT launches 32t/m crane, Singapore tightens crane inspection and financials round-up.

Boom lifts 17



Over the past 12 months the market for self-propelled boom lifts has seen several major developments, mostly at the two extremes of the working height range. Cranes & Access reviews the latest model launches and looks at the alternatives to the new super booms.

Loader cranes 25



With Palfinger listing the UK market as one of its strongest this year in terms of growth and volume, Mark Darwin visited its distributor for England and Wales, T.H. White and spoke to managing director Mark Rigby.

Crane safety 35

Continuing from last month's safety feature which looked at the principle causes behind fatal aerial work platform incidents, we take a similar look at accidents and safety measures for the mobile crane sector.

In the next C&A

The next issue of Cranes & Access scheduled for mid-January will feature truck mounted lifts, crawler cranes and include the annual Rental Rate guide, as well as our look back at the top news stories of 2014. If you have any contributions or suggestions, please contact our editorial team.

500 tonne

crane recovery 35

After lying on its back for five months in Peterhead, Scotland, the recovery of Whyte Crane Hires' 500 tonne All Terrain crane created a good deal of interest. Peter Issitt, managing director of Crowland Cranes - contracted to carry out the recovery - talks about the trickiest contract he has ever been involved with.



Böcker profile 47

Cranes & Access visits German crane and access manufacturer Böcker to find out more about the company, its aluminium cranes and platforms.

Genie Italy plant expansion 51

Assistant editor Ed Darwin visits Genie's factory in Perugia, Italy which is making nine telehandler products and four Z-boom models including the new 33ft battery/electric Z-33/18.

JDL show review 53



We have a brief photo round-up of the JDL Mediteranée show held in Marseille at the end of October.

regulars

Training 55

IPAF Focus 57

ALLMI Focus 59

PASMA Focus 61

Innovations 62

CPA 63

Books and Models 65

NASC 67

Letters 69

What's on 71

Online directory 78

**"Do not go where the path may lead,
go instead where there is no path and leave a trail".**

Ralph Waldo Emerson

If you use one of these,



you need one of these.



IPAF Approved Training Centres train more than 100,000 operators every year in the safe and effective use of powered access platforms.

The IPAF PAL Card is recognised worldwide across industries as proof that your operators have been trained to the highest safety standards and meet all legal requirements.

Find an IPAF approved training centre at www.ipaf.org

The IPAF operator training programme is certified by TÜV as conforming to ISO 18878.



Editorial team

Mark Darwin - Editor
Edward Darwin - Assistant editor
editor@vertikal.net

Associate editors

Rüdiger Kopf (Freiburg)
Alexander Ochs (Freiburg)
Leigh Sparrow

Sales & customer support

Pam Penny
Clare Engelke
Karlheinz Kopp

Production/Administration

Nicole Engesser

Subscriptions

Lee Sparrow

Publisher

Leigh Sparrow

Advertising sales

UK-based

Pam Penny pp@vertikal.net
Tel: +44 (0)7917 155657
Clare Engelke ce@vertikal.net
Tel: +44 (0)7989 970862

Germany-based

Karlheinz Kopp khk@vertikal.net
Tel: +49 (0)761 89786615

Italy

Fabio Potestà,
Mediapoint,
Corte Lambruschini,
Corso Buenos Aires 8, V Piano-Interno 7,
I-16129 Genova, Italy
Tel: 010 570 4948 Fax: 010 553 0088
email: mediapointsrl.it

The Vertikal Press

PO box 6998 Brackley NN13 5WY, UK
Tel: +44(0)8448 155900
Fax: +44(0)1295 768223
email: info@vertikal.net
web: www.vertikal.net

Vertikal Verlag

Sundguallee 15, D-79114,
Freiburg, Germany
Tel: 0761 8978660 Fax: 0761 8866814
email: info@vertikal.net
web: www.vertikal.net



Trained, competent or proficient?

Everyone accepts that a car driver that has just passed his or her test might know how to drive, but they still lack the experience to be considered fully competent or proficient on the road. Just look at the number of accidents drivers have in their first year or two at the wheel.

Unfortunately the difference between trained/certified and competent/proficient/qualified appears to be lost on some crane and aerial lift owners and users and may well be the reason why 'trained' operators are often involved in equipment incidents. Yes they may have the theoretical and practical knowledge but still lack the crucial experience of working in different conditions found in the real world.

In the days before Health & Safety legislation mandated 'training', it seemed that more companies would bring operators up through the ranks, providing ample opportunity to get hands-on experience on a variety of smaller machines before being let loose on the larger, more complicated equipment. This also created an operator 'hierarchy' with the more experienced operators obviously holding a more important position in the company even if there was nothing official recognising this.

Of all the equipment we cover, mobile crane operators have to amass the widest range of knowledge and experience, akin to an aircraft pilot. However just passing a written exam and practical test does not make a good or qualified operator - it is just the first essential step in a long process. And what is deemed adequate in one country is not necessarily acceptable elsewhere, as ESTA is currently finding out with its proposed European Crane Operator Licence.

In a sensible move, ESTA is said to be 'nearly there' in bringing together the various European crane licences, and comparing the different standards and qualifications. This obviously takes time and it would appear the Dutch standards are far superior to other European countries including the UK, Germany, France, Italy, Norway and Denmark, and this is the high benchmark level that is being set. If the UK level is currently CPCS level 2, the new licence would be level 3 or 4 and by default would be aimed at the more senior, experienced operators. This scheme would not be mandatory, but is gaining support particularly in mainland Europe which has more day to day cross-border movements of labour.

If such a scheme is implemented it could also be the driver for multi-level licences which recognise the increased level of training and experience gained by the operators of the larger more complicated equipment. This in turn will give operators something extra to strive for, as well as raising the profile and prestige of the job, which in turn may attract more talented young people into the role...

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

Vertikal
Press

MEMBERS OF:



ISSN: 1467-0852

© Copyright The Vertikal Press Limited 2014



Vertikal
.net



New owner for Quinto Crane

UK crane rental company Quinto Crane & Plant has been acquired by agricultural contractor Oliver Arnold of the Spring Farm Partnership. Arnold - a successful contractor and farmer covering East Anglia - purchased 100 percent of the company's equity from the Kiddle family and will retain the Quinto name.

The Norwich-based crane business was formed as a separate company in 1966, when it was still part of the Pointer Group which owned sand and gravel pits, a transport fleet and concrete construction business. Ivor Kiddle, a director of the concrete construction operation, became general manager of the crane and equipment rental business in 1968 and remained in position when the group was acquired by RMC-Ready Mixed Concrete in 1970. Kiddle led a Management Buy Out of the crane business from RMC in 1977 renaming it Quinto to reflect the

company's five depots. Today the business runs a fleet of 60 cranes from eight locations with 125 employees and had revenues last year approaching £8 million.

Arnold told Cranes & Access that he and his wife Hannah are excited about the move and have ambitious plans for the business, which is due to take delivery of a new 300 tonne Grove GMK 6300L and a 130 tonne Tadano 130G-5. A five axle Spierings tower crane is also set to return to the fleet after being refurbished in Holland. The company has appointed Kevin Peake as general manager and Daniel Harris as manager responsible for heavy lifts, appointed persons and key customers, while Graham Stammers becomes machine moving manager. It has also added an additional 13 people, predominantly to operate, service and maintain the fleet of cranes.

Sennebogen unveils 120 tonne telescopic crawler



German crane manufacturer Sennebogen has unveiled its new 120 tonne telescopic crawler crane - the 6113E. The new crane is 50 percent larger than the company's previous largest telescopic crawler crane the 80 tonne 683.

Sennebogen launched its first telescopic crawler in 1992 and currently has a six model range from eight to 120 tonnes. The 6113E has a four section, 40 metre, full power boom with three-stage telescopic cylinders that according to the company results in a maintenance-free, continuously telescoping boom that can work at any desired boom length with the optimum configuration. Sennebogen has clearly chosen to follow the Tadano Mantis concept with a boom just one metre longer than the 100 tonne Mantis GTC1000EX and a full 12 metres shorter than the 100 tonne Liebherr LTR1100. The boom can be extended with a choice of an eight or 15 metre jib or 12 metre lattice boom extensions giving a maximum system height is 70 metres. The



6113E can pick & carry its full load and work - with reduced capacity - on slopes of up to four degrees. The hydraulically extendible undercarriage has widths from 3.95 to 6.3 metres.

The crane can be transported fully assembled or with counterweight and/or tracks removed, reducing its 112 tonne total operating weight to 78.6 tonne without the counterweight or 46.5 tonnes without counterweight and tracks. On site the 6113E self-installs both the counterweight and tracks.

Three new models from Mantall

Chinese aerial lift manufacturer Mantall has announced the introduction of three new products, including its first mast boom and atrium lift, along with a redesigned 62ft articulated boom lift, all of which will be unveiled at Bauma China.

The new 10 metre working height IPM100J mast boom which has an overall width of just less than a metre, is just under two metres high when stowed and boasts an overall stowed length of 2.7 metres. Maximum outreach is said to be 3.2 metres. The new machine also features direct DC electric drive.

The second new model is a wheeled

atrium/spider lift - the 22 metre HTS220. The narrow machine has an overall weight of 4.2 tonnes, can be driven under its own power when stowed and features a five section straight telescopic boom and DC electric drive with CANbus control system.

Finally, the company has also announced the launch of a completely redesigned 62ft HZ200JRT diesel powered Rough Terrain articulated boom, which offers a working height of 20.8 metres with up and over height of nine metres and maximum outreach of 11.5 metres. The new boom uses a two stage sigma type riser,

two section telescopic boom and articulated jib. Available with two or four wheel drive, the machine offers 40 percent gradeability.



IPM100J mast boom



20.8m HZ200JRT



The 22m wheeled atrium/spider lift



Manitou unveils 32 metre MRT

Manitou launched its largest 360 degree telehandler to date - the 32 metre MRT 3255 - at JDL Mediteranée in Marseille. With a lift height of 31.6 metres it is 1.9 metres higher than its previous largest - the MRT 3050. The new machine has a maximum lift capacity of 5,500kg and a forward reach of 27.2 metres with 200kg on the forks.

Top road speed of 40kph is provided by a Tier III or VI Mercedes diesel coupled to a new continuously variable transmission from Dana. The new machine includes a host of other improvements from the

controls to the in-cab information and outrigger set up. With a boom mounted winch the MRT 3255 can lift a maximum 7,200kg and when fitted with a platform has a 1,000kg capacity and working height of 33.6 metres.

The MRT 3255 will face the new Magni RTH 5.35 which is due to be launched at Intermat next year. The Magni has a 34.7 metre lift height and is lighter and more compact - particularly with its stabilisers extended. However the Manitou has more lift capacity and more horizontal reach.

How the new MRT 3255 compares with other large 360 degree telehandlers

	Manitou MRT 3255	Manitou MRT 3050	Magni RTH 5.35
Lift height	31.6m	29.7m	34.7m
Lift capacity	5,500kg	5,000kg	4,999kg
Max reach	27.2m	25.5m	26.15m
Max reach cap	200kg	300kg	300kg
Cap at full height	2,500kg	2,000kg	2,300kg
Travel speed	40km/h	25km/h	40km/h
Weight	23,986kg	22,860kg	21,060kg
Length	8.5m	8.1m	7.8m
Height	3.2m	3.26m	3.06m
Width	2.5m	2.5m	2.51m
Outrigger spread	7.1m	7.1m	5.6m
Engine power	170/145kW	159kW	170/145 kW

Another change at Ainscough?

In mid-October the financial press broke the news that the current owners of UK-based Ainscough Crane Hire - Goldman Sachs and TPG capital - were looking to sell the business.

They bought into the business in December 2012 and are now apparently keen to cash in their investment. There have been talks/rumours of a possible sale or change of ownership for some time, but now names such as AEA Investors and Silverfleet Capital Partners are being openly discussed in financial circles as possible suitors in a deal that could be worth as much as £400 million. None of the parties involved have commented.

Tadano to launch new 51 tonne RT



Tadano will launch the 51t GR-500EXL in March 2015.

As we went to press Tadano confirmed that it will launch a new 51 tonne road-going Rough Terrain crane next year aimed at export markets such as South East Asia.

The GR-500EXL will feature a 42 metre five section boom, right-hand drive and leaf spring suspension. A

side stowing jib extends from eight to 12.7 metres and offsets at five, 25 or 45 degrees. With a GVW of 38.3 tonnes it has a maximum speed of 48kph from its Mitsubishi power unit. Outrigger settings are automatically monitored and the load indicator adjusted to suit. First production units are due in March 2015.

New owner for AmQuip

California-based private equity firm Clearlake Capital Group has acquired US crane rental company AmQuip from Altpoint Capital Partners and other investors.

Financial terms of the transaction have not been disclosed. AmQuip operates around 500 cranes from 13 locations, covering 36 states. It was purchased by Altpoint, Bard Capital group and Lehman Brothers from founder Joe Wesley in 2007 for \$320 million. Wesley also retained a holding in the business. Amquip chief executive Al Bove together with José Feliciano, Arta Tabae



and Colin Leonard of Clearlake will join the company's board of directors.

A-Plant invests in Manitou

UK-based rental company A-Plant has purchased more than £3 million worth of Manitou telehandlers. The order comprises a range of fixed frame models with lift heights from six to 18 metres, all with Stage IIIB/ Tier 4 compliant engines.

Andrew Winlow, A-Plant director of purchasing/fleet management, said: "The great advantage of the new Manitou telehandlers is their compact design, allowing them to be used on sites with restricted



A-Plant has spent £3 million on Manitou telehandlers.

room for manoeuvre, such as inner city developments."

HSE warns on tower crane free slew

With strong winds in late October, the UK's Health & Safety Executive warned tower crane owners to make sure that slew brake release mechanisms were properly lubricated and operational and that operators are aware of their importance to ensure out of service weather-vaning. The move follows a number of wind related incidents with Jost hydraulic luffing tower cranes dating back to 2011. **See [Vertikal.net](#) from more details**

The LTR 1220 becomes the counterweight using an adapter on the telescopic boom



Using the LTR 1220 as derrick ballast for erecting tall wind power systems on the LR 1600/2



Crawler crane counterweight?

Liebherr has developed a formal concept for erecting its 600 tonne LR1600/2 crawler crane using a 220 tonne capacity LTR1220 assist crane as a suspended counterweight, significantly reducing the amount of ballast that needs to be transported and handled on site.

The process has been developed for use in the wind power industry when a large counterweight is

required for the erection of long boom systems, and where the derrick ballast can be completely removed or reduced for the actual lift. The concept uses the weight of the auxiliary crane - usually already on site to complete the set up process - as derrick ballast during the erection process.

Liebherr demonstrated the concept using an LR1600/2 rigged

in SL10DFB configuration with 153 metres of main boom plus a 12 metre fixed jib. Using the conventional procedure, erection would require full superstructure counterweight, plus 350 tonnes of derrick ballast, which can be reduced to 70 tonnes for lifting the standard wind turbine components, with the full 350 tonnes required again to lower the boom at the end of the job. Using this new method

eliminates the time-consuming handling and transport of 280 tonnes of the suspended ballast. After the boom is raised telescopic crawler crane is detached.

Liebherr says that the concept can be used for all long boom systems up to 156 metres with a 12 metre fixed jib. This applies both to the new SL10 and SL13 systems and also to the existing SL4 boom system.

Terex forms JV with Manitex

Terex is selling 51 percent of its ASV compact tracked loader business to Manitex, forming a joint venture to build and market the ASV product line. ASV will continue to sell its tracked loaders and skid steers under the Terex brand name.

The deal is expected to raise more than \$125 million for Terex, including cash from a recapitalisation of ASV prior to closing, and a significant amount in tax benefits. Terex will use a portion of the cash it receives to acquire \$12.5 million of newly



A Terex/ASV compact loader

issued Manitex equity and \$7.5 million of convertible debt securities. Terex acquired ASV in 2008 for around \$488 million.

First Canadian Crossover 8000

Ontario-based Canadian Professional Crane (CP Crane) has taken delivery of the first 72.5 tonne Terex Crossover 8000 boom truck in Canada from Terex distributor Cropac Equipment.

Launched earlier this year the Crossover 8000 features a four-section 38 metre main boom with either a 9.8 metre fixed or 10 to 17 metre swingaway extension with zero, 15 or 30-degree offsets. Mounted on a 2014 Freightliner 114SD chassis, the Crossover 8000 can travel with full counterweight at up to speeds of 70mph. Other features include an X-pattern outrigger design, quick-reeve five-sheave hook block and a tilt-back operator's cab.



(L-R) Aram Malek of CP Crane and Dan Sweeney of Cropac

New 80t Tier 4 Hitachi

Hitachi Sumitomo is to launch its new 80 tonne SCX800A-3 crawler crane with a low emission Tier IV power unit. The first two units destined for Europe have been ordered by NRC Plant - Hitachi Sumitomo's distributor for the UK.

Scheduled for delivery next March, the SCX800A-3 will be on display at Vertical Days in May. The new crane can be rigged with up to

54.5 metres of main boom and features a nine to 18 metre jib, with a maximum system length of 63.5 metres.

Dave Rees, NRC operations manager, said: "The arrival of Europe's first Tier 4 final crawler crane continues the modernisation of our fleet of lattice boom and telescopic crawler cranes."

New Custom push around

Custom Equipment has launched a new 10ft low-level push-around scissor lift, the HB-P1027. With a working height of up to 4.9 metres, the compact unit is 560mm wide and has an overall length of 940mm, including the platform step.

The ANSI/CSA-compliant machine has been designed for the North American market and weighs just 395kg and boasts a platform capacity of 250kg/550lbs.

Low wheel loadings allow the machine to be used on delicate flooring, such as tiles, laminates, raised floors and mezzanines, with minimal risk of damage. Users also can get onto poured concrete floors several days sooner than with heavier models.



The new Custom Equipment HB-P1027 scissor lift.

IAPS sells French parts business

IAPS has sold the goodwill and stock of its parts operation **Indépendant Pièces et Service** in Abzac near Bordeaux to TVH, along with the right to use the **IPS** name in France.

The move is intended to allow the IAPS business in France, headed by Frédéric Allier, to focus on its growing access sales and service business.

IAPS chairman Tony Jennings, said: "The sale only concerns a portion of our operations in France and will enable us to realign our French operations and focus on the continued global growth of the IPS brand."



30 Niftylifts for Facelift

UK rental company Facelift has taken delivery of 30 new 50ft Niftylift HR17 boom lifts as part of a fleet expansion programme.

The company said that a principal factor for choosing the HR17 was its weight - at just over 4.9 tonnes, it offers reduced transport costs and lower ground bearing pressures on site. Facelift plans to replace all of its self-propelled booms with units fitted with SiOPS secondary guarding, thus working towards an all Nifty boom lift fleet.



Facelift has taken delivery of 30 Niftylift HR17 boom lifts

60 booms for All

US-based All Aerials has added 60 new JLG boom lifts to its fleet including 39 straight telescopic - six 400Ss, four 460SJs, 14x600Ss, six 660Ss, five 800Ss and four 860SJ - along with six 600AJs and five 800AJs articulated booms. The booms are equipped with JLG's SkyPower on-board generators and poly-filled tyres. In addition All has ordered four 120ft 1200SJPs and six 135ft 1350SJPs Ultra booms.



500 lifts for AFI

UK rental company AFI has purchased 500 new and used machines as part of an ongoing renewal and update programme.

The new machines include 50 Genie Z45/25s, 10 Genie GS4047s, 40 Genie GS2632s, five 86ft JLG 860SJs, five 66ft JLG 660SJs and 35 Skyjack SJ46AJs booms. It also includes 60 Youngman X3 push-around scissors. All booms will be delivered with electronic secondary guarding systems. The company has also purchased 200 used and 100 new Skyjack scissor lifts - mostly 19ft SJ3219 models - in a move that it says demonstrates its ability to capitalise quickly on opportunities in the market.



The deal included used Skyjack electric scissors.



PICK and CARRY



ORMIG S.p.A. PIAZZALE ORMIG
P.O. BOX 63 - 15076 OVADA (AL) ITALY
TEL. (+39) 0143.80051 r.a. - FAX (+39) 0143.86568
E-mail: mktg@ormigspa.com - sales@ormigspa.com
www.ormig.com - www.pickandcarry.com





The all-electric power pack on Rival's modified JLG 800AJ articulated self-propelled boom lift

More booms for Rival

Dutch international rental company Rival has ordered a number of new Genie and JLG boom lifts including Genie's recently launched 62ft articulated Z-62/40 and 33ft Z-33/18 boom lifts along with the 4x4 hybrid JLG 340AJ articulated boom lift. The company has also recently placed some of its all-electric versions of the 80ft JLG 800AJ articulated boom lift into the general fleet and ordered a further six 185ft JLG 1850SJ ultra booms.

Rival chief executive Norty Turner said: "Rival's vision is to deliver the best customer experience in the industry. Investing in new types of access equipment demonstrates how we continuously meet the

changing demands of our customers and offer them innovative solutions. These innovative units are not only new models for Rival but also for the entire market."

90 JCBs for One Call

UK-based rental company One Call Hire has taken delivery of 90 JCB telehandlers in a deal worth £5 million. Supplied through dealer Greenshields JCB, the order includes 3.5 tonne 535-95s, four tonne 540-140s and 540-170s with lift heights of 9.5, 14 and 17 metres respectively. All models have been fitted with JCB's Tier 4i/ Stage IIIB Ecomax engines which provide improved fuel consumption.

The company operates from eight locations throughout the south of England and teams up with Nixon Hire for contracts north of Leeds to provide national coverage. The new telehandlers will join the company's existing fleet of 90 JCB telehandlers.



One Call has ordered 90 JCB telehandlers in a deal worth £5 million

IMT launches 32t/m crane

US crane manufacturer and distributor Iowa Mold Tooling (IMT) has launched the new 32 tonne/metre 32/222 articulated loader crane. Filling the gap between the company's 24 and 40 tonne/metre cranes, the 32/222 features up to eight hydraulic telescopic sections and can lift 6.8 tonnes at a 4.5 metres radius.

At its maximum radius of 21.2 metres it can handle up to 800kg. Radio remote controls and the RCL 5300 rated capacity limiter comes as standard, while other features include 360 degree continuous slew and a dual-power plus link system providing a 15 degrees above horizontal jib angle.



IMT's new 32/222 loader crane.

Green Access veterans

A new name in the UK powered access market - Green Access Platforms - has opened in Telford, Shropshire. Green Access Platforms is the new name for Access Rentals London and is owned by Pierrick Lourdain, who from 2004 to 2007 was responsible for Haulotte UK and UK Platforms.

After leaving Haulotte in 2008 he started Access London 08, which he owned until it went into liquidation in 2012. The Telford location is owned by access and rental veteran Keith Kendall, who previously owned Mercadel Plant, Access Rentals and, following its administration and take-over by Haulotte/UK Platforms, Direct Access Hire.

Another industry veteran, Mike Wishart is the company's sales and marketing director. Wishart

held a senior marketing job at A-Plant in the 1990s where he was responsible for aerial lift purchases and was then part owner and managing director of Access Rentals until his departure from that business in 2008.



The two new buildings in Jaipur will add over 300,000 square metres of new production space and will build telehandlers

JCB opens new Jaipur plant

JCB has opened two new production buildings in Jaipur - an investment of £62 million. The two facilities are located on a 115 acre site and provide 300,000 square metres of new manufacturing space. JCB is celebrating 35 years of manufacturing India, having started production under a joint venture agreement in 1979 at a site in Ballabgarh, near Delhi, which is now JCB India's headquarters. Since then the company has built 200,000 machines in India, and the country has been JCB's largest single market since 2007.

JCB now has five production plants in India, building backhoe loaders, excavators and tractor cranes. The Jaipur location has already begun producing components and from next year will begin building telescopic handlers and skid steer loaders for the local market. It will

also provide additional backhoe loader capacity and when fully operational will employ more than 1,000 people.

The new plant was formally opened by Lord - Anthony - Bamford and Vasundhara Raje, the chief minister of Rajasthan on November 14th.



Lord Bamford and Vasundhara Raje unveil a plaque to open the new facility



From next year Wincanton will be responsible for Nationwide's machine deliveries and collections

Transport partnership

Nationwide Platforms is to form a partnership with UK logistics and transport company Wincanton. From the start of next year Nationwide's transport staff and delivery vehicles will be transferred to Wincanton which will take responsibility for all Nationwide's machine deliveries and collections. The deal will also introduce new planning tools and technology, intended to improve customer service and increase equipment availability.

A Star is born

A new UK powered access rental company - Star Platforms - has been launched. The company will operate from a location to the south of Luton, serving Hertfordshire, Bedfordshire and Buckinghamshire, as well as north and west London. The company is owned by managing director Steve Simmons and sales director Bryan Freeman.

Simmons was previously operations director with Panther Platform Rentals and held a number of senior roles within the Lavendon group. The initial fleet of 80 machines is made up predominantly of electric Skyjack scissor lifts, Niftylift bi-energy booms and Skyjack Rough Terrain booms.



Steve Simmons (L) and Bryan Freeman of Star Platforms.

Singapore tightens crane inspection



In Singapore the Ministry of Manpower (MOM) has taken action against 79 companies following 'Operation Goldcrest', a special enforcement operation that it carried out in July and August this year, targeting the construction industry, with a focus on unsafe lifting practices and crane operations. A total of 80 work sites were inspected by MOM's Occupational Safety and Health Division and 194 crane-related contraventions of the Workplace Safety and Health Act were uncovered. Of these, 98 resulted in fines of more than \$95,000. The other contraventions generated 96 Notices of Non-Compliance warning against unsafe lifting practices.

Three year warranty for Boss

Youngman has announced a standard three year warranty on all of its X series micro scissor lifts. The three year warranty will apply to all BoSS X3 and X3X scissor lifts sold since January 2014. The move follows the inclusion of a three year warranty by Custom Lift, the UK distributor for the Custom Hybrid low level products in January of this year.

Youngman X series lifts now have a standard three year warranty.



your JOURNEY

Starts with the world's largest manufacturer of van & truck mounted platforms

Built to your unique specification at our UK plant.

Delivered from stock and supported nationally.

Proven quality and reliability.

Professional competent certification.

01536 721010

sales@versalift.co.uk

www.versalift.co.uk

Financials round-up

- **Palfinger** nine month revenues are up 11 percent to €795.1 million, while pre-tax profits increased 3.5 percent to €47.9 million. In the third quarter revenues were €255 million - up six percent - while pre-tax profits dropped 13 percent to €12.3 million. Order intake slowed in July/August and then 'nosedived' in September.



- Nine month revenues at **Terex Cranes** dropped nine percent to \$1.317 billion with operating profits down 39 percent to \$51.3 million. Third quarter revenues fell eight percent to \$419.7 million with profits slipping 25 percent to \$21.8 million. The backlog improved 14 percent to \$551.8 million.



- **Genie/Terex AWP** saw revenues for the first nine months rise 16 percent to \$1.9 billion, with operating profits up four percent to \$264.1 million. In the third quarter revenues improved 12 percent, but profits dropped 15 percent to \$68.4 million

- **Bronto's** nine month sales fell 20 percent to \$84 million, with operating income falling from a 7.4 million profit last year to a loss of 1.3 million. In the third quarter, revenues fell 34 percent to \$25.5 million with a loss of \$200,000 compared to a profit last year of \$3.3 million. The order book at the end of the quarter was 25 percent higher at \$100.6 million.

- **Manitex** has reported nine month revenues up 10 percent to \$197.2 million, while pre-tax profits fell three percent to \$9.9 million. During the third quarter, revenues increased 15.1 percent to \$66.2 million, but pre-tax profits slumped 29 percent to \$2.7 million. The backlog grew five percent to \$102.1 million.



- Nine month revenues at **Mills Rental** increased 10 percent to R286.9 million (\$113.6 million), but pre-tax profits fell 12 percent to R78 million (\$30.9 million). In the third quarter revenues fell 3.1 percent to R91 million (\$36 million) reducing pre-tax profits by 32 percent to R20.2 million (\$8 million). The company is therefore cutting capital expenditure.
- **Ramirent's** YTD revenues fell 5.6 percent to €452.9 million, while pre-tax profits dropped 29 percent. In the third quarter, revenues were flat at €163.6 million while pre-tax profits improved 15 percent to €23.7 million.



- **Skyjack** increased revenues 27 percent to \$569.1 million in the first nine months, while operating profits doubled to \$95.7 million. In the third quarter, revenues jumped 32 percent to \$168.4 million, while operating profits tripled to \$27.4 million.



- US-based **Essex Crane** posted nine month revenues of \$75.2 million up 2.5 percent while pre-tax losses increased from \$9.6 million to \$13.6 million. Third quarter revenues jumped 27.5 percent to \$29.1 million, while losses increased 60 percent to \$3.8 million.



- US distributor **H&E Equipment** increased nine month revenues nine percent to \$792.7 million while pre-tax profits jumped 30 percent

- to \$27.1 million. Third quarter sales were up 1.7 percent to \$275 million, with pre-tax profits jumping 48 percent to \$64.7 million.



- **JLG** reported a strong finish to its fiscal year with revenues 12 percent higher at \$3.5 billion, thanks to an 18 percent increase in aerial lift shipments to \$1.75 billion. Telehandler sales increased five percent to \$1.16 billion. Operating profit grew 32 percent to \$501 million. Fourth quarter sales increased 20 percent to \$932.7 million, with aerial lift revenues up 23 percent to \$450.4 million and telehandler sales up 15 percent to \$315.4 million. Operating income jumped 57 percent to \$127.4 million.



- First half sales at **Kobelco Cranes** increased 40.8 percent to ¥35.8 billion (\$319 million), while pre-tax profits almost doubled from to ¥3.1 billion (\$27.6 million). Second quarter sales jumped 36 percent to ¥18.9 billion (\$168.2 million) with pre-tax profits of ¥1.4 billion (\$12.5 million), an increase of 56 percent.



- **Cramo** nine month revenues dropped two percent to €471.2 million, while pre-tax profits fell 12.7 percent to €29.6 million. Third quarter revenues eased 1.4 percent to €171.1 million, profits slipped 5.1 percent to €24.8 million.
- Nine month revenues at **Manitowoc Crane** slipped 8.5 percent to \$1.64 billion, while operating profits dropped 28 percent to \$118.6 million. Third quarter sales fell 6.5 percent to \$569.2 million and operating profits declined 25 percent to \$41.6 million.

The backlog is 26 percent higher at \$715.6 million.



- **Manitou** has reported a seven percent rise in nine month revenues of €937.3 million, with telehandlers and access sales up seven percent to €607.2 million and Gehl rising 14 percent to €177 million.



- Nine month revenues at **Hiab** grew three percent to €629 million, and operating income more than doubled to €30.6 million. Third quarter, revenues were flat at €200 million but profits doubled to €12 million.
- Revenues at **United Rentals** hit \$4.12 billion for the first nine months, up 14 percent, while pre-tax profits jumped 42 percent to \$539 million. Third quarter revenues rose 15 percent and profits 39 percent.
- First half revenues at **Speedy** improved 12.2 percent to £189.3 million, with pre-tax profits up more than 75 percent to £5.3 million. UK sales were £176.3 million up 11 percent with a 44 percent increase in operating profit to £16.7 million.



- **Haulotte** achieved revenues of €319.9 million in the first nine months, up 24 percent on last year, while third quarter revenues jumped 39 percent to €113 million. The company now expects full year revenues to come in around 20 percent higher than last year which would equate to around €410 million.



Airo approves handling attachment

Italian aerial lift manufacturer Airo has tested and endorses the DRX multi panel and pipe handling attachment made by UK-based Aerial and Handling Services, for use on its lifts.

The device holds panels or pipes on the outside of the platform guardrails. The manufacturer tested the attachment on its 'X' series electric slab scissor lifts, all of which include a standard 1.5 metre unrestricted deck extension. The



The scissor lift is subjected to a full kerb and side pull test

extensive factory test programme, which included the 40ft Airo X14EV subjected all lifts to a full kerb and side pull test at full height with a 450kg load.

New Liebherr flat-top

Liebherr has redesigned and improved its 160 EC-B flat-top tower crane renaming it the 172 EC-B 8 Litronic. Capacities on the new tower crane have increased around 15 percent over its full working radius.

It can now handle 2,100kg at its maximum 60 metre jib tip - 250kg more than its predecessor. Maximum lift capacity is eight tonnes. Liebherr says the crane is suitable for a wide range of applications and when matched with its 120 HC, 170 HC or 256 HC tower systems, a free-standing hook height of up to 71.4 metres is possible. A new feature allows the hook and trolley to remain on the jib pivot section during transport, eliminating erection work on the trolley.



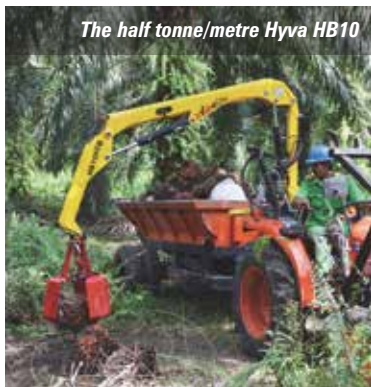
The new tower crane has 15 percent better capacities and can now lift 2,100kg at its maximum radius of 60 metres.



Compact cranes from Hyva

Loader crane manufacturer Hyva has launched a new range of compact cranes that are particularly well suited to grab work.

Designed in accordance with EN12999 for the agricultural market, the FFB range comprises the half tonne/metre HB10, the one tonne/metre HB15 and the 4.8 tonne/metre HB50 which features an internal extension cylinder. Each model can be used in combination with a hook or a variety of lifting attachments, with controls located on either side of the vehicle. The HB10 and HB15 also have the option of controlling the cranes with the use of a cable type remote.



The half tonne/metre Hyva HB10

DINOLIFT

UP TO THE JOB
40 YEARS

Trust us
to reach higher.



www.dinolift.com



YouTube





SiOPS® - Operator Safety

Niftylift's award winning **SiOPS®** safety system prevents sustained involuntary operation in the event of an operator entrapment.

- Stops sustained involuntary operation
- Removes operator reaction time
- Greatly reduces potential for injury
- Machine movement stops instantly
- Gives operator vital second chance

SiOPS® eliminates sustained involuntary operation by interrupting all machine movement if an operator is pushed against the cage controls.

SiOPS® reacts instantly when it senses the operator being forced onto the controls.

By removing the operator reaction time **SiOPS®** also greatly reduces the potential for trap injury.

SiOPS® is only available on Niftylift MEWPs and addresses a known contributing factor in trapping incidents and gives the operator a vital second chance.







To learn more about Nifty **SiOPS®** and how it can save lives, please visit our website.

To arrange a demo, please call us now on:

+44 (0)1908 223456



USE SMART PHONE Q R CODE READER

- UK-based **Petersen Stainless Rigging** has appointed **Kevin Bell** as chief executive. 
- Canadian **NCSG Crane & Heavy Haul Services** has acquired **H&H Crane Service** of Great Falls, Montana.
- German crane rental company **Kran Saller** has taken a **Liebherr LTM 1750-9.1 All Terrain** crane.
- German rental company **Buchtmann** has taken delivery of a **Genie 180ft SX-180**.
- UK rental company **JMS** has ordered a **JLG 1850SJ**.
- The UK's **Health & Safety Executive** has appointed **Tony Hetherington** and **Mike Cross** as directors.  
- Palfinger Platforms** has relocated its Halle Saale service depot in Germany to new larger premises.
- MBS Access** has taken delivery of four **Hinowa** spider lifts, including its first battery powered unit.
- German crane hirer **Würzburger** has taken delivery of a **Liebherr LTF 1045-4.1** truck mounted crane.
- Talbert** trailer has acquired **Ferree Trailers** of Liberty, North Carolina.
- UK facade company **High Access** has taken delivery of four **Mutitell** truck mounted platforms.
- Tadano UK's** sales director **Brian Crisp** has retired after more than 20 years selling Tadano. 
- Max Crane and Equipment Hire** of South Australia, has taken delivery two **Tadano GT600EX** truck cranes.
- UK-based **Horizon Platforms** has added two heavy-duty **Mercedes** trucks to its delivery fleet.
- German heavy lift company **Hack** has taken delivery of a **Grove GMK6400 All Terrain** crane.
- German road rail equipment manufacturer **Zagro** has appointed **Kingrail** as its UK dealer.
- Dinolift** has appointed **Time Danmark** as its distributor in Denmark.
- Terex Cranes** appointed **Dean Barley** as vice president and general manager for North America. 
- UK rental company **AFI** has relocated its Exeter depot.
- Liebherr** has received several orders for a total of 17 variable speed and electric rubber tyred gantry cranes.
- UK rental company **Lifterz** has ordered three **CMC S19's** and two **CMC S15** spider lifts.
- HSE** statistics show that the number of fatal injuries at work in the UK have fallen.
- NASA /Foslev** of France has taken delivery of a **Ruthmann T 720** truck mounted lift. 
- Mammoet** has appointed **Jens Krawczynsky** as managing director of its German business.
- Florida-based **Crane Rental Corporation** is opening a new location in Loxley, Alabama.
- Cumberland Platforms** has been appointed **Terex Utilities** distributor for the UK and Ireland.
- Imer Access** has selected **TTControl** to supply the electronics for its latest range of spider lifts.

- Grúas Villarreal** has taken delivery of the first **Manitowoc MLC165** in Mexico.
- The first **JLG1850SJ** in Switzerland has been delivered to rental company **Gyger Nacelles**.
- Bryan Freeman** has joined UK-based **Star Platforms** as sales director and co-owner. 
- A 35m **Palazzani TSJ 35/R** wheeled spider lift has been delivered to the **Concourse Skyline**, Singapore.
- The **All Aerials** division of **All Erection** crane rental has added 60 new **JLG** boom lifts to its fleet.
- Heavy lift and transport company **ALE** has launched a new heavy transport tractor - the **Trojan Truck**.
- UK-based **JMS Plant Hire** has purchased five new **Manitou Rough Terrain** boom lifts.
- Isoli** has appointed **A.P. Aerial Platforms** to distribute its truck mounted lifts in Spain and Portugal.
- Belated news of the passing of Belgian access veteran **Armand Verhoye** 1944 - 2012. 
- UK-based access parts specialist **IPS** has formed a joint venture with **Kanoo Machinery** in the UAE.
- TCA** has delivered four 29 metre **Falcon FS290** Spider lifts to the King Hassan II Mosque in Casablanca, Morocco.
- UK rental company **Wilson Access Hire** has opened a second location and expanded its fleet.
- Bobcat** has appointed distribution and rental company **Drott** as a dealer in Austria.
- JCB** announced plans to cut 150 jobs at its UK operations due to a slow-down in sales.
- Deutz** engine lowered full year forecasts due to a weak third quarter and unplanned warranty costs.
- Link-Belt** has appointed **Brian Elkins** and **Andrew Soper** as product specialists.  
- The Hawaii department of defence has taken delivery of a **Grove GMK6300L All Terrain** crane.
- 4-Way Equipment Rentals** of Canada has taken the first two 60ft **MEC 6092RT** scissor lifts.
- JLG** has unveiled new simulator equipment at its expanded training centre in McConnellsburg.
- Riwal UK** has brought its delivery transport in-house and invested in new delivery trucks.
- Loader crane manufacturer/distributor **IMT** has appointed **Tim Gerbus** as director of sales. 
- Caterpillar** has made a number of appointments in preparation for the retirement of two of its presidents.
- German access rental company **Sheurer** has taken an **Ommelift 2750R** spider lift.
- UK-based **Speedy** has appointed **Jan Åstrand** as its new chairman. 
- Steil Kranarbeiten** has purchased a **Liebherr LTM 1500-8.1** and an **LTM 1060-3.1 AT** cranes.

- Genie** has begun production of its new **Z-33/18** boom lift and **GTH-2506** telehandler with **Stage IIIB** diesel power.
- UK-based **JMC Plant Hire** of the Isle of White has taken delivery of a **Haulotte HA 32PX** boom lift.
- Ashtead's** UK rental business **A-Plant** has appointed **Dave Harris** as commercial director. 
- Italian aerial lift manufacturer **Co.Me.T** has appointed **Motorcity** as its dealer in Bahrain.
- Kalmar** has appointed **Greg Hewitt** as executive vice present for the Americas.
- Josef Prangl** founder of the Austrian crane and access company has died age 87.
- German crane company **Rieger & Moser** has taken delivery of two new **Liebherr All Terrain** cranes.
- Terex Utilities** has appointed **David Imach** and **Roy Hughes** as territory account managers.  
- UK rental company **GT Access** has taken delivery of five **Skyjack** articulated boom lifts.
- Following a summer of testing, the first 48 metre **Palfinger P480** has been delivered to **Collé**.
- Philippa Makinson** has taken over as marketing coordinator at **Genie Europe** while **Victoria Taylor** takes maternity leave. 
- John Corrie** MD of UK rental company **SAS** has stepped down as a director of the company.
- US-based **Crane Rental Corporation** has added a further five cranes to its fleet.
- Finnish contractor **Hartela** has outsource its fleet of tower cranes to **Ramirent**. 
- Dominique Allemand** has been appointed as head of sales at **Bronto France**.
- Bavarian rental company **Hubert Müller Arbeitsbühnenverleih** has purchased a third **Dino Lift 185XTS** boom. 
- Riwal Poland** has moved into new purpose-built headquarters in Rawa Mazowiecka.
- Ramirent Finland** has acquired **Savonlinnan Rakennuskonevuokraamo**.
- AFI** has appointed **Finbar Roberts** as its area sales representative in Exeter. 
- Hertz** has declared that it was unable to file its quarterly results.
- Youngman has announced a standard three year warranty on its X series micro scissor lifts.
- JCB** has opened two new production buildings in Jaipur - an investment of £62 million.
- UK-based rental company **Prolift Access** has taken delivery of the new 46ft **Haulotte HA16 RTJ Pro** boom lift. 
- Riwal Germany** has appointed **Michael Seitz** as key account/business development manager.

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



Simply Reliable

Telescopic Booms

Skyjack's Telescopic Boom Lifts, built and designed using Skyjack's robust and reliable design philosophies, offer the lowest life cycle costs, proven reliability, and ease of serviceability.

***Key highlights include:**

- Industry renowned axle based, true four wheel drive system for unmatched traction and terrainability
- Exclusive direction sensing drive and steer controls increase safety as it minimizes operator disorientation
- Boom extend/retract cables can be checked and replaced quickly without removing the boom
- Up to 50% gradeability
- Working heights between 5.68 m [46' 7"] and 21.9 m [72']

*Some features model dependent



SKYJACK
simply reliable

Vertical Mast Lifts • Electric Scissor Lifts • Rough Terrain Scissors • Articulating Booms • Telescopic Booms • Telehandlers

For information call +44-1691-676235 or visit us online at www.skyjack.com

The only way is up!

Over the past 12 months the market for self-propelled boom lifts has seen several major developments, mostly at the two extremes of the working height range. Cranes & Access reviews the latest model launches and looks at the alternatives to the new super booms.

Of all the recent developments in the self-propelled boom lift sector, the introduction of the two super booms - the 180ft platform height Genie SX-180 and the 185ft JLG 1850SJ - have of course captured most of the news headlines. The SX-180 was seen first as a prototype at Bauma 2013 with the final machine shipping earlier this year while JLG surprised many with the launch of its chart topping 1850SJ at Conexpo in March.

Both units share a similarly designed chassis with each of the four wheels on legs that extend to create a cruciform support base. The chassis design at first glance is close enough that Genie initially said that it would take legal advice on possible patent infringements by JLG, although the two machines are quite different in terms of the design detail. The general cruciform concept has also been around for decades, particularly on cranes. Once above the chassis the units are quite different and while the



JLG 1850SJ

machine height and maximum outreach are virtually identical, the working envelopes vary slightly with Genie having its unrestricted envelope with 340kg lift capacity compared to the JLG's 227kg and a restricted envelope with 454kg in the basket. The two tonne lighter Genie has the slightly better outreach up to 27 metres however the JLG has the better working height of 58.6 metre, compared to Genie's 56.9 metres. Despite the similarities, UK-based wholesale rental company Kardon Contracts has purchased a number of both machines stating that each is suited to different applications.

The main difference is of course



Genie SX-180



The Genie SX-180 chassis and jib rotation system



The SX-180 has a horizontal reach of 24.38m and weighs almost 25 tonnes



Several JLG 1850SJ booms working at the World Trade Centre in New York

the articulated jib. Genie chose to incorporate a unique jib rotation system in the SX-180, with the jib mounted on a small slew ring. While the production machine featured a smaller range of rotation than the prototype, it still covers 60 degrees - 30 degrees either side of

centre. The argument is that given the size, weight and height of the machine, increasing the envelope at the top of the boom would allow users to cover a much wider work area without the need to relocate the base machine, even though this can be done from the maximum

Genie SX-180 vs JLG 1850SJ

	JLG 1850SJ	Genie SX-180
Platform height	56.56m	54.86m
Platform capacity restricted	454kg	N/A
Platform capacity unrestricted	230kg	340kg
Horizontal outreach	24.38m	24.38m
Machine weight	27,184kg	24,948kg
Machine height	3.05m	3.05m
Machine length	19.45m	14.33m
Machine length stowed jib	14.57m	12.98m
Platform size	0.91 x 2.44m	0.91 x 2.44m
Tail swing	2.31m	1.14m
Vertical jib rotation	120 degrees	135 degrees
Horizontal jib rotation	None	60 degrees
Below ground reach	1.5m	0.61m
Jib length	3.96 - 6.1m	3.0m
Gradeability	40%	35%
Width frame extended	5.03m	5.03m
Drive speed max	4.5km/h	4.02km/h
Engine	Deutz 74.4kW	Deutz 55kW

TAKING YOU **HIGHER.**



LIGHT WEIGHT,

HIGHLY EFFICIENT.

Genie[®]
A TEREX BRAND

THE NEW GENIE[®] LIGHT WEIGHT BOOM

The Genie[®] Z[™]-33/18 boom lift combines the benefits of a genuine electric indoor machine with the versatility and durability to perform outdoor routine maintenance tasks.

With a tight turning radius and Fast Mast[™] boom function, the Z-33/18 is well-suited to tasks on sensitive surfaces where space is restricted such as airports, shopping centres and theatres. Its key features also include the choice of non-marking solid rubber or non-marking multi-surface tyres, long working cycles due to low-consumption AC drive transmission, a great ground clearance and the ability to drive at maximum height.

GENIELIFT.COM

AWP-INFOEUROPE@TEREX.COM

© 2014 Terex Aerial Work Platforms. Genie and Taking You Higher are trademarks of Terex Corporation or its subsidiaries.



The SX-180 has a transport length of 12.98m

work height. JLG however decided to keep the top simple in terms of jib rotation, preferring to offer a telescopic jib. Its opinion on jib rotation is summarised in the following statement: "the severe torsional stresses imposed on the long boom sections by a long rotated jib are not sufficiently justified by the benefits". The fact the jib when extended is more than six metres might also be a factor. Both machines offer excellent reach from the top of the fully extended, fully elevated main boom - they just have very different working envelopes.

While the manufacturers, dealers and rental companies will argue the pros and cons, it is true that the two machines will be put to work on similar applications a great deal of the time and for which they are both equally suited. For most buyers the choice between the two will come down to the usual issues such as the deal itself, availability and of course which manufacturer or distributor you prefer... What is clear is that sales of both units are ramping up faster than many predicted, and hardly a week has gone by this summer when another 'first' was being announced - the first in the UK, in France,

in Switzerland, Austria, Sweden etc.... The big question is where do manufacturers go next?

Over 200ft?

Both Genie and JLG say that they could easily build a platform with working height of more than 200 or even 220ft, however the biggest challenge is retaining the ability to transport them relatively easily. The 180ft platforms are already sizeable and they are often rented out for short periods of time so the idea of having to strip them down and to use more than one truck as with crawler or Rough Terrain cranes, not to mention the possible need for a crane to help put them back together again, sort of defeats the purpose. On top of that the alternatives in the form of truck mounted lifts or possibly in the near future a larger (60 metre?) spider lift are likely to be as compact or even more compact than a self-propelled unit. On top of that the benefit of driving a machine from 200ft or more is questionable.

Truck mounted alternatives

It is interesting comparing the new super booms to truck mounted lifts of a similar working height. 58 metres working height is pretty much mid-range these days for a truck mounted lift and huge strides have been made in recent years

How a super boom compares with a truck mounted platform

	JLG 1850SJ	Bronto S 56 XR
Platform height	56.6m	56.0m
Max platform capacity	454kg	700kg
Horizontal outreach	24.4m	39.5m
Up-and-over reach	7m	15m
Machine weight	27,350kg	25,700kg
Main boom elevation	80 Degrees	84.5 degrees
Machine height	3.05m + flat-bed trailer	3.8m inclusive truck
Machine length stowed	14.57m	11.95m
Working length	6 - 8.3m	11.95m
Stowed width	2.49m	2.4m
Working width	5.03m	3.0/6.0 or 9.0m
Platform width	0.91m	1.05m
Platform length	2.44 m	2.4m (3.7m max)
Tail swing	2.31m	0 - no tailswing
Vertical jib rotation	120 degrees	180 degrees
Below ground reach	1.5m	9.5m
Approximate price	€330,000	€500,000



Genie ZX135-70



The truck mounted platform is a viable alternative to the super boom

in terms of making them more compact, while offering increased working envelopes. The largest truck mounts currently go almost twice as high as the self-propelled lifts to 112 metres - that's more than 350ft!

But staying with the 56/58 metre working heights that the new super booms offer, how do they stack up against a truck mounted lift of the same size?

The sales pitch of the super boom is that once on site the self-propelled lift is more compact and although it is narrower with its wheels retracted it is longer with the boom stowed and heavier. Take a look at our chart which compares the JLG 1850SJ with the Bronto S56 XR which have platform heights of 56.6 and 56 metres respectively.

The first stand out figure is the

purchase price - about €330,000 for the boom which then needs transport to move it to and from site for each contract, compared to the €500,000 for the truck mounted platform. If you were selling truck mounted lifts, you might argue that with the cost of a boom lift and a truck and trailer to move it, the overall cost is about the same. With the overall transport length of a self-propelled boom measuring 13 to 15 metres, the overall length of truck and trailer is going to be way more than the 12 metres of so for the truck mounted platform. However that is not the point, the base dimensions while working are usually more important. The booms have an overall height of 3.05 metres - significantly lower than the truck at 3.8 metres - which may be advantageous on site where the lift has to pass under overhead pipelines etc.. However in transport mode the boom sitting on a trailer has a similar height.

Platform capacity can be important and at 454kg the 1850SJ has more than enough for three people and tools however it cannot compare to the 700kg capacity of the Bronto. Nor can it compare with its horizontal reach - 24.4 metres compared to 39.5 metres - and its up and over reach seven metres on the JLG, compared to 15 metres on the Bronto. The JLG even weighs 1,650kg more, has a smaller platform, has a changing tailswing during operation to watch out for, and does not come close when looking at below ground reach. So why not use a truck mounted platform?

Price is certainly a consideration,



Genie's new Z33/18 articulated boom has an outreach of 5.57m

the truck mount with its built in transport, can travel to site without the extra cost and hassle of sizeable, external transport. Large truck mounts tend to be hired with their own operator, however given the size and working height of the super boom dedicated operators on site would probably also have to be used? On the other hand if you have a contractor or truck that can move the big boom, the €170k lower purchase price is significant, and in addition you don't have to worry about the strict road maintenance requirements involved with a truck mounted lift.

The main advantage of the super boom is mobility on site - the self-propelled lift can move with the boom elevated, without the operator needing to come down and stow the machine. However as the manufacturers and industry association IPAF have pointed out you do not simply pull the drive joystick of a super boom at full working height and move right along. The boom weighs about 27 tonnes so you had better be totally sure of the ground conditions because from that height your view will be somewhat compromised.

If the truck mount does need to relocate, it stows and then sets up more quickly these days with features such as auto-levelling, auto return to stow etc... Also careful initial placement and making use of its superior outreach and its greater working envelope might allow the truck mount to cover a wider area and may not therefore need to move at all for a particular shift, and is therefore not a problem.

The two types of lift are however quite different and much will depend on how long the work/contract takes to complete and the area the work is spread out over. For a short contract such as a day or two, the speed and cost of getting to site benefits the truck mount. If it is longer than that, then the self-propelled boom lift transport cost is offset by the fact that it is less expensive and simpler. However once you go up over 200ft - into the 70 metre bracket - things are likely to be quite different.

Gordon McGruer of Kardon Contracts points out how in his two decades in the access business he has been told several times that there was no demand for bigger self-propelled booms and yet every



Haulotte HT23RTJ



The 50m Bronto S 56 XR

time - at 80ft, 105ft, 130ft, 150ft and now 180ft - sales have, with one exception, always exceeded forecasts. His view is that the fact that 180ft machines are available will create new applications. He adds: "Also we will see a 200ft or higher machines, and when we do sales will outstrip expectations - the only provision being that it is practical and it can be transported relatively easily."

At the smaller end

At the other end of the height range, the other major recent development has seen Genie finally entering the European, low weight, 12 to 13.5 metre working height boom lift sector with its 33ft/12m articulated Z-33/18 which weighs 3,640kg. The sector was originally established by Niftylift more than 25 years ago, with the Height Rider boom lift. The very first models had their issues and were not an instant success. However company founder and designer Roger Bowden was quickly back at the drawing board and after taking on-board comments made at trade shows such as needing a telescopic boom and better traction the refined product began to take

off and soon became a highly popular machine in rental fleets in the UK and then the Benelux, Nordic regions, France and even North America.

The 30-38ft boom market

The articulated boom was made popular by Genie with the Z-30/20 and Z-45/22, but the Z-30 was no lightweight unit, weighing in at more than four tonnes in spite of an overall width of 1.8 metres and working height of just over 11 metres. The Nifty weighed just 2.5 tonnes and could be transported on a standard two axle equipment trailer or with a 3.5 tonne truck - still a requirement of many small rental companies.

The product was also designed with simplicity in mind, featuring direct hydraulic controls and a very basic layout which avoided fancy electronics, which in those days were notoriously unreliable on mobile applications. All these features made the machines reliable, resilient to rental damage and easy to repair. The Milton Keynes-based Niftylift gradually 'cleaned up' at the bottom end of the boom lift market with



Launched at Apex the 10m Z33/18 weighs 3,665kg



The Z33/18 measures 1.5m wide



Nifty HR12 weighs just 3,100kg

Bauma China 2014

NOVEMBER 25-28, 2014

OUTDOOR BOOTH: H09

SHANGHAI NEW INTERNATIONAL EXPO CENTRE

dL® **Dingli**

www.cndingli.com



ZHEJIANG DINGLI MACHINERY CO., LTD.

Tel: +86-572-8681688 Fax: +86-572-8681690 market@cndingli.com export@cndingli.com
Add: No.1255 Baiyun South Road, Leidian Town, Deqing Zhejiang China
<http://www.cndingli.com>



booms



growth only limited by production capacity.

Over the years the range was extended to include a narrow - 1.5 metre wide model - bi-energy versions and a 4x4 model, with greater ground clearance. The products' popularity has hardly been dented by new arrivals over the years, the most important of which was probably the UpRight AB38 - now the Snorkel A38N - although there were also models from Simon - acquired by Terex - JLG with a non telescopic 30ft direct electric drive unit, Matilsa, Airo and others.

So far no one has attempted to mirror the Nifty HR12. UpRight for example went with a direct electric drive chassis, which prevented the installation of what was referred to as a 'true bi-energy' option, that was highly popular at the time. The major manufacturers all appeared to ignore this market, probably due to the fact that it was not a mainstream product sector in North America. The reason for this was probably more related to the fact that none of the 'majors' offered such a product, and the fact that the need to weigh less than three



Nifty HR12 has 6.1m outreach

tonnes was not important. In spite of this Nifty has carved out a significant volume of business for the HR12 and the UpRight AB38N eventually built up a small but decent following. Genie Europe sales staff have requested something to compete in this sector for many years but no proposals ever made it through to the design approval stage, until now that is.

The new Genie Z-33/18 is closer to the AB38/A38N than the Niftylift, in that it has a low profile chassis and direct electric drive. Built in Europe and initially destined to be a CE only model, plans have changed and it will now be sold on a global basis. The key question is will it take business away from Niftylift? Time will tell on that front and it is entirely possible that Nifty might unveil a new HR12 anyway? In all likelihood Genie's entrance into the market is likely to expand the sector substantially, so while Niftylift's market share will probably fall, its sales volumes are likely to increase as more attention is directed at this lighter weight boom sector. (See Genie launch article on Page 51)

The Z-33/18 has an overall width of 1.5 metres, 5.57 metres of outreach, 4.28 metres up and over reach and a total weight of 3,665kg. Drive is AC direct electric, giving 30 percent gradeability and extended battery life. Platform capacity is 200kg although there is no platform

rotation option. The platform can descend to ground level with the riser fully elevated - a feature shared with the new Genie Z-62/40 - and dubbed 'Fast Mast' by the company. The unit has been designed for both indoor and outdoor maintenance applications with solid non-marking tyres as standard and a turf tyre option. The Z-33/18 should be available across Europe, the Middle East and Africa region now, with other parts of the world scheduled for the first quarter 2015.



Z-62/40.

Genie also launched its new articulated Z-62/40 this year, which replaces the current Z-60/34. Working height has increased from 20.39 metres to 20.87 metres with 1.42 metres more outreach (12.47m). Up and over clearance is now 8.13 metres with a maximum platform capacity of 227kg. The new boom lift has zero tail swing and has a below ground reach of up to 1.68 metres. All in it weighs 10,430kg and stows to 7.58 metres long for transport. The Z-62/40 boom lift has a 1.52 metres jib with 135 degree range of motion, 4-wheel drive and full-time active oscillating axles.



Snorkel A38E



Second new articulated boom from Genie was the Z-62/40 with almost 18.62 metre platform height and 12.42 metres of outreach



Manitou 260TJ launched at Apex



Manitou 280TJ

How the Genie Z-33/18 compares

	Genie Z-33/18	Nifty HR12N	Snorkel AB38N
Platform height	10m	10.2m	11.5m
Platform capacity	200kg	200kg	215kg
Outreach	5.57m	6.1m	6.1m
Drive speed	6.0km/h	3.4km/h	4.0km/h
Machine weight	3,665kg	3,100kg	3,770kg
Machine height	1.98m	1.90m	2.0m
Machine length stowed	4.17m	4.1m	4.04m
Machine width	1.5m	1.5m	1.5m
Gradeability	30%	25%	36%
Platform size	0.76 x 1.16m	0.65 x 1.1m	0.58 x 1.3m
Power	Battery electric	Battery, petrol, diesel, LPG bi-energy	Battery electric

Boom launches

The boom sector had several other launches earlier this year including the Manitou 260TJ - the non-telescopic jib version of its 280TJ - while Haulotte has launched its 68ft HT23RTJ on a global basis, having announced it in 2012 with CE production beginning on 2013.

The 4x4 all-singing, all-dancing machine offers a 450kg platform

Made for your **BUSINESS**



- Excellent Robustness and Durability
- Easy Maintenance
- Performance & Ease of use
- Best Comfort and Safety Feeling

Close to you, Worldwide

Haulotte Group -

La Péronnière - BP 9 - 42152 l'Horme - France • Tél : +33 (0)4 77 29 24 24 -
Fax : +33 (0)4 77 29 43 95 - haulotte@haulotte.com - www.haulotte.com

www.haulotte.com





Manitou 280TJ



Nifty HR28 Hybrid



Skyjack SJ 51

capacity, 18 metres of outreach, a 2.2m long articulated jib and can reach full height in less than a minute. Meanwhile Niftylift began shipping its top of the line 86ft HR28 hybrid 4x4 this year. The unit can rightly claim to be the largest electric powered self-propelled boom lift on the market.

Given this unique characteristic, the new boom which offers a lighter weight, cleaner emissions, lower fuel consumption and compact dimension could take the manufacturer into a number of new fleets, further expanding its market coverage. While Nifty and Manitou are recent entries to the 80ft market sector, they are not the last. Skyjack will almost certainly unveil its first 80ft boom lift - the SJ 86T - at the ARA show in February. It is thought that two models will be launched - a telescopic boom with a platform height of 82 feet (25 metres) and a model with jib with a platform height of 86 feet

(26.21 metres). Each machine will have a dual capacity rating. Expect nothing radical in terms of technology - more a combination of class matching specifications with a number of improvements in a simple to maintain and operate package.

Electric future?

Getting back to those looking for electric powered self-propelled platforms, Turkish manufacturer ELS Makine launched the AE15, a 43ft articulated boom lift which obviously goes head to head with a fairly crowded market sector.

Meanwhile Dutch distributor and rental group Rival launched its own battery electric version of JLG's 26.3 metre working height 800AJ which was initially developed for airline KLM. Since the product has been announced, Rival has seen further demand and is now adding further units to its rental fleet. One question we might ask is "will electric powered 4x4 booms take over some the lower end of the market?" We have seen the growth in the 4X4 electric RT scissor market and with emission compliance and sophistication increasing, at the same time as battery technology and electrical systems improve, who knows?

Obviously development right across the size and power of the self-propelled boom sector is gaining momentum so watch this space!



Skyjack SJ 63AJ



Rival electric version of 25 metre JLG 800AJ



The articulated AE15 from ELS Makine



Skyjack will unveil its first 80ft boom - the SJ 86T - at the ARA show in February a larger version of this SJ 66T

SWITCH TO...
ipspartsonline.com
 It's the easy way to access parts

NEW WEBSHOP

Market leader

Like most equipment sectors loader cranes have struggled to fully recover from the levels reached prior to economic crisis. Recessions have though failed to stop the general upward trend since the 1980s with markets such as the UK increasing year on year from around the 2,000 level to its record-breaking total of around 4,000 in 2007.



Mark Rigby cranes director, TH White

Following the crash, sales plummeted throughout Europe, down by as much as 70 percent in 2009 - but have slowly recovered in the subsequent years, at least in Northern Europe. The UK is currently growing faster than most, with total sales of around 2,500 units last year with a 10 to 15 percent improvement again this year.

Globally the two main players are still Palfinger and Hiab with Palfinger now having a reasonable lead.



Founded in 1832, TH White was appointed Palfinger dealer in 1990

Accurate sales figures are difficult to obtain in this sector however to give some idea of how they all stand, the top manufacturers overall in terms of unit volume are Palfinger, Hiab, Fassi, HMF, PM and Atlas - probably in that order.

Historically Hiab had a dominant market share with the name being used generically to describe a loader crane. The company recently celebrated the 70th anniversary of Swedish ski manufacturer Eric Sundin developing the first loader crane to unload heavy timber from a truck at his factory in 1944. The 'Hiab Method' as it was named became synonymous with the loader crane resulting in huge market shares, one of its early competitors was Atlas and at one point the two companies seemed to have the market to themselves in many markets. Increased competition from others over the years has however eroded its dominance probably not helped by changes of ownership, becoming part of Partek then Kone, Kone-



C&A

loader cranes

Cargotec, and Cargotec with shifts from localisation to centralisation and back to decentralisation.

During this period of uncertainty and corporate restructuring, family owned Palfinger carried on growing regardless. At one point Hiab looked as though it was destined to be overtaken by Fassi, but the company has recovered its mojo just as the collapse in the big southern European markets more than halved Fassi's sales. While Hiab is back on upward trend it is

selling hand tools, rakes and scythes, cart axles, paint, grease and oils. His business grew steadily, adding manufacturing - wagon wheels, rims and axles etc... as it passed from father to son with grandson Thomas Henry White (TH White) taking control in 1866 and increasing its involvement with horse-drawn machinery. Unfortunately when Thomas White died in 1900 he had no sons to continue the business which was then run by Dick Salmon



Palfinger has a total 'park' of 8,000 machines in the UK

now almost certainly lagging behind Palfinger in terms of loader crane sales although the gap has possibly narrowed a little this year. With the UK market listed by Palfinger as one of its strongest this year in terms of growth and volume, Mark Darwin went to the company's distributor for England and Wales, TH White and spoke to cranes director - and ALLMI chairman - Mark Rigby.

Pre Victorian start

Thomas White started the up in business in Devizes as an agricultural ironmonger in 1832

who remained at the helm for 56 years! He was instrumental in converting the business into a limited liability company in 1914 and as the company sold its first tractor, a Ford Model F in 1917, bought a farm machinery business in Swindon in 1938 and purchased an ironmonger's and blacksmith's business in Marlborough in 1947.

In the post-war years the company significantly expanded its agricultural machinery business and under new managing director Peter Scott the company acquired several businesses including forestry winch

and cricket field roller manufacturer Auto Mower. Having outgrown its original premises, it moved into its current head office site in Devizes in 1972. It was during the 1980s that the group moved into vehicle distribution - becoming Land Rover, Subaru and Isuzu dealers - and the 1990s saw further expansion in the agriculture side, as well as forming the separate grass care division.

Today the private group has revenues of around £120 million and employs more than 520 people. TH

White Ltd is one of two subsidiaries of TH White Holdings (the other being TH White Installation Ltd with divisions for energy, security and fire and materials handling and bulk storage) and has five divisions - lorry loaders, vehicles, agricultural, grass care and construction - representing 50 or so brands including Palfinger, Manitou, New Holland, Land Rover, Fiat, Alfa Romeo, Jeep, Ransome Jacobsen, Hatz, Ifor Williams Trailers and Terex dumpers. As well as running the



TH White is a crane business that does some bodybuilding



Between its two dealers TH White and Outreach, Palfinger has a market share of more than 30 percent in the UK

loader crane division Rigby is one of five main board directors along with family owners David, Charles and Alex Scott.

Historically agriculture accounted for about 60 percent of the company's revenues, but this has decreased in recent years primarily with the growth of the loader crane and vehicle distribution businesses. Cranes now account for around 25 percent of sales and employs 140 at its two depots in Devizes and Bradford. Apart from the Bradford loader crane depot, the rest of the divisions are southern-based with

operations in Redditch in the West Midlands to Reading in the east and onto Tisbury in the south going as far west as Frome in Somerset.

Loader cranes

It was during the 1970s that the company started selling and servicing loader cranes at Devizes. These were initially added to take up the slack in the agriculture business in the winter months when welders and hydraulics engineers were more available. It started by doing sub-frame work and then fitting cranes which attracted the attention of German loader crane

Power Pads *The Next Generation*



The fully certified, fully traceable, fully guaranteed, top quality Outrigger support mats

Power Pads are designed, manufactured and certified to the highest standards possible with attention to detail in every aspect in order to ensure the very best value and complete peace of mind.

- All mats carry an indelible unique serial number, a reference code, a batch number and the maximum capacity of the pad.
- Mats up to 600mm are supplied with high quality Certified Rope handles.
- For Mats over 600mm, as standard we use Grade 10 lifting chain.
- All mats carry a clear identity plate with contact details.
- All mats can be branded with the customers corporate identity.

A good set of pads or mats will last a lifetime and provide you with peace of mind that is simply not available with cheaper pads.

For further information on Power Pads contact :
Tel: 01733 211339
www.tmc-lifting.com

Power-Pad[®]

the only fully certified fully traceable mats on the market

company HAP which appointed it as its UK agent in 1984 until it went out of business in December 1989.

The market at that time was a lot smaller than today with total sales in the region of 2,000 units a year. Hiab was the major player taking about 1,500 of these, although its dominance faded as Atlas gained ground and took over a few years later. During this time Palfinger was looking for distribution and became interested in appointing TH White, but this was not going to happen while it was the HAP dealer. With HAP going out of business Palfinger immediately

appointed TH White as its dealer for England, Wales and Northern Ireland. Palfinger was also in discussions with Scottish company Outreach to cover the UK, but with TH White and its established HAP business already in place, it decided to split the UK and appointed Outreach to cover Scotland.

TH White and Outreach

Through the 1990s both TH White and Outreach sold Palfinger and Epsilon forestry cranes but when the forestry market in England and Wales collapsed in the early 2000s - the majority of the UK forestry



The company does a lot of work for Buildbase part of the Grafton Group and one of the UK's fastest growing builders merchants



The TH White group has a turnover of about £120 million and employs 520 staff

crane market is in Scotland - TH White further developed the grab/tipper market, originally using a Palfinger PK knuckle boom crane and then an adaptation of an Epsilon forestry crane, which needed to be a B4 rather than a B3 rated crane for strength and durability. Palfinger was continually expanding its product range throughout this time, partly taking a stake in the German based Epsilon forestry crane business in 1988 before incorporating it in the business and moving it to Austria in 1993.

"When Palfinger acquired Ratcliff

Tail Lifts in 2005 - which had more than 30 percent share of the UK commercial vehicle tail lift market - a clarification of Palfinger distributorship rights was needed," says Rigby. "Together with Outreach we agreed to split the Epsilon range between forestry and construction cranes for the tipper market. TH White would sell Epsilon construction cranes, while Outreach sold Epsilon timber cranes to the whole of the UK. That has since been refined slightly in that TH White does not sell construction cranes direct into Scotland but



RAISE THE VALUE

NEW 2055

THE BIGGEST LOADER CRANE IN THE WORLD ON A 32 TONS TRUCK!






UK crane capacities are increasing across the board

supply through Outreach, while Outreach supplies any timber related enquiries in the south through us."

From a servicing point of view Outreach has eight mobile engineers and TH White has 30 in England and Wales. There are also two 'Palfinger-branded' vehicles which are shared to cover the Border areas - giving a total of 40 mobile engineers covering the whole of the UK. In total the Palfinger 'park' of machines in the UK is about 8,000.

Market stats

"The agreement works brilliantly between the two companies and it provides customers with a seamless service, wherever they are based

sales have been on the up and this year may be back up to around 2006 levels. Last year we were the clear market leader in the UK, a position we believe we have had since 2006. The tipper market is very UK orientated and TH White has a huge market share - which has followed the continual development of the Epsilon construction crane."

"When legislation for leg deployment was introduced it caused tipper operators problems in that they often work in very restricted areas. We asked the market what they wanted and it was obvious that the forced extension of the outrigger legs was not liked, so we developed a

they do not have to have complex electronics for the outrigger deployment system and it has good features such as inboard protected boom hoses. Every 18 months or so we keep improving the design to keep it ahead of the competition."

"Like most other industries everyone is desperate to know their market share but unlike all the other big players in the UK which are wholly-owned subsidiaries of European businesses, it is not our focus. TH White is totally independent of Palfinger and together with Outreach we are its UK business. We are of course under pressure to deliver volume back to the factory, but we tend to view market share differently to the competition. We need to be focussed on the success of TH White and our future, but it helps enormously having the best brand available!"

"Palfinger continually support us, because we deliver," he says. It currently has a few countries around the world where it owns or has a stake in its distribution business, but everywhere else is covered by independent partners, and it wants to keep it that way."

UK fleet market

"The main reason the UK market varies so much in terms of market share, is the builders' merchant fleet market. A large percentage of annual UK sales are decided by the big four or five Builders Merchants," says Rigby. "If you secure one of these big orders you get the volume but the margins are too small and it is not a good foundation to build a business. We now do bodies

in this market as well as cranes and the combination is worth doing. This has been the basis of development for Palfinger and TH White in particular with the real growth coming from body building for certain customers giving a one stop shop which we have offered since the recession. We were on the verge of expanding into this area before the recession, but as it bit other bodybuilders went out of business. Post-recession, some companies needed a new supplier for its truck bodies, so in 2010 we started doing a few bodies, and have continued to build our volumes since."

"TH White is a crane business that does some bodybuilding - we are not an outright bodybuilder," said Rigby. "We will do certain bodies for certain customers. Basically we do flats and drop sides for certain market sectors and certain customers as well as some flat deck plant bodies for some of our big crane customers. We are very specific because we do not have the resources and don't want to do it. The market for bodybuilding is out there - it is about adding value and looking after your customers. However we will be adding a further 30 percent capacity to our crane and body shops at Devizes and Bradford depots from 2016 onwards. A big expansion programme, but we know we can do more and wish to develop more in-house capability.

Pan European deals are being requested more now, however the chassis difference in particular, and different crane applications has not allowed a significant uptake as yet. The UK tends to sell a lot more smaller cranes and imports/exports for other European countries is not usually practical due to the right/left hand drive issue.

A Unimog mounted Palfinger PK 10002 SH for UK Power Networks at the Devizes depot.



A new plastic safety railing system on a National Grid lorry

or work across the UK," says Rigby. "At the moment between TH White and Outreach, Palfinger has a market share of more than 30 percent. The best year for total sales so far was in 2007 with the market at about 4,000 units. The first year of the recession was also reasonable due to the forward order book, but 2009 and 2010 were terrible at just 30 percent of the previous years. Since 2010

fixed leg crane. After carrying out calculations with all the different chassis options we found that the difference between capacities with legs extended over fixed legs was just about 100 kg at boom end. This was such a small difference that we introduced the three model range of the Epsilon Classic in 2012. The market response has been unbelievable because it means

44 METRES OF
TIP HEIGHT
4 TONS OF
PAYLOAD
60 M/MIN OF
HOOK SPEED



We reach for the sky.



▶ Aluminium cranes can be so
highly powerful – Böcker.



Dealer UK
Kranlyft UK Ltd - Bristol
Fon 01179 826661
www.kranlyft.co.uk



The company has 27 fitting and six service bays at its two depots and will be adding a further 30 percent capacity from 2016

Agents to direct

In the late 1990s TH White used agents to provide a national sales and service network, however during the recession of 1993/4 TH White lost ground because these agents looked after their own work rather than that of Palfinger. When Rigby joined the company in 1998 he realised that in the long-term, everything had to be on a direct basis. Gradually the number of salesmen and service engineers

market - over 40 tonne/metres - is increasing in the UK. The use of radio remote controls has trebled, mainly on the back of builders merchants specifying them, as well as the growth of the big crane market which is all remote controlled. Over the past five to 10 years even the size of the builders' merchant cranes has increased from 10 to 12 tonne/metres and they are now moving towards 16 tonne/metre and perhaps 18 tonne/



Another Buildbase vehicle ready to leave Devizes

increased, reducing the reliance on service agents. By 2002 it had a complete national sales force and network of service engineers with no agents. And to increase its presence in the North, the Bradford depot was added in 2002 and extended in 2003. There is some office space in Bradford that was part of the original build that we plan to convert to extra work bays in the near future. There are currently 12 crane fitting bays in Bradford, plus three service bays and 15 fitting bays plus three service bays in Devizes.

Market developments

The big capacity articulated crane

metres after that. This is driven by increasingly large pack sizes as well as a drive for increased safety and durability.

Reduces warranty costs

Palfinger now has 36 manufacturing sites around the world which utilise sophisticated robotics, which has helped improve quality and consistency, reducing in field problems. In a recent survey results show that over 80 percent of Palfinger cranes delivered across Europe did not have a single issue during first three months of operation, according to the company.



TH White has a huge share of the grab/tipper market with its Epsilon crane

We continually invest in plant/equipment for our workshops, to deliver a high quality fit. When we fit a rear mounted crane with hydraulic tank at the front we use all steel pipes from front to back which is more expensive per chassis, but we pride ourselves on quality and it pays off because customers come back for more. How we fit things and look after it has to be top notch - even if we have to use an external hose repairer in an emergency. We make sure that within a few days our engineers will have replaced a flexi hose with steel if steel was originally fitted. We don't scrimp on servicing and look after the customer."

Palfinger developments

Palfinger is constantly developing its loader cranes," says Rigby. "Over the next 18-24 months the SH cranes using Paltronic 150 software that have fully variable leg deployment systems, will be available down through the range. There is also the new boom

profile - the new P boom - which is formed by making between nine or 13 folds (dependent on boom size) to produce a tear drop shape, with a single internal topside weld. The main advantage is a stiffer but lighter boom system. When coupled with the AOS - Anti Oscillation Suppression - which eliminates boom movement when lowering loads, the boom and load is absolutely steady. This system is already in place on the very large PK 200002 and will be available on more cranes in the range over the next couple of years. TH White will have a prototype with the new system on the next crane model down the range in early 2015. "We have built the TH White loader crane division on the Palfinger brand and our history of service excellence - which I think everyone recognises as the best combination in the market. We are not the cheapest, but we have market leading volume so we must be doing something right."



When reversing the mudflap is hydraulically raised to prevent damage on speed bumps



Vertikal
Press

Thank you for your support

We would like to thank all of our readers, sponsors and contributors, for the fantastic support that you have given us this year, all of which helps to make this and our other publications and events what they are.

Wishing you all a very happy Holiday season and a happy, healthy and prosperous year in 2015.

From all of us at the Vertikal Press

Fassi buoyant

Fassi is another loader crane company that has seen UK become a major market, with orders this year up nearly 40 percent, which it believes is down to market confidence.

Fassi UK says that it is working hard with its dealers and the VCA to achieve National Small Series Type Approval (NSSTA) on as many different vehicles as possible in order to avoid having to take each vehicle to one of the five IVA inspection centres in the UK and the delays that are likely to result. Fassi is almost certainly the market leader for loader cranes larger than 40 tonne/metres but it has also seen significant growth in the sales of its smaller cranes. Latest products include the Fassi F485A.2 and F485RA.2 xe-dynamic - an evolution of the F455A.2 and the F455RA.2.

The new cranes from the xe-dynamic range maximise the performance potential granted by the HD5 design

class. The F485RA.2.22 has a maximum capacity of 48.42 tonne/metres, nine percent more than its predecessor. This increased performance is achieved with no increase in weight and with a price differential of less than five percent.

Fassi is also offering the FX900 control system for the larger - F510RA to F1950RA - cranes. FX900 uses the new generation of electronic components and software to achieve enhanced crane performance. Fassi says that the can-bus architecture has been updated to reduce the amount of wiring and to enhance the fault self-diagnosis capability. It also has new functions including a seven inch touch screen colour display showing the crane capacity at any given stabiliser configuration and FSC-SII stability control which features a faster inclination sensor, maximising the available stability that can be converted into usable lifting capacity.



Big Effer for Collett

As we reported last month Collett Transport recently added a 205 tonne/metre Effer 2055 crane - the largest of its type in Europe - to its fleet.

Mounted on an 8x4 Mercedes 4155 tractor unit it has six boom extensions giving a maximum reach and lift capacity of 30,000kg at 4.51metres and 8,550kg at 15.25 metres. The Effer's primary use will be in the handling of blades, hubs and towers for the wind industry, allowing Collett to self-load and offload components at port and site locations.



Marchesi expanding

Parma, Italy-based loader crane manufacturer Marchesi is making in-roads into new markets with its new B4 rated cranes. The company exhibited its latest product - the M13000 RS - at Vertikal Days earlier this year, aimed at the muck away sector.

Thanks to its partnership with UK loader crane body builders Tip N Lift, Marchesi is able to offer its cranes with additional locally orientated features. Marchesi says that it booked six orders at Vertikal Days - two cranes with augers and four for the 'muck-away' sector - one equipped with radio remote controls. Currently its most popular model is the M13000RS which is a 13 tonne/metre crane with a capacity of 1,500kg at 8.3 metres.

"Our production is focused on cranes rated in B4, which means that the crane is designed to work for 600,000 average load cycles at maximum capacity at maximum outreach, compared to the 200,000 cycles of the B3 rated cranes," says Pietro Medici Marchesi export area manager. "For stationary installations we also produce cranes rated in B5, which means that the crane is designed to work for a million cycles. We noticed that in some advanced markets, such as UK, the demand for B4 is increasing. A long lasting crane like Marchesi is the right choice for many applications, such as the 'muck-away' which is quite popular in the UK, but also for other applications, for example with auger where the solid construction of the crane allows better durability compared to standard loader cranes that are purely intended for lifting."

Marchesi Gru, a private family owned business formed in 1968 still sells most of its production in Italy where it claims to be among the top three manufacturers. Over the past 10 years though it has gradually expanded its export sales through a network of European dealers.

Manitex to complete PM acquisition

US-based boom truck, crane and port handling equipment manufacturer Manitex is expected to complete the acquisition of the PM Group, the owner of PM loader cranes and Oil & Steel work platforms within the next few weeks.

The business had run into difficulty and its purchase required Italian court approval of a debt restructuring plan. The company is keen to expand the PM loader crane business and to gain benefits from the new contacts from each company's distribution networks.



Hiab ePTO

Hiab is now shipping the new electric power take off (ePTO) system that it announced in August. According to Hiab electric power offers considerable benefits over a mechanical PTO, including improved energy efficiency and lower noise levels, making it possible to work indoors or in residential areas at night. Also the energy required to operate the crane is 60 to 70 percent less than for a conventional crane.

When the crane is not in use the electric pump of the ePTO is automatically switched off to save energy and battery capacity. The crane uses an advanced load stabilisation system, LSS, to enable quick and easy crane operation, as well as hydraulic system that reduces energy losses to a minimum. The new system was unveiled on a Hiab X-192 HiPro.

The company has also opened a new assembly plant in Stargard Szczecinski, Poland and introduced a new anti-corrosion treatment process for steel parts, which it is calling 'nDurance', an environmentally friendly pre-treatment and paint process based on nanotechnology and e-coating which offers a three-layer protection against corrosion and harsh working environments. (see page 62).



A Hiab X-192 HiPro with ePTO

C&A

loader cranes



ISOLI

New Thinking
New Possibility



**MEET ALL YOUR
DEMANDS**

no compromise required

**FULL TRUCK
MOUNTED PLATFORMS**

Line from **14** to **36** meters

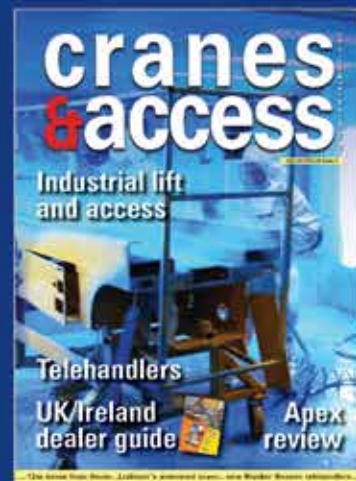
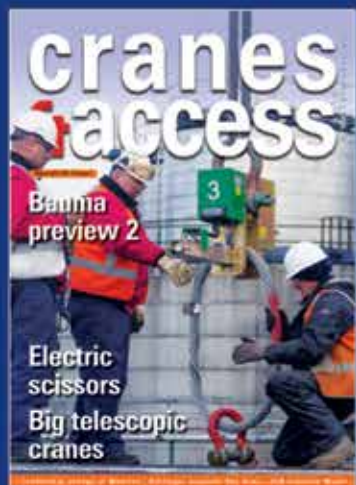
Find out more www.isoli.com



Subscribe to

cranes & access

The only way
to guarantee
that you
receive every
issue



Subscription Application Form

Please complete this form and either fax back on +44 (0) 1295 768223 or +49 (0) 7618 866814 or post to The Vertical Press, PO Box 6998, Brackley, NN13 5WY, UK. Tel: +44 (0)8448 155900

Name _____

Company _____

Job Title _____

Telephone _____

Address _____

Zip/Postcode _____

Country _____

Telefax _____

Email _____

Please start my one year subscription to Cranes & Access at the rate of:

£40.00/€60 (UK and Irish addresses only)

€75.00 (Rest of Europe)

\$110.00 / €60.00 (Other regions)

I enclose a cheque made payable to The Vertical Press

Please invoice me

I enclose an international money order

Please charge to my credit card

Name _____

Card number _____

Expiry date _____

Security code _____

Vertikal.net

Subscribe online at www.vertikal.net

Crane safety issues

Continuing on from last month's safety feature which looked at the principle causes behind fatal aerial work platform incidents, the following article attempts something similar with cranes. What quickly became apparent however is that there is nothing comparable to IPAF's accident database report for the crane industry, while finding good quality statistical evidence proved most challenging.

10 years ago, when www.vertikal.net began to regularly report crane accidents online, the question was asked: "What is happening with all these cranes suddenly turning over or collapsing"? The truth was - as time and hindsight has shown - that there were far more crane accidents than people ever realised. They were simply hushed up or the news kept local. And given that they were spread around the world and over a wide number of machines, no one had a clear and inclusive picture of what was going on.

The natural tendency to blackout information concerning an accident or near miss is still true today, preventing the industry as a whole from learning from what happened, or implementing steps to prevent it happening again. In the UK, the Health & Safety Executive

encourages this mentality with its main stress on seeking blame and prosecution.

In the past, most crane accident information was picked up via word of mouth - and like any game of 'Chinese Whispers' the truth was usually embellished and exaggerated, while the causes remained highly speculative. While the instant availability of information on the internet and advances in camera/phone technology has contributed a great deal towards highlighting incidents, an impartial, well-documented statistical database for crane incidents is still sorely lacking. The problem with current reporting systems worldwide is that crane incidents tend to be lumped in with a wide range of workplace accidents. To make matters worse, the word 'crane' is often mistakenly used for any large piece of equipment - from big

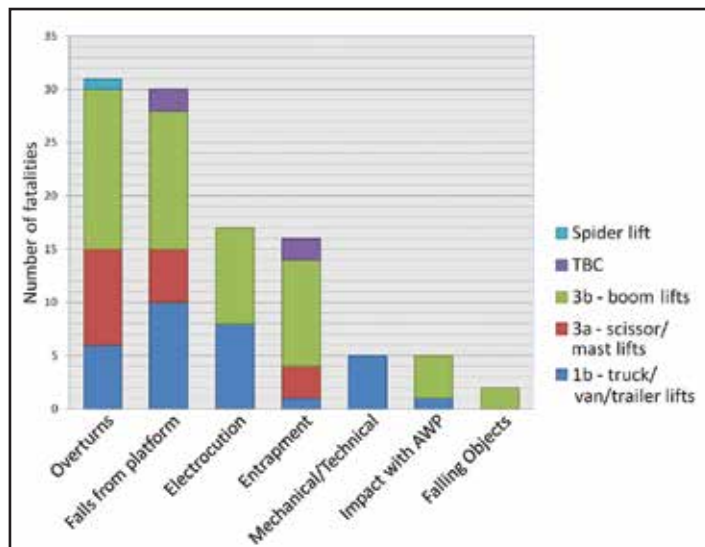


A consequence of programming in the wrong counterweight and deviating from plan



Failing to take ground conditions, such as soft ground, into consideration

IPAF's accident reporting statistics to date



Although IPAF's accident database report is only in its third year, its already providing clear and detailed information on the causes of aerial work platform fatalities.

excavators to concrete pumps.

Even where data on crane incidents is more accurately collected, the data is rarely formatted in a user friendly format, or one that can be used to analyse trends. One place where progress is being made is Singapore, where the Ministry Of Manpower is not only collecting crane data more diligently, but also carrying out more inspections. Its latest enforcement action - Operation Goldcrest - found 194 crane contraventions on the 80 job sites that its inspectors visited in July and August. As a result it took action against 79 companies, issued 98 contraventions involving fines of \$95,000 or more and a further 96 notices of non-compliance. This almost three years after it introduced new crane safety rules! Vertikal.net has now built up an extensive database of accident reports. In fact, put 'crane accident' or 'crane incident' into the search box on the website and a combined

1,250 reports pop up, and yet we believe that at least as many go unreported...

Although not a definitive source, the reports on vertikal.net at least provide an indication of the principle types of crane accidents. The most common crane incidents are:

- Overturning - due to:
 - Overloading
 - Incorrect Outtrigger/counterweight set up (including LMI programming errors)
 - Ground condition related
- Electrocution
- Crane rigging - assembly/disassembly
- Mechanical failures

Overturning

The most common crane accident is overturning. The failure to take ground conditions, such as soft ground and hidden voids, into consideration and a failure to properly spread the load is the main

cause of overturning, but improper crane set up is also a significant factor. Outrigger set-up errors range from not using them at all - yes it does still happen - to programming the wrong outrigger configuration into the cranes overload system - this is of course related to overloading - or forgetting that the crane is short-rigged on one side.

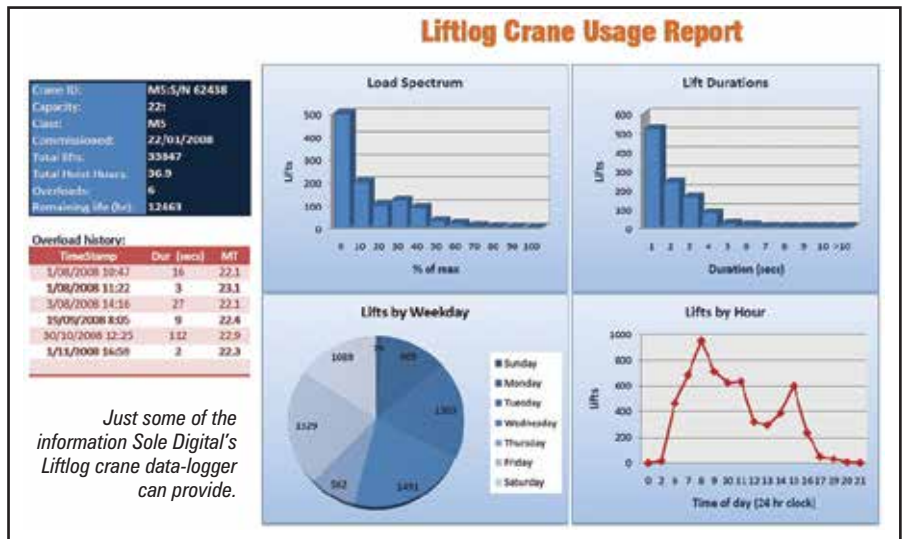
Overloading

Overloading tends to be the result of operators either purposely overloading the crane or accidentally programming in the wrong counterweight or outrigger setting. Conversely it can also result in lifting loads that are unexpectedly heavier than planned for – such as tree limbs or raising a load from water.

As regards to purposely overloading a crane, the issue of the override switch on the load limiter has long been a 'hot potato'. In 2010, the European EN13000:2004 standard was updated to address, among other things, the ease in which overload protection systems could be bypassed. This included locating

the override key in lockable container on the outside of the cab. This is currently under review and subject to change.

While this set of guidelines prevents operators overriding the system without a specific need or without authorisation, it does not exactly solve the overloading problem, which can be also caused by improper set up or the wind taking a load out of radius. The use of data loggers and telematics could prove to be a useful tool to improve safety. The latest systems can send an alert to the crane owner and in some cases the manufacturer warning that the crane has just been overloaded or used outside of the manufacturer's parameters. An example might be operating of a tower crane in excessive wind



speeds. This will also highlight those operators who take the most risks. While data logging makes it easier to determine the cause of an incident, it also creates clear accountability. Operators are less inclined to take liberties if they know they are being monitored.

In the aviation industry the first thing that is located and analysed after an accident is the plane's black box. The openness in the way incidents are investigated and reported, and the greater acceptance of the need to learn from mistakes is what

prevents similar incidents from reoccurring. If only the same could be said about the lifting industry...

Outriggers

In the last couple of years there has been substantial progress to introduce systems that can help improve crane safety. In the USA and Europe, the new OSHA Crane Rule and updated EN13000 standards have been introduced (or will soon be) and include requirements intended to reduce the number of outrigger set-up related incidents. Although they vary

MAT & TIMBER SERVICES



- CRANE MATS**
- OUTRIGGER MATS**
- TEMPORARY ACCESS ROADS**
- RAMPS**



For all types of cranes under any application - Nationwide and Overseas

TEL: +44 (0) 1264 811005
FAX: +44 (0) 1264 810600

e-mail: info@sarumhardwood.co.uk web site: www.sarumhardwood.co.uk



New outrigger monitoring standards will reduce the number of short rigged incidents.

slightly in the detail, both standards require manufacturers to incorporate outrigger monitoring systems to ensure they are correctly deployed and to automatically configure the crane's load moment system to match.

A system already available, which satisfies both the OSHA and EN13000 requirements, is Liebherr's VarioBase system. Launched at Bauma last year, the system automatically calculates the maximum lifting envelope based on the position of each outrigger and the total weight of the crane, in order to avoid incorrect operation during the set up process or when handling loads. Each outrigger can be deployed at any length, with the crane automatically modifying the lifting chart to match the outrigger and ballast configuration that is detected. By factoring in the weight of the crane also solves the problem of incorrectly programming the counterweight. In February, UK rental company Southern Cranes and Access took delivery of the UK's first 130 tonne Liebherr LTM 1130

5.1 All Terrain crane which featured the VarioBase technology.

Talking about the technology, Southern Cranes managing director Clive Sadler said: "We have found that the VarioBase technology leads to improved levels of safety during lifting operations, as the crane operator knows exactly how much weight can be lifted in any given circumstance. He also knows the exact pressure in every outrigger at any given time and can set an alert to inform him if this pressure goes below a set amount. This extra safety feature is extremely useful in keeping the operator informed on what is happening during lifting operations."

Ground conditions

For as long as we have been reporting crane incidents we have also highlighted the importance of understanding the composition of the ground before starting work and the use of outrigger mats or other forms of ground protection to spread the load and reduce the likelihood of overturning.

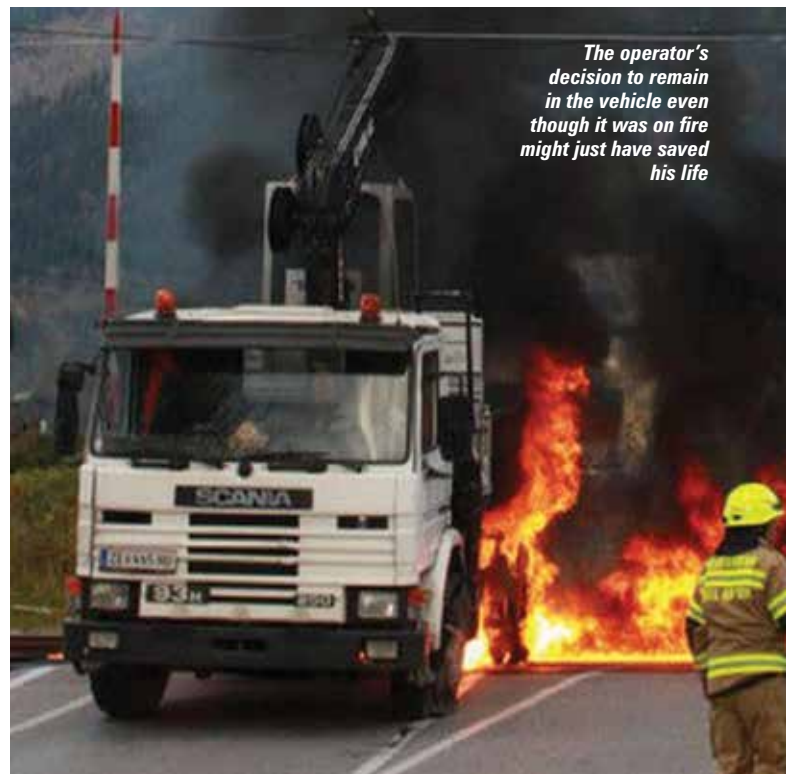
Not wishing to repeat last month's Cranes & Access feature on ground conditions, it is still worth mentioning that the UK's Strategic Forum has now formally launched its 'Ground Conditions for Construction Plant' good practice guide. The 73 page document provides comprehensive guidance on assessing ground conditions and measures needed to reduce ground pressures. See Cranes & Access 16.7 - October Page 35 for an overview.

Electrocution

Another common incident is when a crane - usually the boom - comes into contact with an overhead



Soft grass is not the only ground condition to watch out for



The operator's decision to remain in the vehicle even though it was on fire might just have saved his life

power line. This is particularly prevalent in North America and Australia, where far more power lines are routed overhead in urban areas than in Europe. If maintaining the recommended safe clearance distance is not an option, additional protection including grounding the equipment, covering the line with an insulating sleeve and using insulating links and nonconductive tag lines are required. The use of wireless remote controls, especially when operating loader cranes, has dramatically reduced the number of cases of electrocution. It is also important to appoint someone whose sole job is to monitor the crane boom in relation to the power lines.

If contact is made, it is important to

be aware of the correct procedure, as more often than not, it is only after the operator leaves the vehicle that he is electrocuted. Last month a crane operator was spared his life, after remaining in his cab - even though the tyres had caught fire - when his poorly stored loader crane struck power lines in Zell am See, Austria.

If possible the operator should safely drive out from under the line or away from the source of electricity. If this is not possible however, it is important to remain in the cab until the power has been switched off. If it is absolutely crucial to leave the cab the operator must make sure that no part of his body or clothing touches the vehicle and the ground at the same time. Jump out and



Southern Cranes making full use of the VarioBase technology at Newhaven Port.



Standfast's TRAM prevents users from falling from the boom

away from the vehicle, and be sure to land with feet together, before shuffling away from the downed line ensuring feet are always touching and not lifted off the ground. This will prevent a circuit for electricity to travel through.

Rigging/Assembly/ disassembly

Incidents that occur during the rigging of the crane only account for a small number of mobile crane fatalities but is a cause of a large number of injuries, while a significant number of tower crane incidents occur during assembly/ disassembly or when climbing. It is important that the correct procedures are followed when erecting and that the process is properly supervised. Fall protection, steps, handholds, rails or walkways can all help reduce falls and slips while rigging or maintaining the

crane. An interesting product on the market that is gradually gaining a following is Standfast's TRAM (Travel Restraint Access Module) which enables those rigging crane booms to attach a safety lanyard and still be free to move along the length of without detaching their fall protection.

Mechanical failure

Counting for a very small percentage of incidents, there is very little that can be done about mechanical failures apart from keeping the crane well maintained, regularly tested and inspected and ensuring that it is always used within its safe working range and manufacturer's guidelines (something telematics can help with). Any malfunctions should be fixed immediately and where possible measures put in place to prevent them occurring again.



A boom truck which overturned after trying to lift a tree from the rear of the house



With some incidents no amount of technology can help

Operator error

Let's be honest, most crane accidents are down to operator error, including most of the incidents listed above. In too many cases, particularly with smaller cranes and those operated by end users, the errors are caused by a lack of training. Experienced operators can of course make errors, usually due to a lapse of concentration or taking a short cut, but lack of training is by far the greater cause.

For some incidents, such as lifting trees or overturning a crane on a narrow country road, technology cannot help - only better planning and a good operator. While any operator can have a bad day or a lack of concentration, a really good, well-trained, experienced operator is the most important factor for safe lifting. All the technology in world cannot make a bad/ignorant operator safe, which is why an increasing number of jurisdictions are now mandating operator training and certification. The biggest such programme is in the USA, where the federal requirement for all crane operators to be certified has just been postponed until November 2017. The delay follows last minute, arbitrary changes by OSHA to the wording contained in its new Crane Rule. The change sparked a debate over the difference between the requirement for crane operators to be 'qualified' to operate a given crane and being 'certified'. The latter simply requires the passing of a test/exam while the former is more open to interpretation as to its meaning. It can be argued for

example that a certified operator is still not 'qualified' to operate a particular crane. In addition existing testing regimes which would already have struggled to meet expected demand, were not set up to test and certify by capacity class, another last minute OSHA addition.

In Europe, ESTA - the pan European crane and heavy moving association - and its members have started pushing for a European crane operators licence/certification programme. The problem is that it is coming late to the game and will struggle to replace existing national programmes, which vary widely from country to country.

Completing a training course and passing a course test does not a crane operator make. Some measure of experience and on the job training has traditionally been the way, especially with good crane companies. Potential operators start out assisting on large cranes and then move to operating a small crane, progressing gradually to more complex ones as they prove themselves. Many believe that there is a need for a system of recognition of the level of experience that an operator has gained. A recent poll on Vertikal.net asked the question: "Do you think a widespread Experienced Operator ranking/ qualification system would help raise standards?" By the time the poll closed 632 readers (87%) had voted Yes, while 96 (13%) voted No. The challenge of course is how to turn this into reality. Is this perhaps a starting point for the ESTA crane licence?



In a recent poll 87% voted that a widespread experienced operator ranking/ qualification system would help raise standards.

PASMA training

training
utn

available throughout the UK

PASMA TOWERS FOR USERS
PASMA LOW LEVEL ACCESS
PASMA WORKING AT HEIGHT ESSENTIALS
PASMA COMBINED LOW LEVEL ACCESS & TOWERS FOR USERS



t 08707 871 511
e info@utntraining.co.uk
w utntraining.co.uk



PART OF THE API GROUP OF COMPANIES



cranes & access

Get the whole story...

...follow us on

facebook

twitter

Vertical.net

Ground support plates and stabilizer plates



© November 2014 - TVHP is a registered trademark - UKAVLV_1411001

TVH

tvh.com

TVH UK LTD

Unit 17 • Paragon Way • Exhall • GB-CV7 9QS Coventry
T +44 2476 585 000 • F +44 2476 585 001
sales@tvh-uk.co.uk • www.tvh-uk.co.uk

I'm a CPA Member because...

“ Their Best Practice and Safety publications mean we do things properly and so prevent accidents ”

find out more at our new website:

www.cpa.uk.net



27/28 Newbury Street, Barbican, London EC1A 7HU
020 7796 3366



LUXcranes

MTL 220-10
...the new luffer

- state of the art technology & design
- small out of service radius
- side wind resistant



MTI MTL-LUX S.A.
mti-lux.com
info@mti-lux.com

Tel. 00352 26 72 94 46
Fax 00352 26 74 64 83

lift your image



NOW YOU CAN KEEP YOUR WORKFORCE SAFE FROM OVERHEAD HAZARDS

UK Platforms powered access equipment can now be supplied with the added protection of Activ' Shield Bar technology, a ground-breaking new safety system that helps to protect your workforce.

We're serious about safety, and the new Activ' Shield Bar technology helps to protect operators from the risk of crush injuries from overhead hazards and helps aid escape from entrapment. It really is smart stuff.

**UK Platforms, it's more
than just hire.**

ukplatforms.com / 0845 450 1661
Safety / Value / Availability / Support

UK Platforms
POWERED ACCESS
PART OF **HSS Hire**

Tricky recovery

After lying on its back for five months in Peterhead, Scotland, the recovery of Whyte Crane Hires' overturned 500 tonne Liebherr LTM 1500-8.1 All Terrain crane has probably created a good deal of interest. The crane tipped over during the UK's early May bank holiday weekend and remained in that inelegant position all summer, before finally being recovered at the beginning of October. Cranes & Access spoke with Peter Issitt, managing director of Crowland Cranes which was contracted to carry out the recovery, the trickiest he has ever been involved with.

Crowland Cranes is the only independent crane recovery specialist recognised by insurance companies Aviva and Alliance, so it was no surprise when the primary insurer, Aviva, called the company in to oversee the planning and recovery of the stricken Liebherr. The ill-fated job on which the crane was engaged when it collapsed, was also only the crane's second commercial lift - having just been delivered - so both Liebherr and Whyte Crane Hire were closely involved.

That sinking feeling...

So how did the crane end up in its precarious position? After completing a lift for client Aquatic Subsea - an independent supplier of powered-reel and tensioner systems to the oil and gas sector - at its premises in Peterhead the ground failed under one of the rear mats and the outrigger sank around 2.5

metres through a hardcore base layer into a layer of clay below. All had appeared well with the set-up with the crane sitting on steel mats supplied by the client. However, as the crane tipped the outrigger and mat ended up several metres underground.

The operator had completed a lift over the side of the crane - loading out a test rig - with the top three boom sections extended and the boom at a high angle. He then decided to go for a break and slewed the superstructure to make it easier to exit the cab, putting the counterweight over one of the rear outrigger jacks.

As he climbed down, a loud 'bang' was heard which has still not been explained. At the time it was thought it may have been the load settling on the low loader or the outriggers. However the operator realised the crane was very slowly



The crane is finally lifted and rotated



How it landed

starting to move and got back into the cab trying to restart/reboot the crane. Unfortunately, with precious seconds taken up by computer pre-checks etc he was unable to slew the crane in time to recover the situation and had to jump clear. Fortunately no-one was injured although the hook block did swing back very close to the cab - had it made contact it could have been much worse.

The LTM 1500 came to rest with four points in contact with the ground. The chassis - several metres off the ground at its lowest point and inclined at an angle of about 45 degrees with the cab at a height of around 15 metres - was in contact via the sunken outrigger, which had just one section of the beam visible. The rear of the superstructure ballast was also resting on the ground, together with one of the Y-Guy arms with the other was about 1.5 metres off the ground. The impact of the crane

coming to rest caused one section (section four) of the six-section 84 metre main boom to buckle at its base, with the boom nose resting on the concrete (only the last three sections had been extended).

In that position, the whole structure was stable, however to recover the crane the boom would have to be cut at the point of failure and removed and the crane then lifted and rotated into the upright position and moved away from the area where the ground had given way. Not an easy task, given that the Liebherr LTM 1500 had a base weight of 96 tonnes plus a counterweight of 165 tonnes. When it tipped the crane weighed about 260 tonnes so the total lift was close to 280 tonnes.

Planning the recovery

There were several contributing factors that slowed the recovery process, including the fact that the incident occurred at the premises of a company operating in a sector



The outrigger mat



A very congested site!

which places a great deal of attention to safety.

"Aviva rang me after the bank holiday to see if I could help," said Issitt. "Given the crane was brand new, I advised involving the manufacturer, as agreeing the recovery process early on would lead to an easier final solution."

The fact that crane was just two weeks old, coupled with the unexplained 'bang' heard before

the overturn, and not being able to see the state of the buried outrigger, also meant that the manufacturer and crane owner needed to be involved, along with the Health & Safety Executive and the insurance company. Even with a perfect recovery and no further damage to the crane, the insurers' exposure could be in the region of £1 million. Further damage would of course have increased this to the

point where it could have been put beyond the point of economic repair.

"This is the first recovery where I have been able to analyse the crane's 'black box' which records the LTM's performance parameters at five second intervals, including when the crane was turned on and off, information on the lift including the load on each outrigger and even when the operator sat down and got out of the crane," said Issitt. "From

this we could see exactly what had happened before and during the entire incident, which helped us formulate a rescue procedure."

The process

With the crane still under warranty and Liebherr scheduled to carry out the repairs, there was a strong focus on avoiding overstressing the chassis, slew ring or boom etc..which a 'normal' recovery might have inflicted. With Liebherr



The cold cutter in position



Cutting sections of the boom



The cold cutter with the telehandler drip tray underneath



Cutting the boom



Boom removed and draining all the oil into the telehandler mounted plastic container



Excavating around the sunken outrigger



Attaching slings



One of the four collars - each weighing two tonnes



Ready to lift



Up she goes

involved and supplying technical dimensions, weights and input into how to recover the crane with minimal damage, the team had a good chance of achieving that aim. "Had it been an older crane, out of warranty, the recovery would have taken less than two weeks," said Issitt. "But working for the insurance company which aims to look after the client's interest, we had to ensure that the recovery was carried out with as little damage to the crane as possible, ultimately resulting in a quicker, easier and cheaper refurbishment. We were mindful of taking the time to carefully plan the recovery rather than going in quickly. This is one of the reasons why we are the only non-manufacturer in the UK approved by Aviva for crane recovery and repair. At the start of the process it was clear that Whytes had concerns about carrying out the recovery on their own. Liebherr were also watchful, given that this was the first recovery of a new 500 tonner and given its precarious position. There was a lot of discussion covering all aspects of the lift, which helped ensure its overall success. Crane recovery is totally different to general lifting, so each company was able to input its expertise, bouncing ideas off each other to end up with the best solution."

Whyte Crane Hire did the specific lift plan - including where the three recovery cranes were to be positioned, using the lift capacities and radii from Liebherr and Crowland. After excavating and exposing the buried outrigger, the crane had to be lifted vertically out of the ground and then rotated in the air into a level position before being lowered to the ground. There was also a great deal of interest in the condition of the outrigger but it was fully intact and was found to have



Raising slowly up



Almost out



The sunken outrigger is clear



Upright

punched into the ground without collapsing.

To achieve the lift four special collars, each weighing two tonnes, were manufactured by Liebherr and fitted to the crane's four outrigger beams, close to the chassis. These were braced by two heavy chains underneath and one on top, each able to carry loads of 100 tonnes pulling through a sling.

"There were also lots of discussions on loadings, and this is where our practical knowledge of recovery came into play," said Issitt. "We needed a 125 tonne snatch block for one of the cranes to lift on the 'Y-Guy' arm and Liebherr said it would supply one from a 750 tonne LTM 1750. However the only wire rope that can be used with that block was way under capacity, so we had to source a 200 tonne

block to accommodate the 84mm diameter rope, which gave us the required 105 tonne rope capacity." "We would normally have lifted on the crane's main boom but Liebherr insisted that it was better to hook onto the Y-Guy arms to avoid stressing/damaging the main boom. In the end we pooled out experience and expertise to come up with the best solution. All the details were put into the substantial, detailed lift plan which was also reviewed by the HSE. Even though we are experienced in the recovery of cranes, this was particularly tricky and I lost some sleep before hand," said Issitt. "We are not the only company capable of recovering cranes, but we are involved in around eight out of 10 crane recovery incidents in the UK." Other factors including method



On the ground minus the bent boom



Removing the ballast once upright

statements, manufacturing the outrigger collars, arranging the lifting slings, organising the three 500 tonners and agreeing details between personnel in the UK and Germany all extended the process.

You raise me up....

The whole lifting operation and getting the crane in road-going trim was completed in five days. The three 500 tonne recovery cranes - one supplied by Edinburgh-based Bernard Hunter Cranes and two from Whyte Crane Hire - arrived, together with a three man team from Liebherr, headed by Aaron Willis with a welder and engineer and four from Crowland, including Issitt, a crane engineer, Appointed Person and a welder. Crowland also supplied everything below the hook - apart from the Liebherr manufactured collars.

"The ground where the Bernard Hunter crane was set up was the worst so laser levels were installed on the outriggers to check for any movement while carrying out a test lift. We certainly didn't want another crane going over and one of its outriggers was precariously close to the area that had given way."

By Wednesday morning the cranes were set up and the team was ready to remove the top three boom sections.

Boom off

Plumb lines were placed on the stricken crane, in order to immediately spot any unplanned movement. The top boom sections were then supported by two cranes

(a 500 and a 100 tonner) while an opening was flame cut into section four to allow the team to see the telescope cylinder close to the point of failure. The hole was then enlarged in order to accommodate a hydraulic powered cold-cut saw - usually used for underwater cutting - and put into place by Issitt and Willis working from two 65ft Genie S65 boom lifts.

Liebherr had insisted on the cold cut method because of the potential fire risk from 1,000 litres of hydraulic oil in the telescope cylinder. Although no-one had used the cold cutter before, it worked well. However before the cylinder could be cut, the oil had to be drained. The solution was to use a telehandler with a large plastic container on the forks, acting as a massive drip tray. This was raised up under the boom and caught all of the oil without spillage.

Lift in operation

Once the 20 tonnes of boom sections had been removed, it was time to lift the rest of the crane. The team thought it might shift sideways and so chains have been installed from the bottom of the counterweight to the outriggers to prevent the superstructure moving during the lift.

"Each collar around the outrigger was secured with chains and tensioned to protect the chassis from stress. The biggest load was at the rear of the chassis - 102 tonnes between the collars - a steel chain of this capacity would have resembled the anchor chain of the Titanic, so we used a 125 tonne

endless sling between the two and an endless sling to lift the chassis front, back and on both Y-Guys", said Issitt.

The precisely positioned recovery cranes were each given their loads and radii. One crane had to pick up 40 tonnes at 10 metres at the start, increasing to 82 tonnes at 15 metres radius as the lift proceeded. Another would hold 92 tonnes for the entire lift. Throughout the lift Issitt was kept in constant contact with all three crane operators by radio, telling them exactly what to do.

"All the drivers were good, keen to listen and take instructions," he said. "The 285 tonne crane was very slowly raised up, rotated and then set down exactly as planned, the total lift taking close to five hours. Rotating it was the hardest aspect but the loads supplied by Liebherr were very accurate - within 10 percent of the actual figures.

This small variation was OK as I had included safety factors of between 30 and 50 percent. This may sound a lot, but a crane good for 140 tonnes lifting 92 tonnes only needs a small increase in radius before it approaches its limit."

"If I had to do it all again I would not change the set up at all. Originally we considered using a 300 tonner on the front and two 500s on the chassis. However the 300 tonner might have run out of lift height with 41 metres of main boom. So I decided to use another 500 tonner with 46 metre boom, losing a couple of tonnes of capacity but ensuring we didn't run out of lift height."

"Once the crane was upright again we plumbed in our power pack, got the electrics working and the boom down, folded the 'Y-Guys' and removed the ballast. In fact there was very little damage to the crane and within two days, it was driven down to the Liebherr facility in Biggleswade, Bedfordshire. The main damage was the boom section which had been cut and some damage to the rear axle torsion bars that bent as it went over. It took a day to get the bottom engine running as oil had travelled up to the topside - typical in these cases - and a second day installing the new torsion bars - testament to the fact that the machine recovery went so well.

"A recovery plan is totally different to a normal crane lift, in that it is not a 'tick box' lift but really structured," says Issitt. "Lifting a tree comes close in that it is an unknown quantity. A video we posted online had 116,000 views and 2,000 comments from all over the world. It was good to see people in the industry appreciating that this was not a straightforward lift. I really enjoyed the whole experience and the challenge."



The leg of the Bernard Hunter crane was very close to where the crane sank

The PALFINGER logo is a yellow oval with the word "PALFINGER" in black, bold, sans-serif capital letters.

LIFETIME EXCELLENCE

A middle-aged man with grey hair and a beard, wearing a dark jacket over a blue sweater and a plaid shirt, stands in the foreground. In the background, a red PALFINGER crane is lifting a white and blue motorboat from a red trailer at a dock. The scene is set during sunset or sunrise, with a warm, golden light over a body of water and a bridge in the distance.

JEFF KOSCHINSKI
SALES REPRESENTATIVE

**” INNOVATION MEANS
TO MAKE GROUND-BREAKING,
MARKET-READY TECHNOLOGY.”**

Big tasks need a strong partner: PALFINGER products prove their strength every day, without exception. They deliver the very highest reliability regarding performance, quality and service – for the lifetime of the product. “Lifetime Excellence” – Our promise toward the utmost success for your company. WWW.PALFINGER.COM



Haydock
Park

May 13th &
14th 2015

Don't miss the UK's number one lifting event

the only specialist equipment event for the UK and Ireland

If you buy, use or have a professional interest in Access Equipment, Working at Height, Mobile Cranes, Tower Cranes and Loader Cranes, not to mention Telehandlers then register now for the UK and Ireland's event for lifting professionals – Vertikal Days.

See the latest equipment and services, meet the experts and enjoy a day of networking, deal-making and socialising.

email the Vertikal Team at
info@vertikaldays.net
UK Office +44 (0) 8448 155900

www.vertikaldays.net

Vertikal
days

Making smaller lifts easier

In the March All Terrain feature we covered the idea that truck mounted aluminium cranes (as well as other equipment including spider and loader cranes) that were viable alternatives to a small All Terrain crane for some applications, particularly when lifting a small load to a considerable height or radius. We highlighted the Böcker AK 44/4000 truck mounted aluminium crane and compared it against 40 tonne ATs from Terex, Grove and Tadano Faun to demonstrate the point.

Böcker trailer cranes have been available for many years but in a number of markets they failed for whatever reason to capture end user imagination and therefore sales. Its truck mounted versions - despite a slow start in some countries - are gaining favour in several European countries, particularly the UK where the crane rental fraternity have discovered their benefits.

Over the past few months an unusually high number have been added to UK crane rental fleets including the manufacturer's biggest single crane sale in its history - an order for eight AK 44/4000s from Ainscough Crane Hire. This made it the ideal time to visit the company in Werne, Germany to find out more.

Böcker launched its first crane 25 years ago but has been producing equipment since Albert Böcker - a master blacksmith - founded it in 1958. Early products were fabricated for local farmers but an enquiry from a roofing contractor

resulted in the first trailer mounted construction hoist for roofing tiles. The product was right from the start and sales reached 5,000 by the early 1970s.

Expansion continued with its first sales in the United States in 1970 and by 1974 the furniture lift was born. However it was another 15 years before the first aluminium truck crane arrived in 1989 - developed to comply with the 7.5 tonne vehicle weight limit that could be driven on a car licence.

"The first crane had a 25 metre maximum lift height and maximum capacity of 650kg, now we can achieve a 35 metre reach on a 7.5 tonne truck and lift up to three tonnes, which shows the development over the years," says sales and marketing director Michael Sendermann. "In the UK we initially concentrated on the trailer cranes but sales were slow. However we have been very surprised with the recent level of interest in our truck mounted cranes



The aluminium truck crane with 250kg capacity basket

which have quickly made the UK our best export market, although Germany is still the biggest market for 7.5 tonne truck cranes."

Albert Böcker handed over the management of the business to his son Robert in 1990, and passed away seven years later. Shortly after our visit we heard the sad news that Robert had died unexpectedly following a heart attack, he was only 60. At his 60th birthday party 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 was planning to retire. Alexander had completed his academic studies and was working for car manufacturer VW, however

the succession plans have naturally been brought forward and he has now taken over the running of the company.

Wide product range

The company has a wide range of products in six divisions, which include truck and trailer cranes, inclined construction and furniture lifts, rack and pinion lifts, mast climbers and hoists, mini cranes and grabs for lifting bricks and masonry blocks etc., ALP personnel and material lifts and a rental company that operates mainly in Germany. The addition of the lifts and hoists was a result of acquiring hoist manufacturer Steinweg - another Werne-based company - in 2005. Over the following five years the company and employees were



One of the trailer mounted furniture/industrial lifts



A couple of the masonry and brick mini cranes



An aluminium trailer crane

fully integrated into the group. Today all products are produced in-house at its 70,000 square metre facility in Werne and sold under the Böcker brand name. The business generates revenues of around €60 million, employs 400 more than half of which are involved in equipment production, including 37 apprentices, while 50 are employed in the service and support division. Current production capacity is about 2,600 units a year, including more than 1,000 ladder lifts, 160 truck mounted cranes, 450 trailer mounted cranes and 120 rack and pinion hoists.

The company is still expanding its overseas coverage and has recently opened a sales office in Istanbul, Turkey and acquired its Paris, France distributor TOM Leverage. Economic problems in Eurozone countries such as Italy, Portugal and Spain etc... have reduced the level of exports to around 35 percent of the total, but it now has 56 dealers in 36 countries selling the whole range of products. Service is also a priority with the department opening at six in the morning and not closing until after eight at night, so that qualified technicians are on hand to help.

Truck advantages

Mounted on a 15.5 tonne two axle chassis, the Böcker AK 44/4000 - the largest aluminium crane in the company's range with a maximum tip height of 44 metres and a maximum capacity of 4,000kg - is naturally significantly lighter than a two axle All Terrain crane, resulting in lower fuel consumption and generally less wear and tear on the less expensive drive train components. While it is obvious that the Böcker has nowhere near the maximum lifting capacity of an All Terrain crane, it does compare well as the radius increases - more

than 22 metres - offering enough capacity/reach for the types of jobs that these smaller crane are often used for, such as installing roof trusses or chimney stacks.

The Böcker also has a fully variable outrigger control system which is not yet available on most small All Terrain cranes, and which is a definite plus on challenging and narrow construction sites. The position of each outrigger is monitored by the PLC controls and the lifting envelope is automatically calculated depending on the footprint. The Böcker also has the very useful option of a two person - 250kg capacity - work platform which is either rigid or is available with 60 degrees of platform rotation. This gives crane operators the option of converting the crane into a platform with over 40 metres of working height, adding to the machine's versatility and ideal on some small contracts.

The largest single order in Böcker's history was recently confirmed by Ainscough Crane Hire in the UK, comprises eight AK 44/4000s. While this model is normally mounted on a 15.5 tonne chassis, Ainscough has opted for the new MAN 18 tonne chassis giving a greater payload on the deck, adding to the crane's versatility.

Furniture and industrial lifts

Another product line that looks set for future growth is the Böcker industrial and furniture lift range. The lightweight industrial Toplift sells more than 1,000 units a year. Costing between €3,500 and €5,000 the unit has a 25 metre lift, 250kg capacity, and uses three different drive units for lift speeds of up to 40 metres per minute. Its latest model is the compact trailer mounted Simply. Weighing 750kg it



Böcker has a range of mastclimbers and hoists courtesy of the Steinweg acquisition



The crane can be operated by remote control



The aluminium boom under construction



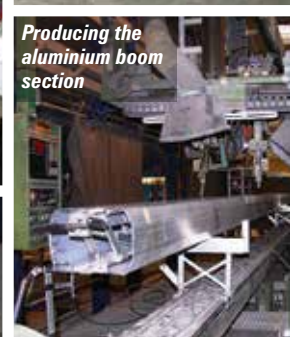
Sales and marketing director Michael Sendermann with some of the ALP personnel lifts



A Superlift 200 hoist in the display area in head office



The first industrial lift produced more than 50 years ago



Producing the aluminium boom section



Aluminium boom sections



The Böcker aluminium truck mounted crane is changing crane rental companies' attitudes towards lifting small capacities

can be towed behind a passenger car and needs a set up space of just 2.0 x 2.3 metres. Maximum capacity is 250kg and lift height up to 20.6 metres.

Although popular in France (where more than 2,000 have been sold), Italy and Portugal, truck mounted furniture lifts are a rare sight in Germany or the UK. However attitudes may be changing, just like they have with the truck mounted aluminium crane. London-based City Lifting has recently purchased an Agilo HL34-1.8 furniture hoist mounted on a Nissan Cabstar chassis which has a capacity of 400kg and a maximum lift height of 34 metres.

Weighing just 3,500kg it is the ideal machine for lifting furniture and heavy awkward loads such as large fridge freezers into some of the older buildings in London which have no

lifts or means of getting modern furnishings into high rise buildings. The largest truck mounted furniture lift (mounted on an 8.5 tonne GVW chassis) has a maximum lift height of almost 55 metres and able to lift 400kg.

Try before you buy

Böcker is still very much a family company and is always keen for customers to try its equipment and compare it against the competition before they buy. In order to make this possible on a regular basis it operates a rental fleet of more than 300 machines.

"It is very important that customers can use the equipment and get an idea of the quality and product features of the equipment," says Sendermann. "The quality, design and backup are all very important when buying new equipment and this is what Böcker focuses on."

Scaffolding with integrity

The NASC Code of Practice product audit applies to new product at point of entry to the UK. NASC supplier members are audited on system scaffold, tube, fittings, timber board and aluminium beam products. From 2015 the audit will incorporate unit transoms and high tensile 3.2mm tube

www.nasc.org.uk



NASC



CISRS

CONSTRUCTION
INDUSTRY SCAFFOLDERS
RECORD SCHEME

BE SAFE!

USE ONLY CISRS CARD HOLDING SCAFFOLDERS

**CISRS provides the industry recognised training for scaffolders.
Make sure their CISRS cards carry the relevant systems endorsement.**

For further information go to:

www.cisrs.org.uk

AW

AERIAL WORK PLATFORM / ACCESS



 **Trojan**
BATTERY COMPANY
MASTER DISTRIBUTOR

PLATINUM
BATTERIES (EUROPE) LTD



**WE WANT YOUR OLD BATTERIES!
GET MONEY FOR YOUR SCRAP**

Platinum Batteries (Europe) Ltd are the exclusive Master Distributor in the UK for Trojan Battery Company, the world's number one deep cycle battery manufacturer.

- Comprehensive product range
- 99% availability guaranteed all year round
- Next day, own fleet delivery service, nationwide
- No minimum order quantity or carriage charges
- Full technical support & field sales support
- Maximum value paid for your scrap batteries

For more information, Contact us on

Telephone **0845 063 9999** Email sales@platinumbatteries.co.uk
or visit platinumbatteries.co.uk

Genie expands production in Perugia

Genie's new Z-33/18 is the first boom lift the company has designed outside of the USA, and specifically targeted at the European market. Launched earlier this year, the lift will be manufactured at the Terex Umbertide plant in Perugia, Italy, which the company is developing in order to produce more platforms and telehandlers. Cranes & Access travelled to the plant to discover more.

The Umbertide facility was first opened in 1973 by local company Italmacchine to build construction equipment. It started manufacturing telehandlers in 1986 and in 1998 the company and its 50,000 square metre plant was acquired by Terex to form the company's telehandler range for Europe, the Middle East and Africa.

In April 2007, a new production line began assembling the Genie Z-45/25 - the first Genie booms built outside of its Redmond, Washington facility. In November that year, after shipping its 500th boom lift, the company also added production of the Z-51/25.

Today the plant assembles nine telehandler products, including Compact, Hi-Reach and 360 degree models, as well as four Genie Z-boom models - including the new Z-33. The 33ft battery/electric Z-33/18 offers a working height of 12 metres and an outreach of 5.6 metres at an up and over height of 4.28 metres,

with a 200kg maximum platform capacity. Certified for both indoor and outdoor use the direct electric AC drive motors provides a 30 percent gradeability, while a larger turf tyre can be ordered as an option to the solid non-marking standard tyres.

With a total weight of 3,665kg it fits between the Nifty HR12 range and the typical 34ft industrial machines, or regular 45ft booms both of which weigh in at six tonnes or more. The lighter weight, combined with a modern 48 volt electrical system with AC drive, provides a long battery life between recharges - certainly more than enough to handle a full day's work, and possibly sufficient for two shifts. The unit has a new simplified platform design, with no jib or platform rotation, while an LCD display at the controls notifies operators of battery level and default messages etc... When we put it through its paces on the company's new demonstration area the machine performed very well.

The demonstration area forms part of a new testing and training area, which officially opened in October. Located a short distance from the main production facility, it has been designed to simulate a real job site, and features a 2,000 metre test track as well as a specifically designated, 600 square metre demo/training area.

The track has been developed for the extensive testing and verification programme that both telehandlers and aerial work platforms built in Perugia are subjected to. The track has varying sections which tests different aspects of each machine, for example, the telehandler course



Genie's impressive production assembly facilities

includes bumps, rough road and pot-hole simulation to check the life-cycle performance of the chassis, boom, transmissions and wheel etc and a lateral slope and speed/gear test to check transmission components. There is also a section that can be used to check the telehandler for defects/problems. Similar to the telehandler course, aerial work platforms are subjected to steering, gravel ground, ramp and rough terrain tests. Back at its production facility it also has an area with tilt, kerb/depression and cycle test rigs.

The new training area currently provides a four-day telehandler course and the company has said



Genie is currently working on a quick swap over system for the battery packs for multi-shift applications.

it is planning on adding access training next year as well as becoming an IPAF-approved training centre.

The other new product to be built at the Umertide facility is the latest version of the compact GTH-2506 telehandler with Stage IIIB compliant Deutz engine. The smallest model in the company's range it weighs just over 4.5 tonnes, has a maximum lift height of 5.79 metres and can lift up to 2.5 tonnes. Maximum forward reach is 3.35 metres and it can take two tonnes to full height.



The Z-33/18 performed well when put through its paces



Genie's telehandlers and aerial work platforms are subjected to 300 hours of endurance testing.

French days

The French crane and access event JDL - Journées Du Levage was held this year in Marseille at the end of October. In spite of the state of the local economy it was well attended by exhibitors, with a wide selection of cranes, loader cranes, telehandlers and powered access.

The three day show was busy, and more than 1,000 people attended the gala dinner on the evening of the first day. The most significant new product launch came from Manitou which unveiled its new 32 metre 360 degree MRT-3255 - see news section for more details.

Another new product was a little trailer mounted self-erecting tower crane from GP Mat that can be towed behind a pick-up truck. On the boom front both Genie and JLG had

their 180/185 booms on show, with Genie also launching its two new articulated booms. Loader cranes were very well represented with Fassi, Palfinger and Effer all showing big cranes.

Most exhibitors we spoke to were happy with the quality of the visitors, all of whom were serious buyers. The following are just a few photos from the event, check out JDL on www.vetikal.net to see more of them.



First glimpse - ATN with scissors, booms and mast booms and Sennebogen's 70t tele crawler



Ruthman has sold a T720 to local company Nasa



Effer's 1855TM on a very flash looking five axle Scania rig



Fassi's massive F1950 articulated crane



This little ultra compact CoMeT attracted much attention



Grove/Potain and Terex cranes faced each other across the aisle - the 400t Grove GMK400 in Mediacolours



Skyjack breaking into the French market



Haulotte showed its HT23RTJ and highlighted its Activ Shield secondary guarding system



Genie showed its new Z33/18 and Z62/40J articulated booms plus the SX-180



Imer showed a 19m truck mount which it plans to sell in southern Europe



Specialist engineering company Bigore had a photo of one of its latest commissions



The 12m x 12m mini self-erecting tower crane on a two axle trailer



Bronto launched its industrial truck mounts in France with the XR56



Spider lifts were everywhere with Hinowa, Multitel, JLG, Imer, Teupen, CTE, Platform Basket and others on show



Half of the show was under cover



Palfinger platforms demonstrates the P480's platform rotation



Palfinger Cranes has sold its first 200 T/M PK200002 in France, fitted with integrated platform



The new Manitou MRT3255



Comilev showed this utility-digger derrick-vehicle alongside its truck mounted lifts



A surprising exhibit - a Zoomlion RT55CE Rough Terrain crane



At the party a JLG scissor lift made a great stage for the famous DJ from St Tropez



Sarens displayed a model of its SGC120

HOLLAND LIFT

innovation at great height



HYBRID POWERED Emission-free operation

Holland Lift innovates at great height. A tradition that has made us a market leader for 30 years. Our latest scissor lift comes with a parallel hybrid drive system. It is a green machine that meets all your needs:

- Hybrid powered
- Suitable for both indoor and outdoor use
- 27,5 meter working height (90 ft.)
- 1,000 kg lifting capacity (2,204 lbs)
- Drives at full height with maximum load
- Low fuel consumption
- Enables emission-free operation
- without sacrificing performance



Holland Lift International bv
Anodeweg 1 • NL-1627 LJ Hoorn • The Netherlands
t: +31 (0) 229 285 555 • e: info@hollandlift.com
www.hollandlift.com

Are your staff **properly trained?** **Don't risk it** call a certified local company today

IPAF & PASMA working at Height training throughout the UK

utn training

PAL+ OPERATOR DEMONSTRATOR MEWPS FOR MANAGERS TOWERS FOR USERS LOW LEVEL ACCESS

☎ 08707 871 511 www.utntraining.co.uk PART OF THE AFI GROUP OF COMPANIES

CALL US NOW  **Easi UpLifts** 

Email: training@easiuplifts.com 

 **Tel :0845 600 1550** 

www.boomtraining.co.uk

IPAF & PASMA training

call **01793 766 744** or visit hi-reach.co.uk

 **Nationwide Platforms**
A Lavendon Group Company

0845 601 1032

training@nationwideplatforms.co.uk
www.nationwideplatforms.co.uk
 Follow us on twitter @NWPlatforms



LOXAM ACCESS 

Tel: 0845 6041134
 Email: training@loxam-access.co.uk
www.loxam-access.co.uk

 **HORIZON PLATFORMS** 

Tel: 0845 0710 007
 Email: training@horizonplatforms.co.uk
www.horizonplatforms.co.uk

We offer IPAF and PASMA courses and a wide range of Height Safety Training...

For further information on our training courses:

☎ 0115 924 1349
 ✉ aplanttraining@aplant.com
 🌐 www.aplant.com/training

Training Nationwide 

 **MENTOR** 01246 555222
access@mentortraining.co.uk 

www.mentortraining.co.uk

 **INSTANT TRAINING**
HEALTH, SAFETY & SKILLS TRAINING FOR INDUSTRY, CONSTRUCTION & MAINTENANCE

is part of the AFI group of companies

www.instant-training.com
info@instant-training.com
 ☎ 01952 815750

HEWDEN TRAINING **UK wide**
0161 77 22 444

Training@Hewden.co.uk • www.Hewden.co.uk/Training

Your Partner in Training
 Call 01767 602222 or email training.services@liebherr.com



LIEBHERR

www.liebherr.co.uk

Specialist Working at Height training across the Midlands 

call **03303334848**
 e-mail info@gtaccess.co.uk
 or visit www.gta.training

 www.facebook.com/GTAccessLtd
 @GTAccessLtd

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.

Contractor faces \$168,000 fine

Massachusetts Bay Electrical Corporation has been fined \$168,000 following the fatal overturn of a boom truck on 12th April 2014. The US Occupational Safety and Health Administration cited the company for two wilful and four serious violations following the death of John Loughran jr, 34, and Joseph Boyd, 34, who were using an Elliot boom truck with an aerial work platform attachment to install a new high-tension power line.

The citation says that the company failed to set up and operate the crane according to the manufacturer's instructions and that its employees were not trained to operate it. The serious violations included not using load charts to determine the minimum boom angle, not using an aerial lift, allowing the crane to operate above 50 percent of rated capacity and failing to conduct a trial lift of the platform prior to use.

OSHA director Brenda Gordon, said: "The employer did not use readily available information that would have allowed this work to be conducted safely. This lapse needlessly cost two workers their lives."

Two men were working from an aerial work platform attachment when the Elliot truck crane overturned



Teenage electrocution an accident

The inquest into the death of Dean Bough, 17, while working from a platform in Brize Norton, Oxfordshire, has ruled that it was accidental - although that a lack of training played a part in his death.

Dean was working with his father Malcolm on October 13th 2011, painting window frames and lintels, at a property owned by Andrew Cooper, managing director of their employer Cooper Construction. Towards the end of the day Dean got into the work platform - which he was not trained to use - to paint a lamp post. His father said: "I was showing him how to use the cherry picker as we went along. I was aware of the overhead cables but didn't specifically have a conversation about them with him. At about 3pm the last job was to put another layer of paint on a lamp post."

"I had my back to him and cannot remember if he drove it forward or reversed. I don't know why but I looked around and he was stood in the basket facing me. I immediately noticed he was on a level with the overhead power lines and that his head was touching them. I realised he was being electrocuted."

Malcolm lowered the platform and tried to resuscitate him, while calling the emergency services. His son was pronounced dead on arrival at hospital. The inquest was told that Malcolm had been trained to operate aerial work platforms, but his son had not. The HSE said that the platform was more than three metres from the lamp post he was supposed to be painting and at a height of seven metres, while the lamp post was only three metres high. The lift was found to be fully functional and in good condition.

Jump the gap

A UK roofer - Ronald King of Hoylake - has been fined £3,000 plus costs of £2,457 for using unsafe access equipment/methods while reroofing a house in Cheshire. King had set up a scaffold tower in a neighbouring garden, leaving employees to jump a one metre gap to the roof they were working on.

The five metre tower was missing platform boards and edge protection. King also failed to provide any measures to prevent a fall from the roof itself.

HSE inspector Kevin Jones, said: "Mr King is an experienced roofer. He not only put his own life at risk but also the lives of two of the workers he employed by asking them to jump from the scaffolding to the roof, and by not providing protection around the edge of the roof."



Reroofing a house with no measures in place to prevent a fall

Apprenticeship Awards

Liebherr GB has won the UK National Apprenticeship Award in the Large Employer category for the second consecutive year. Its apprentice programme generalist, Lee Mason, also won the 'City & Guilds apprentice champion' award for his work in promoting and advocating apprenticeships. HSS Hire Service was highly commended in the 'Newcomer large employer of the year' category.



(L-R) Jamie Reeve, Craig Cherry, Ryan Brookes and Lee Mason of Liebherr GB.

Who trained him then?

Spotted in Poland, two men apparently installing electrical wiring at a height of around six metres. To achieve this, the two men placed a metal stillage on top of a fork-mounted skip which had been put on the very edge of a forklift's tines and then balanced against the wall.





EXECUTIVE HIRESHOW

WHERE PASSIONATE HIRERS MEET INNOVATIVE SUPPLIERS



TOO GOOD TO MISS

WEDNESDAY 11 & THURSDAY 12 FEBRUARY 2015
Ricoh Arena, Coventry

Wednesday 11 February 9.00am - 5.00pm Thursday 12 February 9.00am - 4.00pm

KEY REASONS TO VISIT...

- OVER 150 EXHIBITORS
- REAL 'SHOW ONLY' DEALS
- GET FACE-TO-FACE WITH YOUR SUPPLIERS
- FOLLOW THE INNOVATION TRAIL TO NEW PROFIT-EARNERS
- NETWORK WITH OTHER HIRERS

PLUS!

- FREE PARKING
- FREE BREAKFAST
- SHOW PARTY
- AWARDS

REGISTER NOW www.executivehireshow.com

Driver CPC requirements clarified



Following several enquiries from readers, IPAF has clarified its view on whether the Drivers' Certificate of Professional Competence (CPC) requirements apply to vehicle mounted platform users.

The Driver CPC applies to all professional drivers of delivery trucks over 3.5 tonnes, buses, coaches and minibuses, and potentially applies to users of truck and van-mounted platforms, although this will depend on national interpretations.

In the UK, where most of the questions were raised, confusion surrounded a government exemption which states: "You don't need Driver CPC if you are carrying equipment or material that you will use in the course of your work, provided that driving the vehicle is not the main part of your job."

This has been interpreted by a number of industry professionals and associations as indicating that crane and vehicle mounted platform drivers, for example, are exempt from the CPC requirements. However as the exemption hinges on whether driving is the main occupational activity, it could also be argued in a test case that the driving of a vehicle mounted platform to a site is an integral part of the operator's job, as he needs the appropriate LGV class of licence to drive on the public highway. Therefore he should comply with the Driver CPC requirements.

IPAF technical & safety executive, Chris Wraith, explains: "There is a moral argument that drivers of vehicle mounted lifts and cranes should be CPC-compliant, especially as they are not required to complete tachograph records and often drive to a location to do a full day's work before driving back to the depot - meaning that they work long hours and are less regulated than delivery drivers driving a similar weight of vehicle. Vehicle mounted platform drivers should have training to raise their awareness of the hazards and risks of their job and driving on the public highway. Hence, IPAF recommends that truck mounted lift operators maintain their CPC qualifications in line with good practice and demonstrating a duty of care."

Platform management course gains momentum

More than 4,800 managers and supervisors have attended IPAF's MEWPs for Managers training course over the past 32 months. The course covers what managers need to know about using aerial work platforms on site, from planning the job and completing a risk assessment, to selecting the right equipment and mitigating all possible risks.

Targeted at project managers, foremen and supervisors working in a broad range of industries such as construction, facilities management, retail, airports and arboriculture, the one-day course includes topics on health and safety regulations, accident prevention and control, personal protection equipment, and pre-use checks and maintenance. Focused more on planning, supervising and effectively managing the use of powered access, rather than operating equipment, candidates must pass a written test in order to obtain a certificate.



To find an IPAF-approved training centre that offers the MEWPs for Managers course, use the locator at: www.ipaf.org or visit: www.ipaf.org/m4m.

More than 4,800 managers and supervisors have attended IPAF's MEWPs for Managers training course in the past 32 months.



(L-R) A round table discussion between Jacco de Kluyver of Terex AWP, Matthew Hickin of Gardemann, Brad Boehler of Skyjack, Martin Vögtli of SkyAccess and owner of WS-Skyworker and Tim Whiteman of IPAF.

Exceptional content at Europlatform

More than 100 delegates attended the Europlatform access rental conference last month in Cologne, Germany. The line-up of speakers included Don Ahern, owner of Ahern Rentals and Xtreme Manufacturing which recently took majority ownership of Snorkel.

Ahern gave a presentation which included an entertaining history of his powered access career and his company, as well as exploring the crossover between the manufacturing and rental sides of the business. He highlighted the company's decision to become a manufacturer with the aim of preserving used equipment values in the market and re-introducing older, reliable product designs.

Grigory Grif, chief executive of Fortrent, the Cramo/Ramirent joint venture in Russia, discussed the strategy behind the company setup and some challenges that the company currently faces in the market, while Gordon McGruer, owner of Kardon Contracts in the UK, examined the requirements of owning, managing and operating the latest booms in the 180-185 foot category.



Gordon McGruer



Don Ahern

Middle East Convention

IPAF will hold its first Middle East Convention on 26th January 2015 in Dubai, UAE with a networking event on the evening of 25th January. Visit: www.ipaf.org/meconvention or email: uae@ipaf.org for more information.



Are you properly trained to work at height?

For a complete range of IPAF Operator, MEWPs for Managers and Instructor courses, join us at one of our IPAF accredited training centres. Our indoor training facilities provide year round, all weather training. More than 30,000 delegates successfully trained across the UK. Call our training team to book your course **0844 26 44 360**

Facelift Access Hire, Sales and Training | T 0844 22 54 360 | E hire@facelift.co.uk | W www.facelift.co.uk

ALLMI
Setting the Standards for the Lorry Loader Industry

ALLMI accredited Lorry Loader Operator Training Providers

Nationwide

PALFINGER

T H WHITE

Contact: Julian Elms

t: 01380 722381 m: 07917 839155

Email: julian.elms@thwhite.co.uk

www.thwhite.co.uk

Nursted Road Devizes, Wilts SN10 3EA



Nationwide



HMF (UK)

Empson Road, Peterborough, Cambridgeshire, PE1 5UP

Tel: 01733 558145 Fax: 01733 565869

Contact: Stuart Stockwell

Email: info@hmfcranes.co.uk Web: www.hmf.dk

Nationwide

ATLAS
CRANES UK LTD

Wharfedale Road, Euro Way Ind. Est. Bradford. BD4 6SL

Tel: 08444 996688

Neale Martin: 07836 238281

Web: www.atlas-cranes.co.uk

Nationwide



Hiab Ltd

Cargotec Industrial Park, Ellesmere, Shropshire, SY12 9JW

Tel: 01691 626427 Fax: 01691 626472

e-mail: training.uk@hiab.com • Web: www.hiab.co.uk

Are your Lorry Loader Operators properly trained? Call a certified ALLMI training provider and Insist on the ALLMI card.

The training accreditation service of Lorry Loader Manufacturers and Importers

ALLMI Unit 7b, Cavalier Court, Bumpers Farm, Chippenham, Wiltshire. SN14 6LH

TEL: 0844 858 4334 email: enquiries@allmi.com web: www.allmi.com

Training scheme review - update

ALLMI held the inaugural meeting for its Training Scheme Review in Coventry on October 16th, with the supervisory board - which will oversee the review process - discussing the aims, structure and timetabling of the project.

ALLMI technical director and chair of the supervisory board, Alan Johnson, said: "The meeting was extremely productive and enabled us to carry out an invaluable mapping exercise, whereby the core aims of the project were agreed, as were some of the sub-groups that

will need to be formed in order to look at specific issues in more detail."

"The review's consultation phases, which will involve various industry stakeholder groups, were also discussed in depth and we look forward to engaging with the lorry loader industry on a range of important training topics as the project moves forward and takes shape."

The Training Scheme Review's supervisory board consists of representatives from ALLMI, the CPA, HSE and UKCG, as well as loader



ALLMI has held the inaugural meeting for its Training Scheme Review

crane manufacturers/importers, training companies and some of the UK's largest fleet operators.

Please contact ALLMI if you would like to know more about the Training Scheme Review.

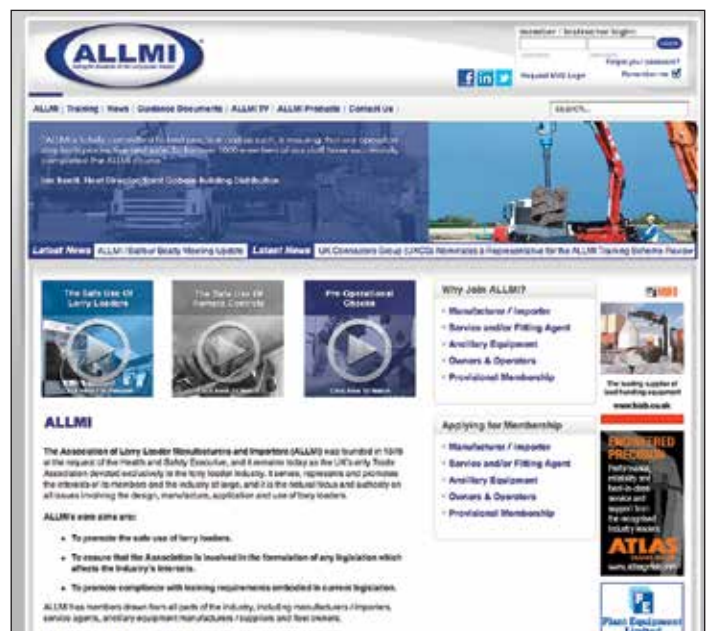
Why visit the ALLMI website?

ALLMI's website - www.allmi.com - dedicated exclusively to the lorry loader/loader crane industry, has generated a record number of hits during 2014. But what is it that is attracting more users to the site?

- Guidance documents/information - A wide range of guidance documents can be downloaded, ranging from a series of ALLMI guidance notes through to safety campaign material. The ALLMI/CPA Best Practice Guide on the Safe Use of Lorry Loaders is also freely available, as is archive news material covering topics like Thorough Examinations, legal requirements for training and lift planning as well as back issues of this ALLMI Focus.
- Registered user benefits - Registered ALLMI website users also have access to a further layer of information, including various types of template documentation, industry related regulations, safety bulletins, accident case studies, online forums, ALLMI's engine management systems facility and various downloadable tools to assist in more effective fulfilment of job roles. Contact ALLMI to find out how to become a registered user.
- Online videos - ALLMI TV is an area of the ALLMI website which features a range of online videos, providing guidance and advice on

various aspects of the safe use of loader cranes.

- Training information - The website contains detailed information concerning ALLMI's range of specialist training courses, which provide accreditation for each member of the lorry loader lifting team, as well as engineers, instructors and managers.
- Industry news - The ALLMI website contains a dedicated news area, allowing users to keep abreast of the latest industry developments. The website can also be used to link through and sign up to ALLMI's various social media pages on Facebook, Twitter and Linked-in.
- Finding a member - A full list of ALLMI members (manufacturers, service/repair companies, ancillary equipment suppliers/affiliates and fleet owners) is provided on the website, as is a search function which allows users to find a company in their area.
- Finding a training provider - ALLMI runs the UK's leading training scheme for lorry loader operators. Web users can find an accredited



ALLMI's website has received a record number of hits during 2014.

training provider in their area and can also filter the search based on courses offered and facilities/equipment provided.

- ALLMI products/training aids - ALLMI provides numerous safety products and training aids which are available to purchase online.

ALLMI chief executive, Tom Wakefield, said: "The ALLMI website is an incredibly important tool for communicating best practice and raising standards in

the industry. We are very pleased with the increase in web traffic that we're experiencing year on year and we believe this reflects the quality of information we make available online. However, as with everything we do within ALLMI, we're always looking for feedback as to how it can be further developed to the benefit of all industry stakeholders and so we would welcome any constructive comments or suggestions from users of the website."

ALLMI general meeting

ALLMI's second general meeting of 2014 for manufacturer and service company members will take place on the 11th December at a new location in Gaydon, Warwickshire. The meeting will update members on ALLMI's projects and activities, with attendees able to raise and debate important industry issues.

ALLMI chairman, Mark Rigby, said: "We're looking forward to the meeting and the prospect of lively and constructive engagement with members. The meetings also provide an excellent networking opportunity for everyone involved with ALLMI and so a significant turnout is expected."

PASMA training



available throughout the UK

PASMA TOWERS FOR USERS
 PASMA LOW LEVEL ACCESS
 PASMA WORKING AT HEIGHT ESSENTIALS
 PASMA COMBINED LOW LEVEL ACCESS & TOWERS FOR USERS



t 08707 871 511
 e info@utntraining.co.uk
 w utntraining.co.uk



PART OF THE AFI GROUP OF COMPANIES



cranes & access

Get the whole story...

...follow us on

facebook

twitter

Vertical.net

EMERSON TRAINING SERVICES

Safety Through Knowledge

- Quality training delivered by industry professionals at prices that offer excellent value for money
- CPCs training and testing for lifting operations roles, including – Appointed Person, Crane Supervisor, Crane Operator and Slinger Signaller.
- NVQ assessments to upgrade your CPCs card from red to blue
- ALLMI Lorry Loader operator training for the transport industry
- Health and Safety training to support the development of your health and safety culture
- First Aid Training – 1 day Emergency First Aid at Work



Call us on **020 8548 3900** or email info@emersontrainingservices.co.uk

Ref ETS01



CP Construction Plant Competence Scheme

www.emersontrainingservices.co.uk

THE NEW LEADER IN GRP FROM LYTE LADDERS AND TOWERS



THE GRP MOBILE ACCESS TOWER FROM THE HILYTE RANGE

OUR EXTENSIVE LADDER RANGE



Tel: 01792 796666
www.lyteladders.co.uk



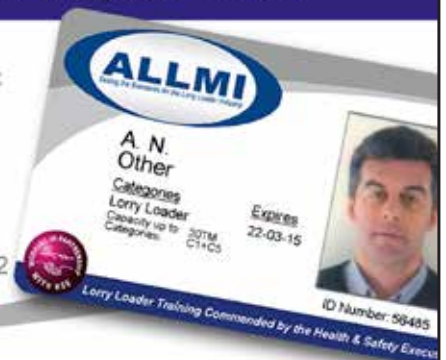
LYTE
 LADDERS • TOWERS



LORRY LOADER OPERATOR TRAINING Recognised by the UKCG

Courses also available:

- Slinger / Signaller
- Crane Supervisor
- Appointed Person
- Thorough Examiner
- Instructor
- Manager - POWER 9.2



The Trade Association for the Lorry Loader Industry

Tel: 0844 858 4334 • Email: enquiries@allmi.com • www.allmi.com

PASMA promotes pulpit and podium safety

In its drive to introduce minimum safety and performance criteria for low level work platforms - commonly referred to as pulpits and podiums - all of PASMA's manufacturing members now comply with the requirements of PAS 250, the publicly available specification sponsored by the association.

PASMA is keen to stress that anyone responsible for sourcing or using low level platforms should only choose those products which have been designed, manufactured and tested to satisfy the stringent requirements of PAS 250. Amongst other things, PAS 250 covers strength and stability requirements and material specifications, together with design requirements for the working platform, side protection

(guardrails), access, mobility, labels and user guides.

PASMA's technical director Don Aers, said: "Designs for this type of equipment had previously been developed in the absence of any formal minimum standards. Without specific design criteria it was clear that some products were inherently unsafe and open to misuse and abuse. Specifiers should not think that because podiums and pulpits are fitted with anti-surf devices, that it's 'job done'. There are many other safety issues that need to be addressed to comply with PAS 250, chief amongst which is resistance to overturning."

A road show is planned in 2015 in conjunction with the Health & Safety Executive's Working Well Together (WWT) safety campaign, highlighting

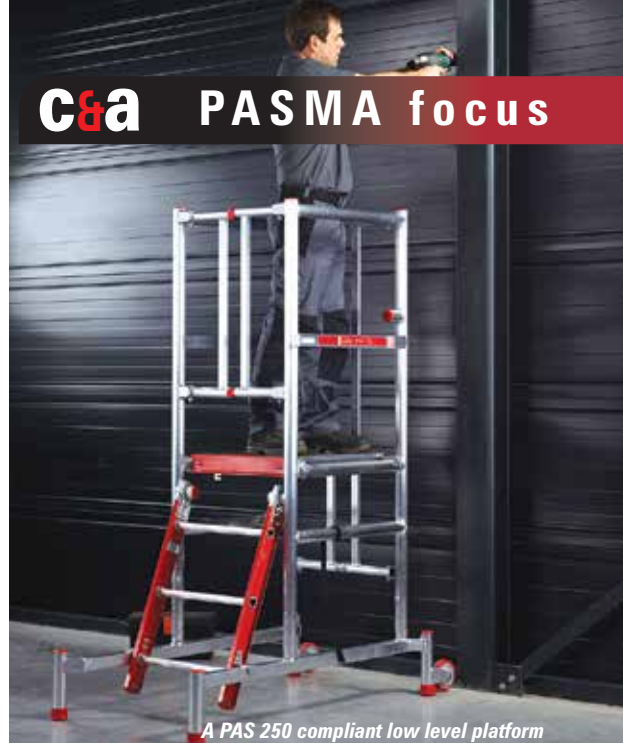
the safety benefits and advantages of PAS 250 pulpits and podiums.

PAS 250 is expected to become a full British standard by 2016. Championed by PASMA and developed in conjunction with the British Standards Institution

(BSI), its development has been supported by other organisations such as the Health and Safety Executive (HSE), Hire Association Europe (HAE) and the UK

Contractors' Group.

For more information about PAS 250, or more information on PASMA manufacturing members, please visit: www.pasma.co.uk



A PAS 250 compliant low level platform

Free PAS 250 poster

'Find your way around PAS 250' is a free poster available from PASMA. It highlights the essential points of the specification, which covers low level work platforms designed for use by one person with side protection and a single working platform with a maximum height of 2.5 metres. For a copy of the poster, email: lynn.reid@asma.co.uk

PASMA's PAS 250 poster.



PAS 250 to feature in WAHikipedia

The PAS 250 standard will also feature in the Access Industry Forum's WAHikipedia website, which launches later this year. Aimed at becoming an indispensable and definitive resource for working at height, WAHikipedia will draw upon, reflect and deliver the collective expertise of AIF member organisations, and provide knowledge and guidance that can be applied in the workplace on a day-to-day basis. It will also provide key insights into the latest thinking and developments in work at height - PAS 250 being amongst them.



Change250 e-newsletter

PASMA's new digital newsletter, Change250, will keep members and the industry up-to-date with the work being done and the progress being made regarding the PAS 250 specification. PASMA recognises that attitudes and opinions need to change and that buyers and users need to be educated and informed about the advantages of the specification. To receive regular copies of Change250, email: lynn.reid@asma.co.uk

PASMA low level training

PASMA provides a specific training course for low level access (prefabricated units less than 2.5 metres in height) which includes the low level work platforms specified in PAS 250. The half-day course involves both a theory and practical session and includes safety critical information for the assembly, use, movement and dismantling of this type of equipment.

In addition, PASMA also offers an educational DVD, 'Accidents Can Happen Even at Low Level'. This DVD covers the safe use of low level access units, giving guidance on best practice to ensure low level access units are safe to use and how to assemble, move and dismantle them, as well as illustrating unsafe practices that should be avoided. The DVD is available to order through the PASMA website.

PASMA Tower Week

A full report on PASMA Tower Week, which took place between the 10th and 14th of November, and the 'epic journey' of PASMA chairman, Chris Blantern, will appear in next month's PASMA Focus page.



Please continue to send your images of 'tragically terrible' or 'truly terrific' towers to michael.fern@asma.co.uk



Hiab's new nDurance treatment process

A test of nDurance

Loader crane manufacturer Hiab has introduced a new anti-corrosion treatment process called nDurance. The pre-treatment and paint process is said to be environmentally friendly and is based on nanotechnology and e-coating. The full treatment offers a three-layer protection against corrosion and harsh working environments.

The first step involves applying an anti-corrosion layer with the use of a dip tank to create an ultra-thin, chrome-free, nano-ceramic protective coating. This is followed by a lacquer polymer coating, leaving no drips or sag marks which, the company claims, increases film-thickness on edges by up to 100 percent compared to standard e-coating systems. Finally, the whole is covered with a powder coating and oven baked until hard.

The company says the process is 100 percent phosphate-free, does not use any heavy metals, while leaving virtually no waste - resulting in savings on energy and water.

Ruppel hydraulics

Ruppel Hydraulik's has developed a hydraulic sway control system for harbour container cranes. The retrofitable system uses four lifting cables guyed diagonally to the direction of sway. A cylinder, measuring 1.9 metres in length, is used to tension the anti-sway cables as well as perform the duties of and actuator. The system is fitted with electronic control which allows for more



Ruppel's sway control system allows the crane to work faster

accurate, proportional adjustment and monitoring of the system pressure.

Weighing scales

US weighing device manufacturer Alliance Scales has introduced a light-weight range of battery powered load indicators.

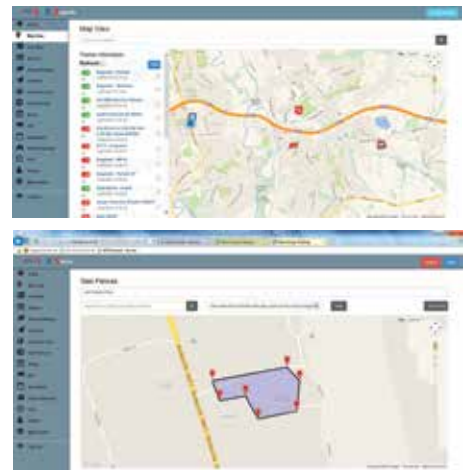
The portable IE range comprises five models with capacities between 1kg and 500kgs and features a wireless remote control and a 1.1 inch LCD or LED readout display. The indicators have a battery life of up to 50 hours and a range of approximately 10 metres. The devices are encased in a heavy duty aluminium die cast casing and feature a robust hook and shackle to allow it to fit between the crane hook and the load.



The IE range has measuring capacities between one and 500kgs

Finding Nexis

UK tracking and fleet management software provider AMI has launched its latest online software which utilises GPS tracking for a variety of applications. AMI Nexis uses the latest GPS and RF tracking systems to provide real-time monitoring of fleet movements.



AMI's web-based software provides real-time monitoring of fleet movements.

It has a user-friendly layout and includes maps, trackers, alerts, reminders and a list of drivers as well as a summary of all proceedings. A 'route optimiser' function can also be used to work out the quickest or shortest route for drivers, while its geo-fencing function can ensure the security of equipment. The software can be accessed from anywhere via an internet connection and is suitable for smartphones, tablets, laptops and computers.



Brentwood's HF1000 crane radio system

Good crane communications

Brentwood Communications has produced a range of radio systems for use with heavy equipment. Its new digital HF1000 crane radio has been designed to provide operators with hands-free communication with slingers and banksmen while retaining full control of the crane.

The wireless system consists of a transmitter, foot pedal and microphone, which can be installed in the crane cab. It takes just under two hours to install and can be reinstalled on another crane if necessary.

The company has also developed its BR3300 radio intercom system, allowing for cab to cab communication. Designed to replace expensive hardwired systems, the BR3300 requires no training and is fully waterproof, allowing for both indoor and outdoor use. The company claims coverage can be achieved over wide areas and even in difficult to reach places where mobile phones do not work. Mains powered, the system also comes with a back-up battery system.

Finally, its emergency freeze system, connected to either a radio or situated in a control room/monitoring station, can be used to send an alert to all or specific systems onsite. Once activated a loud audible and visual warning is triggered, warning operators to cease work immediately. The system can be configured to work in conjunction with existing radio equipment, or it can be supplied as a standalone product. Applications might include a wind warning for example to warn high reach equipment operators that wind speeds have exceeded safe levels.

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.

Future rental conference

Last month, the CPA hosted an industry-wide conference for both members and non members alike on the future of equipment rental in the construction industry, with speakers discussing ways to understand and influence the future of the industry. The association said that given the positive reception from delegates it is looking at holding similar events in the future.

A vision of the future

The UK government's chief construction advisor Peter Hansford, provided delegates with an update on 'Construction 2025' - a vision for improvement within the construction industry.

Initially announced in September 2012, and published in July 2013, Construction 2025 calls for a 50 percent reduction in construction times, a 50 percent reduction in greenhouse gases, a 50 percent reduction in the trade gap between construction imports and exports and a 33 percent drop in costs. Hansford also called on the industry to transform its image in order to attract new people and to embrace diversity when looking for new employees. At present, just 14 percent of UK construction workers are female and only two percent come from ethnic minorities.

"This is not about reducing margins, but reducing waste, doing things more efficiently. This is about thinking and doing things very differently.

Construction is important for the UK economy. It provides £90 billion per annum to the UK economy and safeguards three million jobs - 10 percent of the workforce. The important message now, is that the Government gets this," said Hansford.



Peter Hansford

Improving H&S statistics

Philip White, the Health & Safety Executive's chief inspector of construction, was keen to point out how far construction has come in the 40 years since the Health & Safety at Work Act came into force. He also spoke of the HSE's updated Construction, Design and Management (CDM) regulations, due to be released next April, and promised CPA members that they would see fewer, but better targeted, inspections in future.

White said: "There is no change in the standards on construction sites. The key changes are around the issue of coordination of health and safety prior to construction starting. We need better focus on traffic routes, trained signallers, improved selection of plant plus competent operators and qualified supervisors."



HSE's chief inspector of construction Philip White.

The training challenge

Stephen Radley, director of policy and strategic planning at the Construction Industry Training Board, spoke on the importance of training the workforce as the industry continues to recover from recession.

With a reported 390,000 people leaving the industry during the downturn and a further 410,000 due to retire in the next five years, the CITB is reviewing how it works and how it responds to the changing needs of the industry.

Radley said: "The CITB has to develop a greater understanding of what the future will look like for construction. Employers say that legislation, regulation and new technology are the drivers for change. We are also expecting new technologies to require new skills."



Stephen Radley

Adopting technologies

Part of the focus of the conference was discussing technology that will influence and shape the future of construction. To help delegates understand current and future technologies, MGF engineering director Steve Hesketh, and Laing O'Rourke principal digital engineer, Elliot Mawbey, both spoke on digital modelling.

Building Information Modelling (BIM) and 3D modelling is a process of using information and design data to model everything from individual components to complex projects, allowing companies to not only visualise the project but also identify and eliminate potential problems that might arise later down the line.

Hesketh, said: "It's not as expensive as people might think. Everyone is going to have to be digitally connected eventually, but there are huge opportunities for plant hire. Web-based collaborative working will become the norm in the future. You will have the latest data from site and all that data will be stored in the Cloud for anyone to access."

Grounds for concern

The Strategic Forum has launched its Ground Conditions for Construction Plant good practice guide. The 73 page document has been developed in co-operation with a number of national associations to provide clear guidance on the assessment of ground conditions and the measures that can be taken to both improve ground and reduce loads imposed on the ground. A four page summary of the guide is due to be published by the end of the year.

To view or download the document visit:
<http://www.cpa.uk.net/sfpsg/#Groundconditions>



media information pack 2015

Specialist information for the
lifting equipment industry

Cranes • Access Platforms • Telehandlers
Loader Cranes • Scaffold and Alloy Towers

Vertikal Press



www.vertikal.net

GOING UP IN THE WORLD

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

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

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

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

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

- Continental Europe €23 plus €6.50 postage & packing
- Rest of world \$31 plus \$10 shipping



Ordering Information

Forename: _____ Surname: _____

Address: _____

Post Code: _____

Email: _____ Telephone: _____

Please make all cheques payable to 'The Vertical Press Ltd'

I enclose a cheque for £24 (£19.50 + £4.50 p&p)

I enclose a cheque for €29.50 (€23 + €6.50 p&p)

I enclose a cheque for \$41 (\$31 + \$10 p&p)

Please invoice me: _____

Please debit my card:

Card No: _____ Issue No: _____

Issue Date: _____ Expiry Date: _____ 3 Digit Security Code: _____

Signature: _____ Date: _____

Please send completed order form to: The Vertical Press, Box 6998 Brackley, NN13 5WY, UK.
Alternatively, fax it through on +44(0)1295 768223 or scan & email info@vertikal.net

Ruston Bucyrus 22-RB

The Bucyrus Erie company had a long history of making mining and construction machines, dating back to the 1880s. In 1930 Bucyrus joined with the British company Ruston & Hornsby Ltd of Lincoln, to form Ruston-Bucyrus Ltd to build machines in the UK under the Ruston Bucyrus brand name.

This 1:50 scale model of the historic 22-RB is the latest in a range by EMD and it is configurable as a crane, dragline, or clamshell grab. It includes a small twelve page reprint of an original Ruston Bucyrus brochure which has interesting details and photos of the real machine.

The model is very detailed and as a consequence it should be handled with some care. The metal crawler track pads are very thin and nicely made and inside the track frames a set of drive chains are modelled and these look good although they are inevitably a little large for the scale.

The superstructure includes a very high quality of modelling, with thin but delicate grab rails at the cab and at to the rear. At the back, the Ruston Bucyrus name is superbly

rendered in the counterweight. Internal details are excellent. The cab has operating levers and an uncomfortable-looking pedestal seat. Through the various opening doors a detailed diesel engine can be seen.

The boom is metal and the sections are made of pressed plate which is very thin, although from all normal perspectives it produces an accurate looking boom.

Three configurations are possible. As a crane, the metal hook is small and consequently light, so it does not put much tension on the thread. The dragline bucket is a metal part and is well made and detailed, and it poses realistically in various positions. The metal grab is also of a high quality and it opens and closes, and a tagline can be controlled with a winch on the boom.

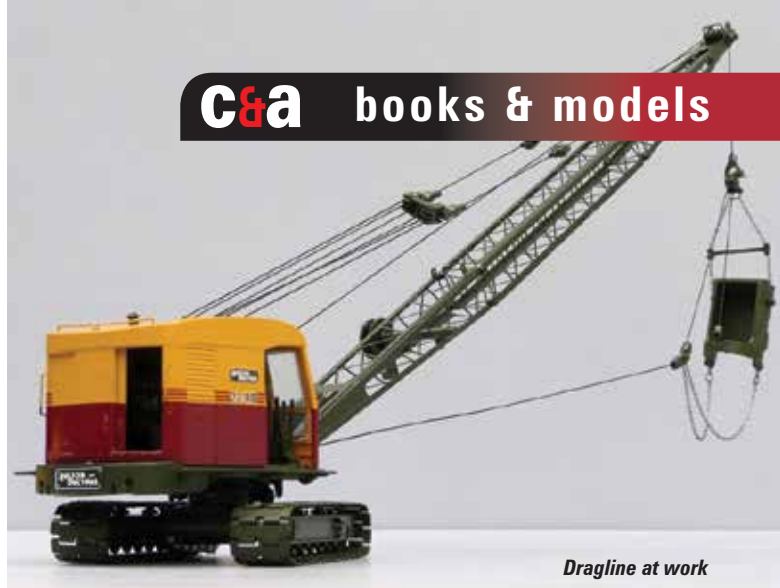
All the main functions of the machine are replicated. It slews well, and, using a supplied key, the boom can be raised and lowered, and two winches can be operated.

The quality and detail of this model are excellent, and the functionality is very good too. It is a convincing looking replica which will bring back memories for many. It sells for around £250.

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

Cranes Ect Model Rating	
Packaging (max 10)	9
Detail (max 30)	26
Features (max 20)	18
Quality (max 25)	22
Price (max 15)	11
Overall (max 100)	86%

The 22-RB rigged as a crane



Dragline at work



Very realistic cab



Excellent detail underneath

Detailed grab





BUILDING THE FUTURE TOGETHER

EXPERTISE - INNOVATION - NETWORKING

20 - 25 April 2015

Paris-Nord Villepinte - France

INTER  **AT**
Paris

International Exhibition for Equipment and Techniques
for Construction and Materials Industries.

an event by
comexposium
THE POWER OF CONSTRUCTION

IMF GmbH - Ilona Wohra
Worringer Straße 30 - 50668 Köln
Tel: 0221/13 05 09 02 - Fax: 0221/13 05 09 01
i.wohra@imf-promosalons.de

www.intermatconstruction.com

      #intermatparis

This is the first of a new Focus page covering the news from the UK-based Construction Industry Scaffolders Record Scheme (CISRS) and National Access and Scaffolding Confederation (NASC). The CISRS has been the UK's industry recognised scaffold training scheme for more than 30 years, while the NASC is recognised as the national trade body for scaffolding in the UK.

Qualifying the workforce

The NASC has once again secured funding from the Construction Industry Training Board (CITB) for its Qualifying the Workforce (QTW) programme for 2015. In addition to the QTW programme, NASC has received additional funding to run a number of three-day Basic Scaffold Inspection Training Scheme (SITS) courses - which are also open to non-member companies.

NASC director of training, Dave Mosley, said: "The CITB specialists department has been extremely helpful highlighting the possibilities of accessing additional funding for the development of new training programmes."



NASC has secured funding from CITB for training courses in 2015

New CISRS training facility in South Korea

A new CISRS scaffold training facility has been opened in South Korea to provide CISRS Overseas Scaffolder Training Scheme courses. Established as a partnership between shipbuilding, offshore and wind energy company Samsung Heavy Industries and CISRS training provider Safety & Access, the new centre will provide scaffolder skills training, inspection and supervisory qualifications delivered by full time registered instructors. The addition follows the recent opening of centres in the UAE and Qatar.

CISRS scheme manager, Dave Mosley, who conducted a full, independent audit of the new centre, said: "We are delighted to be able to grant accreditation to Safety and Access. This centre demonstrates the growing popularity and recognition of the CISRS scheme across the world. We are delighted that Samsung Heavy Industries chose to support and promote the overseas training scheme."

(l-r) Dave Mosley of CISRS and Sean Lee of Samsung Heavy Industry with Rick Statham, Gary Brown and Harry Koo of Safety & Access.



Apprentice of the year awards

NASC has launched its CITB and CISRS-sponsored Apprentice of the Year Award, aimed at apprentices currently employed with NASC member companies. The winning apprentice will be announced at the company's AGM on 21st November and will receive a trophy and £500 cash prize, while the apprentice's employer will also receive a trophy and £500 to be spent on CISRS training with an approved provider.

NASC updates good practice guide

The National Access and Scaffolding Confederation has updated its TG20:13 good practice guidance and provided an eGuide software update for tube and coupler scaffolding. Available to download from the NASC website, the changes to the guidance, entitled 'Supplement 1', include:

- A specification for TG20:13 compliant 3.2mm wall thickness cold-formed high tensile steel tubes to BS EN 10219-1.
- An amendment to the sign off section of compliance sheets to state that illustrations are indicative.
- Clarification regarding ties to the inner face of the scaffold only.
- Compliance sheets for sheeted scaffolds with transom units.
- Compliance sheets for scaffolds of two, three or four metre heights.
- Clarification regarding the horizontal spacing of ties for scaffolds with a maximum bay length less than two metres.

Robin James, NASC managing director said: "These updates to TG20:13 demonstrate the commitment of the NASC to the continual improvement of TG20:13 to meet the demands of the UK scaffolding industry. NASC advises all existing users of TG20:13 to download this new version of the TG20:13 eGuide together with the accompanying document Supplement 1."

For details on the guidance or to obtain a copy, visit: www.nasc.org.uk/tg20_13.



Apprentice challenge - update

NASC president, Kevin Ward's scheme to create a minimum of 400 new scaffolding apprentices during his two-year term is off to a good start, with 153 apprentices successfully completing their induction training. The plan was unveiled at last November's AGM, with NASC members also donating £100 per apprentice to the Teenage Cancer Trust.

Ward said: "If we reach our target this will not only bring much needed new blood into our industry at a time when many members are experiencing problems with the supply of skilled labour, but will also result in a sizeable donation to a very worthy cause."



Kevin Ward

For more details visit: www.cisrs.org.uk or www.nasc.org.uk
Or email: enquiries@cisrs.org.uk or enquiries@nasc.org.uk



6000

SKYLIFTS.

120

COUNTRIES.

112

METERS REACH.

50

YEARS OF KNOW-HOW.

1

COMPETENCE: WWW.BRONTO.FI



ABOVE ALL.



**BRONTO
SKYLIFT®**

Letters



Good evening Mark

Grounds for Concern

I read with great interest your article as titled above.

During the first half of 2014 I took the matter of ground conditions to the IPAF UK council, I have also presented on the same subject at a regional meeting and attended a working well together session aimed mostly at site contractors. The final draft of the "good practice guide" is indeed a hefty read, unfortunately the four pages may be a little light I fear.

Your belief that knowledge is lacking in this critical area is correct.

I have recently taken over as chair of the IPAF UK country council and intend shortly to refresh the five year plan. I am very clear this is to be made a priority subject for the UK. I would welcome any input you may have on this subject and if you have reference material for the last 10 years regarding features on using outrigger pads and other forms of ground protection I would welcome access to these. Of course I will make reference to your contribution in any work I do on the subject.

Should you feel we have grounds for further dialogue I will be happy to meet you.

Best regards

Brian Stead

Dear Sir/Madam

Scotia Access Services is a small independent company offer truck mounted platforms for hire complete with operators.

We note from this month's Crane & Access magazine that IPAF believe that CPC Driver Training will be required by all users of truck and van mounted access platforms over 3.5 tonnes.

However we have been previously advised that given truck mounted platforms are classed as "Plant & Mobile Cranes" the drivers are exempt from Driver CPC.

We have today checked the Government website and it quotes a mobile crane driver as an example of a driver who does not require Driver CPC.

As a responsible employer and operator we like to ensure we adhere to all required regulations, but it would appear that the information out there is delivering a mixed message.

Could I ask you to send through any information you may have that suggests our drivers will require CPC?

Look forward to hearing from you.

Yours Sincerely

Steve McHaffie

The confusion regarding this subject was generated by the last month's IPAF Focus, we are sure that the dedicated operators of truck mounted lifts are technically exempted as are crane drivers. IPAF has clarified its position acknowledging that the rules can indeed be clearly interpreted as exempting dedicated drivers of truck mounted lifts, particularly those that have no cargo capacity. However it also believes that additional training is likely to be a good thing and therefore encourages members to have their drivers trained. Its precise position is outlined in this month's IPAF Focus on page 57. Ed

Dear Sir,

I trust all is well.

I note the comment on a recent accident report that you posted, it says:

Vertikal Comment

However he appears to have neglected the fact that the telehandlers tyre pressures were low, and then fully extended the boom while on a slope ..you would have thought that as a trained operator he would have felt the machine begin to get light before finally tipping over?

We believe that this type of incident occurs far more often than your reports would suggest and even the UK HSE has acknowledged in its telehandler best practice guidance issued a few years ago that even a five percent drop in tyre pressures can reduce stability and safe lifting capacity by 30 percent!. This was confirmed in tests carried out by a major manufacturer of telehandlers.

We produce a tyre pressure monitoring device that carries a list price of one TPMS kit for 4 wheels of only €348.00. This is peanuts compared with the cost of this tragic accident!

But as usual Safety is not Sexy.

Sincerely

Luc Pirard

Ordingen, Belgium

The article Mr Pirard refers to was written in 2010 and concerns the fatal overturn of a telehandler in Banbury in 2008. Three ceramic tilers were waiting in their car one morning for the house building site to be unlocked. The telehandler operator was carrying out routine checks of the machine prior to starting work. He then raised and fully extended the boom as part of his routine daily checks. However, the machine overturned with the boom and forks landing on the occupied car, crushing the roof onto the three men inside. Michael Whateley, 28, died from his injuries his brother suffered fractures to his spine, along with a brain injury, while another man suffered neck and spinal injuries, a broken ankle, broken ribs and a fractured breastbone. The HSE investigation found that the telehandler was not on firm level ground, was maintained properly and the tyre pressures were found to be lower than recommended.

The operator was fined £7,000, while the building company he was working for was fined £7,500 plus £25,000 in costs. Ed

Dear Leigh

I am hoping that your readers might be able to help with a couple of worthy causes here in the Lake District. A little cinema in Bowness-on-Windermere has, with the help of a few local enthusiasts become possibly the only cinema in Europe with a working and regularly used Wurlitzer organ. The second cause concerns a Cumbrian eccentric and is not a joke... we're all a bit like that up here, it's something to do with the weather!

The Wurlitzer organ in question started life in Ohio in 1927 and was then bought by a cinema in London the 1930's.

Some years ago it was again removed from its cinema home and placed in store in boxes. A group of organ enthusiasts in the Windermere area purchased the organ and spent the next five years reassembling the organ in The Royalty Cinema, Bowness-on-Windermere. It regularly plays for concerts and will be playing during the interval of our Charity Film Show on the 28th of November 2014.

At present due to lack of funds the organ console is sited below and to the left of the stage in the auditorium but when Wurlitzer organs were an essential instillation in every respectable cinema prior to WW2 the fashion was for them to be installed front, centre stage on a lift so that during intervals between films the organ would commence playing beneath the stage and rise to stage level with increasing volume and illuminated by multi coloured spot lights.

This was a spectacular display and the enthusiasts in Bowness are desperately keen to recreate this facility with the Wurlitzer at the Royalty.

The purpose of my letter is to appeal on behalf of the people of Bowness and the group of enthusiasts who have rebuilt and installed the organ for a warm hearted company to donate a scissor mechanism which could be used to raise and lower the Bowness Wurlitzer from the cellar beneath the stage to stage level. The organ console is approximately five foot square, including the organists' seat and weighs less than 4cwt. Not including the organist's weight. The scissor will need to lift approximately 10 feet to level the base of the organ with the stage floor. All these measurements are approximate to indicate the size of scissor mechanism needed. Available power supply will be 230 volts single phase.

The Bowness Wurlitzer has already received considerable local and national publicity and I can happily guarantee that any company willing to donate a suitable scissor mechanism whether it be new or old will receive considerable media coverage and a plaque in the cinema acknowledging the donor.

The Royalty Cinema started life over 100 years ago as Bowness Town Hall and was converted many years ago into a two screen cinema with 388 seats in the main auditorium which would become an even greater attraction to both locals and tourists if it became the only cinema in Europe with a Wurlitzer organ mounted on a lift. This is a great opportunity for a company in the Access Industry to make a donation which will not only make history but will also provide unique entertainment to generations of people visiting Bowness (a Cumbrian Tourist hotspot), from all over the world.

To move from the sublime to the ridiculous I'm also seeking to find a generous sponsor for an enterprising and entrepreneurial engineer living in Ullswater Cumbria who has created a hinged roof above his bedroom which, at the press of a button hinges open so he can observe the stars whilst lying in bed.

He now wishes to fit a scissor lift mechanism under his double bed so that he can raise his bed eight or 10 feet and thus obtain not only a better view of the night stars but also benefit from the cool night Cumbrian air. To achieve this he is looking for a scissor mechanism which will support a six foot six by four foot six bed with one or two persons in it so the loads is relatively negligible. This is a genuine request and it would be wonderful if some kind company with a machine unfit for further rental service was prepared to donate it to this enterprising individual.

In both the above applications Powered Access Certification Ltd will undertake CE certification on a free of charge basis to insure that the installations meet the appropriate standards and directives.

Yours Sincerely

Paul Adorian

We carried the Wurlitzer story on Vertikal.net during the first week of November - <http://www.vertikal.net/en/news/story/21404/> - and two companies, a large rental company and a manufacturer, immediately contacted us and are now working with the group to find a solution. Hopefully we will be able to publish a successful outcome of this interesting request. As to the second request this is the first time we have published it so anyone who might be interested, please do contact us and we will pass it on to Paul Adorian, or you can contact him direct through PAC.

Josef Prangl 1927 - 2014

Josef Prangl was born in March 1927 in the small village of Gabersdorf, near Leibnitz south of Graz in Austria, to



parents who owned and operated a general store. After completing his secondary school education, Prangl attended the Teacher Training Institute in Graz and after graduating in 1948 he became a primary school teacher in Leibnitz, moving on to secondary schools in Strasbourg and Leutschach. In 1951 he took a year away from teaching and opened a used motorcycle business. All did not work out quite as planned and he returned to teaching at a secondary school in Straden Radkersburg and taught there until 1954.

In 1955 he moved to Vienna and had another go at running his own business, founding a panel beating company called Ferroplast which also sold road signs. Five years later he founded a truck and trailer dealership - 'Josef Prangl Truck Centre'. In 1965 he established his final and most successful company Prangl specialising in crane rental and heavy transport. Growth was rapid and in 1967 the young company acquired a 6,000 square metre site in Simmering. In 1974 he set up another depot in Graz and by 1980 had outgrown the original Simmering facility and moved to a 10,000 square metre site in Brunn am Gebirge. Today it covers over 26,000 square metres and is the centre of a major international crane, access and heavy moving business, followed by a large operation in Vienna.

1991 saw the company move into powered access rental as Josef Prangl recognised the potential synergies between cranes and access rental. In 2000 his son Christian joined the company and gradually took over the day to day management of the business, although Prangl senior remained very much involved. The company currently employs 650 with revenues in 2012 of over €90 million.

Josef Prangl died unexpectedly on September 27th aged 87.

Whats on?

2014

Bauma China

November 25-28, 2014
Bauma in Shanghai
Shanghai, China
Tel: +49(0)89 9 4920251
www.bauma-china.com



bC India

December 15-18, 2014
The third bauma/Conexpo
exhibition in India
Delhi, India
Tel: +49 89 949-20255
www.bcindia.com



2015

AED Summit & CONDEX

February 10-13, 2015
Annual Meeting of USA heavy
equipment distributors
Orlando, Florida, USA
Tel: +1 630-574-0650
Website: www.aedsummit.com



Rental Show 2015

New Orleans, Louisiana
22nd - 25th Feb 2015
Tel: +1 800 334 2177
www.therentalshow.com



IPAF Summit

March 26, 2015
Annual Summit for International
Powered Access Federation
Washington DC, USA
Tel: +44(0)15395 66700
Fax: +44(0)15395 66084
Website: www.ipaf.org



Intermat 2015

20-25th April 2015,
Paris France
Tel: +33 1 49685248
www.intermat.fr



EWPA National Convention 2015

April 28 - May 1, 2015
The Australian work platform
association meeting and show
Adelaide, Australia
Tel: +61 (0)2 9997 5133
Website: www.ewpa.com.au



Vertikal Days 2015

UK/Ireland crane and
access event. May 13-14th 2015
Haydock Park, UK
Tel: +44 (0) 8448 155900
Fax: +44 (0) 1295 768223
www.vertikaldays.net



CICA Conference 2015

September 2nd - 4th, 2015
Australian crane industry
conference Perth, Australia
Tel: +61 (0)3-9501 0078
www.cica.com.au



Platformers' Days 2015

September 11-12, 2015
German access equipment
meeting. Hohenroda, Germany.
Tel: +49 (0)5033981742
www.platformers-days.com



ICUEE - The Demo Expo

October, 2015
The US show for the utility
industry, Louisville,
Kentucky, USA
Tel: +1 866-236-0442
www.icuee.com



SAIE 2015

Bologna Fair, building
products.
October 27th - 31st 2015,
Bologna, Italy
Tel: +39 051 282111
www.bolognafiere.it



2016

Bauma 2016

World's largest construction
equipment exhibition,
April 11th-17th 2016
Munich, Germany
Tel: +49 (0) 89 51070
www.bauma.de



2017

Conexpo-Con/Agg 2017

March 7-11, 2017
The leading US construction show.
Las Vegas, Nevada, USA
Tel: +1 414-298-4133
Fax: +1 414-272-2672
www.conexpoconagg.com



Visit www.Vertikal.net/en/events for a full listing of events with direct links to the organisers.

Marketplace

RECRUITMENT . USED EQUIPMENT . REPLACEMENT PARTS . RENTAL . SAFETY EQUIPMENT

cranes & access

FOR USERS & BUYERS OF LIFTING EQUIPMENT

Cranes & Access reaches over six times as many UK/Irish buyers of aerial lifts and lifting equipment than any other crane or access magazine, along with an exceptionally strong international readership, with over 15,000 lifting related professionals around the world reading either the printed or online editions of the magazine.

Given the wide global readership you will be surprised at how cost effective it can be as a medium to promote your products or services.

ADVERTISING:

The Vertikal Press Ltd.
PO Box 6998, Brackley,
NN13 5WY UK.
Tel: +44 (0)8448 155900
Fax: +44 (0)1295 768223
E-mail: advertising@vertikal.net

GERMANY:

+ (49) (0)761 189786615.

ADVERTISEMENT

M. Stemick GmbH
Kran- u. Baumaschinenhandel

CRANES FOR SALE

ALL TERRAIN-CRANES

Make / Type	y. o. m.	Drive	Boom / Fly Jib
201 Gottwald AMK 31-21	1984	4x4x4	20,50m
251 Demag AC 75	1998	4x4x4	25,00m + 13,00m
301 Liebherr LTM 1030/2	2002	4x4x4	30,00m + 15,00m
401 Demag AC 40-1 City	1999	6x6x6	31,20m + 13,00m
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 Sennebogen 640M	2000	4x2x2	22,00m

YARD-CRANES

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

Tel: +49-2364 - 108203
Fax: +49-2364 - 15546
Mobile: +49-172-2332923
e-Mail: info@stemick-krane.de
Internet: <http://www.stemick-krane.de>

M. Stemick GmbH
Kran- u. Baumaschinenhandel
Import - Export
D-45721 Hattm / Germany

Import • Export

RECONDITIONING • HIRE • WANTED • USED EQUIPMENT • SPARE PARTS • RECRUITMENT

November 2014 cranes & access 71



Access
a c c e s s

The Construction Equipment Directory

Searching for equipment
has never been so easy...

www.AccessAccess.com

Email: info@accessaccess.com to claim your free profile.

SYRINX

No.1 for Hire
Software

Tel: +44 (0) 118 956 9577

info@higherconcept.co.uk
www.higherconcept.co.uk



SYRINX



cranes & access

Get the
whole story...

...follow us on

facebook

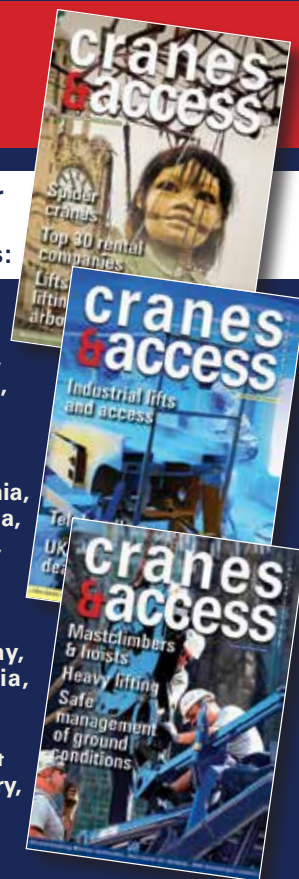
twitter

Vertical
.net

Did you know?

Copies of this Cranes & Access magazine will travel to over 172 countries, either in traditional print format via the mail – or downloaded in digital format. Our October issue was sent to, or downloaded by, readers in the following countries:

UK, Germany, United States, Netherlands, France, Australia, Italy, Canada, Ireland, Belgium, Sweden, Austria, Switzerland, Denmark, New Zealand, United Arab Emirates, Finland, China, Norway, Spain, Russian Federation, Singapore, Poland, Japan, Turkey, Malaysia, Brazil, Ukraine, India, Czech Republic, South Africa, Israel, Qatar, Indonesia, Hong Kong, Romania, South Korea, Bulgaria, Greece, Hungary, Bahrain, Saudi Arabia, Mexico, Oman, Republic of Serbia, Taiwan, Thailand, Slovak Republic, Portugal, Cyprus, Morocco, Chile, Slovenia, Philippines, Egypt, Latvia, Vietnam, Peru, Malta, Luxembourg, Iran, Colombia, Pakistan, Nigeria, Iceland, Argentina, Uganda, Papua New Guinea, Lithuania, Croatia, Zambia, Belarus, Iraq, Trinidad and Tobago, Estonia, Liechtenstein, Algeria, Angola, Tunisia, Togo, Jersey, Albania, Kuwait, Georgia, Azerbaijan, Maldives, Kazakhstan, Bangladesh, Lebanon, Dominican Republic, Venezuela, Mongolia, Zimbabwe, Bolivia, Bosnia-Herzegovina, Puerto Rico, Sri Lanka, Aruba, Isle of Man, Macedonia, Yemen, Kenya, Guam, Jamaica, Panama, Ghana, Ecuador, Ivory Coast, Bahamas, Macau, Cayman Islands, Jordan, Syria, New Caledonia, Libya, Gabon, Guatemala, Lithuania, Uruguay, Seychelles, Gibraltar, Barbados, Saint Pierre and Miquelon, Nicaragua, Fiji, Armenia, Guyana, Moldova, Costa Rica, Montenegro, Botswana, Myanmar, Ethiopia, Martinique, Paraguay, Mauritius, Guernsey, Laos, Tanzania, Kyrgyzstan, Turks and Caicos Islands, Rwanda, Brunei Darussalam, Monaco, Dominica, Sudan, Palestine, Saint Vincent & Grenadines, Senegal, Antigua and Barbuda, Bermuda, Cuba, British Indian Ocean Territory, Afghanistan, El Salvador, Sierra Leone, Saint Lucia, Gambia, Saint Helena, Mozambique, Namibia, Djibouti, Turkmenistan, Reunion, Congo, Benin, Burkina Faso, Vanuatu, Guadeloupe, Honduras, Congo, Democratic Republic of Cambodia, Kiribati, British Virgin Islands, Cameroon, Nepal, Malawi, Palau, Cape Verde.



The Vertikal Guide

for buyers and users of lifting equipment

Pour les acheteurs et utilisateurs d'équipement de levage

**Book NOW
to avoid
disappointment**



Grues
Chariots
Télescopiques
Nacelles
Cranes
Telehandlers
Aerial Lifts

INTERMATH

www.vertikal.net



Comm. No.: 80880
Model: BRONTO Skylift S 70 XDT
Year of construction: 2009
Working height: 70.00 m

365,800.00 €



Comm. No.: 80296
Model: MULTITEL J 352 TA
Year of construction: 2006
Working height: 52.00 m

124,900.00 €



Comm. No.: 23991
Model: RUTHMANN STEIGER® T 435
Year of construction: 2001
Working height: 43.70 m

102,800.00 €



Comm. No.: 23733
Model: RUTHMANN STEIGER® T 420
Year of construction: 2001
Working height: 42.00 m

114,800.00 €



Comm. No.: 22365
Model: RUTHMANN STEIGER® T 420
Year of construction: 2000
Working height: 42.00 m

102,900.00 €



Comm. No.: 22012
Model: RUTHMANN STEIGER® T 355
Year of construction: 2001
Working height: 35.50 m

85,900.00 €



Comm. No.: 80867
Model: BISON Sternatec TKA 26
Year of construction: 2003
Working height: 26.00 m

52,900.00 €



Comm. No.: 80938
Model: BISON Sternatec TKA 23,5 KS
Year of construction: 2000
Working height: 23.50 m

44,700.00 €



Comm. No.: 81113
Model: BISON Palfinger® TB21B
Year of construction: 2008
Working height: 21.00 m

46,000.00 €



Comm. No.: 80923
Model: TEUPEN LEO 30 T
Year of construction: 2003
Working height: 30.00 m

44,900.00 €

C L E V E R U S E D

THE ADVANTAGES OF BUYING USED MACHINES FROM RUTHMANN

- long experience and wide range made by **RUTHMANN** and other manufacturers
- high quality and safety (maintenance, emission tests, etc.) documented by uninterrupted maintenance records
- expert reconditioning techniques = Refurbishing
- various financing and insurance options
- personal consultation and test runs are available. Contact us to make an appointment.

More information:
www.ruthmann-finance.de/used



Your contact person:
Mr. Gabor Devai

Fon: +49 (0) 28 63 / 204-234
 Fax: +49 (0) 28 63 / 204-212
 E-Mail: gabor.devai@ruthmann-finance.de

All machines are located in Germany.

Access Equipment Manufacturers

Ascendant Access	www.ascendantaccess.com
Aichi	www.aichi-corp.jp
AIRO	www.airo.com
Alimak Hek	www.alimakhek.com
ATN	www.atnplatforms.com
Barin	www.barin.it
Biljax	www.biljax.com
Böcker Maschinenwerke	www.boecker-group.com
Bravi	www.braviol.com
CMC	www.cmclift.com
CTE	www.ctelift.com
DENKA-LIFT	www.rothlehner.com
Dino Lift	www.dinolift.com
Dingli	www.cndingli.com
Falck Schmidt	www.tcalift.com
GEDA-Dechentreiter	www.geda.de
Genie Global	www.genieindustries.com
Genie UK	www.genielift.co.uk
GSR Spa	www.gsrspa.it
Haulotte	www.haulotte.com
Hinowa Tracked Aerial Platforms	www.hinowa.com
Holland Lift	www.hollandlift.com
Imer Access	www.imergroup.com
Isoli	www.isoli.com
Iteco	www.imergroup.com
JLG	www.jlgeurope.com
Ladder Safety Devices	www.laddersafetydevices.co.uk
Leader	www.leader-piatt.it
Leguan Lifts	www.leguanlifts.com
Manitou	www.manitou.com
Mantis Access	www.mantisaccess.co.uk
Mantall	www.mantall.com
Matilsa	www.matilsa.es
MEC	www.mec-awp.com
Niftylift	www.niftylift.com
Oil&Steel	www.oilsteel.com
Omega Platforms	www.omegaplatforms.com
Ommelift	www.ommelift.dk
Palazzani Industrie	www.palazzani.it
Palfinger Platforms	www.palfinger-platforms.com
Planet Platforms	www.planetplatforms.co.uk
PB Liftechnik	www.pbgbh.de
Platform Basket	www.platformbasket.com
Ranger tracked access	www.tracked-access.co.uk
Ruthmann	www.ruthmann.de
Sinoboom	www.sinoboom.com
Skyjack	www.skyjack.com
Snorkel	www.snorkelusa.com
Socage	www.socage.it
SUP	www.supelefant.com
TCA Lift	www.tcalift.com
Teupen	www.teupen.com
Turner Access	www.turner-access.co.uk
Versalift distributors (UK)	www.versalift.co.uk
Youngman	www.youngmangroup.com

Alloy Scaffold Towers

Eurotowers	www.eurotowers.co.uk
Instant	www.instantupright.com
Planet Platforms	www.planetplatforms.co.uk
Svelt	www.svelt.it
Turner Access	www.turner-access.co.uk
Youngman	www.youngman.com

Mastclimbers & Hoists

Adastra Access	www.adastra-access.co.uk
Alimak-Hek	www.alimakhek.com
Brogan Group	www.brogangroup.com
GEDA-Dechentreiter	www.geda.de
Harsco Infrastructure	www.harsco-i.com
LTC Hoists Division	www.ltchoists.co.uk
Safi	www.safi.it

Specialist Scaffolding

Advance Scaffolding (SW)	www.advancedscaffoldingltd.co.uk
Harsco	www.harsco-i.co.uk

Platform Rental

1st Access Rentals	www.1staccessrentals.co.uk
Z Cousins Access Limited	www.2cousins.co.uk
AA Access (Specialists)	www.aaaccess.co.uk
Access Link	www.accesslink.biz
Access Platforms Direct	www.accessplatformsdirect.co.uk
Acrolift	www.acrolift.co.uk
Active Rentals Scotland	www.activerentals.co.uk
Actual Access	www.actualservices.co.uk
Advanced Access Platforms	www.accessplatformsuk.com
Aerial and Handling Services	www.aerialandhandlingservices.com
Aerial Platforms	www.aerialplatformsltd.co.uk
AFI-Uplift	www.afi-uplift.co.uk
A-Plant	www.aplant.com
APL	www.apl-aerialplatforms.co.uk
ATP	www.atphire.com
Bluelift	www.bluelift.ie
Easi up Lifts	www.easiuplifts.com
ES Access Platforms	www.esaccess.co.uk
Facelift	www.facelift.co.uk
Fraco	www.fraco.co.uk
GT Access	www.gtaccess.co.uk
High Access Hire	www.highaccesshire.co.uk
Higher access	www.higheraccess.co.uk
Hi-reach	www.hi-reach.co.uk
Hird	www.hird.co.uk
Horizon Platforms	www.horizonplatforms.co.uk
Kimberly Access	www.kimberlyaccess.co.uk
Lifterz	www.lifterz.co.uk
Loxam Access	www.loxam-access.co.uk
LTC Powered Access	www.ltcpoweredaccess.co.uk
LTC	www.ltcaccess.co.uk
Mainline Access	www.mainline-access.co.uk
Manlift Hire	www.manlift.ie
Mr Plant Hire	www.mrplanthire.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk
Peter Douglass Platforms	www.peterdouglass.co.uk
Platform Sales & Hire	www.platformsales.co.uk
Rapid Platforms	www.rapidplatforms.co.uk
Readyplant Ltd	www.readyplant.co.uk
Riwal	www.riwal.com
Sandhurst Access Rental	www.sandhurst-accessrental.co.uk
Trac-Access	www.trac-access.com
United Powered Access	www.upa-uk.com
Universal Platforms	www.universalplatforms.com
Wilson Access	www.wilsonaccess.co.uk

Notified Body

Powered Access Certification	www.pac.uk.com
------------------------------	--

New & Used Platforms

IAPS	www.iapsgroup.com
Advanced Access Platforms	www.aaplatforms.co.uk
AFI Resale	www.afi-resale.co.uk
A.J. Access Platforms	www.accessplatforms.com
Baulift	www.baulift.de
Davis Access	www.davisaccess.co.uk
Easi-uplifts	www.easiuplifts.com
Facelift	www.facelift.co.uk
Flesch	www.flesch-arbeitsbuehnen.de
Gantic Norway	www.gantic.no
Genie	www.genieindustries.com
Genie UK	www.genielift.co.uk
GT Access	www.gtaccess.co.uk
Hird	www.hird.co.uk
JLG	www.jlgeurope.com
Kemp Hoogwerkers	www.kemphoogwerkers.nl
Kunze GmbH	www.kunze-buehnen.com
Lavendon Sales	www.lavendonsales.com
Leader	www.leader-piatt.it
Liftright Access	www.liftrightaccess.com
Manlift Sales	www.manlift.ie
Mech-Serv (GB)	www.mech-serv.co.uk
Mr Plant Hire	www.mrplanthire.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk
Platforms	www.nationwideplatforms.co.uk/sales/

Rothlehner	www.rothlehner.com
Tracked Access	www.trackedaccess.com
Platform Sales	www.platformsales.co.uk
Promax Access	www.promaxaccess.com
Rapid Platforms	www.rapidplatforms.co.uk
Reachmaster (USA)	www.reachmaster.com
Riwal	www.riwal.com/used
Turner Access	www.turner-access.co.uk
TVH - Group Thermote & Vanhalst	www.tvh.be
Universal Platforms	www.universalplatforms.com
Vertimac	www.vertimac.com
Wilson Access	www.wilsonaccess.co.uk

Special/Bespoke Access & Lifting Solutions

APS	www.iapsgroup.com
GT Lifting Solutions	www.gtliftingltd.co.uk
Ladder Safety Devices	www.laddersafetydevices.co.uk
Liftright Access	www.liftrightaccess.com
Mantis Access	www.mantisaccess.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk
Planet Platforms	www.planetplatforms.co.uk
Platform Sales & Hire	www.platformsales.co.uk
Ranger Equipment	www.spiderlift.co.uk
Working At Height Ltd	www.workingatheightltd.com

Special & Niche Access

Acrolift	www.acrolift.co.uk
DENKA Narrow	www.rothlehner.com
Easi UpLifts	www.easiuplifts.com
Easy Reach Scotland	www.easyreachscotland.co.uk
Facelift	www.facelift.co.uk
High Access Hire	www.highaccesshire.co.uk
Higher Access	www.higheraccess.co.uk
Rapid Platforms	www.rapidplatforms.co.uk
Smart Platform Rentals	www.smartplatforms.co.uk
Universal Platforms	www.universalplatforms.com
Wilson Access	www.wilsonaccess.co.uk

Special Lift & Transport Equipment

Arnold Scherlast GmbH & Co.KG	www.arnold-scherlast.de
Collett A Sons, UK	www.collett.co.uk
Wagenborg Nedlift, NL	www.wagenborg.com

Self-Propelled Modular Transporters

Collett & Sons, UK	www.collett.co.uk
Wagenborg Nedlift, NL	www.wagenborg.com

Telescopic Handler Manufacturers

Dieci Telehandlers Ltd	www.dieci-telehandlers.co.uk
Genie	www.genieindustries.com
Haulotte	www.haulotte.com
JLG	www.jlgeurope.com
Manitou	www.manitou.com
Merlo	www.merlo.co.uk

New & Used Telehandlers

Dieci Telehandlers	www.dieci.com
Industrial Access	www.industrialaccess.ro
Lisman	www.lisman.nl
Riwal	www.riwal.com/used
Vertimac	www.vertimac.com
VHS Vissers Heftruck Service	www.vhsblad.nl

Telehandler Rental

GT Lifting Solutions	www.gtliftingltd.co.uk
Readyplant Ltd	www.readyplant.co.uk

Site Safety Audits

Alfa Access Services	www.alfa-access-services.com
----------------------	--

Industry Associations

ALLMI	www.allmi.com
CICA	www.cica.com.au/
CPA	www.cpa.uk.net
EWPA	www.ewpa.com.au
IPAF	www.ipaf.org
OSHA	www.osha.gov
PASMA	www.pasma.co.uk

Crane Manufacturers

Böcker Maschinenwerke	www.boecker-group.com
Galizia	www.galiziagru.com
Grove	www.grovetworldwide.com
Jekko Mimicrane	www.jekko.it
JMG	www.jmgcranes.com
Kobelco	www.kobelco-cranes.com

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

Lorry/Truck Loader Cranes

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

New & Used Cranes

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

Heavy Lifting Equipment

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

Furniture Hoists

The Furniture Hoist Co	www.furniturehoists.co.uk
------------------------	--

Crane Hire

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

Mini Crane Hire

Easi Up Lifts	www.easiuplifts.com
Easy Reach Scotland	www.easyreachscotland.co.uk
Emerson Cranes	www.emersoncranes.co.uk
GGR	www.unic-cranes.co.uk
Hire Maeda	www.maedaminicranes.co.uk
JT Mini Crane Hire	www.jtminicranes.co.uk
Lift Limited	www.liftminicranehire.co.uk
Hird	www.hird.co.uk
Tracked Access	www.trackedaccess.com

Self Erecting Tower Cranes

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

Tower Cranes

Electrogen Int	www.electrogen.ie
----------------	--

Heavy Lift Management

DWLS	www.dwls.co.uk
------	--

Heavy Lift Planning & Risk Analysis

DWLS	www.dwls.com
------	--

HLI Consulting	www.hliconsulting.com
----------------	--

Ancillary Equipment

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

Auction Houses

Ritchie Brothers	www.rbauktion.com
------------------	--

Battery Suppliers & Manufacturers

Shield Batteries	www.shieldbatteries.co.uk
------------------	--

Trojan Battery	www.trojanbattery.com
----------------	--

Platinum Batteries (Europe) Ltd	www.platinumbatteries.co.uk
---------------------------------	--

Load Monitoring Systems

Force Logic UK Ltd	www.force-logic.co.uk
--------------------	--

Control Systems

MOBA Automation	www.moba.de
-----------------	--

Intercontrol	www.intercontrol.de
--------------	--

Generator Sales & Rental

Electrogen Int	www.electrogen.ie
----------------	--

Insurance

Specialist Insurance	www.cover1.com
----------------------	--

Online Technical Help

Crane Tools	www.cranetools.com
-------------	--

Outrigger Pads, Mats & Roadways

Alimats	www.craneriggermats.co.uk
---------	--

Eco power pads	www.outriggerpads.co.uk
----------------	--

GreenTek	www.greensward.co.uk
----------	--

GTP Europe	www.gtp-europe.com
------------	--

KO-Mats GmbH	www.ko-mats.com
--------------	--

Marwood	www.marwoodgroup.co.uk
---------	--

Mat & Timber Services	www.sarumhardwood.co.uk
-----------------------	--

PCM Fluid Power	www.pcmfluidpower.co.uk
-----------------	--

Nylacast	www.nylacast.com
----------	--

Timbermat	www.timbermat.co.uk
-----------	--

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

Universal Crane Mats	www.universal-crane-mats.com
----------------------	--

Parts & Service Suppliers

Aerial & Handling Services	www.aerialandhandlingservices.com
----------------------------	--

Alfa Access Services	www.alfa-access-services.com
----------------------	--

Caunton - Access	www.caunton-access.com
------------------	--

Crowland Cranes	www.crowlandcranes.co.uk
-----------------	--

C-Tech Industries	www.ctech-ind.com
-------------------	--

Davis Access Platforms	www.davisaccess.co.uk
------------------------	--

Electrogen Int	www.electrogen.ie
----------------	--

IAPS	www.iapsgroup.com
------	--

JLG	www.jlgeurope.com
-----	--

Lift-Manager	www.lift-manager.com
--------------	--

TVH - Group Thermote & Vanhalst	www.tvh.be
---------------------------------	--

Unified Parts	www.unifiedparts.com
---------------	--

Vertimac	www.vertimac.com
----------	--

Innovations

Aerial & Handling Services Ltd	www.aerialandhandlingservices.com
--------------------------------	--

Recruitment

Vertikal.Net	www.vertikal.net/en/recruitment
--------------	--

Rental Management Software

Higher Concept Software	www.higherconcept.co.uk
-------------------------	--

Inspire	www.inspire.com
---------	--

MCS Rental Software	www.mcs.co.uk
---------------------	--

Replacement Filters

Plant Filters	www.plantfilters.co.uk
---------------	--

Safety Equipment

AGS	www.ags-btp.fr
-----	--

Airtek equipment	www.airteksafety.com
------------------	--

Load Systems UK Ltd	www.loadsystems.com
---------------------	--

Marwood	www.marwoodgroup.co.uk
---------	--

SMIE	www.smie.com
------	--

Software

Higher Concept	www.higherconcept.co.uk
----------------	--

inspHire	www.inspire.com
----------	--

Matusch GmbH	www.matusch.de
--------------	--

MCS Rental Software	www.mcs.co.uk
---------------------	--

Structural Repairs

Avezaat Cranes	www.avezaat.com
----------------	--

Crowland Cranes	www.crowlandcranes.co.uk
-----------------	--

John Taylor Crane Services	www.jtcranes.co.uk
----------------------------	--

Training Associations & Networks

ALLMI	www.allmi.com
-------	--

AWPT	www.awpt.org
------	--

IPAF	www.ipaf.org
------	--

NASC	www.nasc.org.uk
------	--

Pasma	www.pasma.co.uk
-------	--

Training Centres & Trainers

Access Platforms Direct	www.accessplatformsdirect.co.uk
-------------------------	--

IAPS	www.iapsgroup.co.uk
------	--

Active Safety	www.activerentals.co.uk
---------------	--

Advanced Access Platforms	www.accessplatformsuk.com
---------------------------	--

AFI	www.afi-uplift.co.uk
-----	--

Ainscough	www.ainscoughtraining.co.uk
-----------	--

AJ Access	www.accessplatforms.com
-----------	--

APL	www.apl-aerialplatforms.co.uk
-----	--

Approved Safety Training -Ca	www.approvedsafetytraining.com
------------------------------	--

GT Access	www.gtaccess.co.uk
-----------	--

Lift-Manager	www.lift-manager.com
--------------	--

LTC Training Services	www.ltctrainingservices.co.uk
-----------------------	--

Nationwide Platforms	www.nationwideplatforms.co.uk/Training
----------------------	--

Smart Platform Rentals	www.smartplatforms.com
------------------------	--

Astra Access	www.astratraining.co.uk
--------------	--

Safety Training

Atlas Cranes UK	www.atlasgmbh.com
-----------------	--

Avon Crane	www.avoncrane.co.uk
------------	--

Brogan Group	www.brogangroup.com
--------------	--

Davis Access	www.davisaccess.co.uk
--------------	--

Easi-UpLifts	www.easiuplifts.com
--------------	--

Emerson Training Services	www.emersontrainingservices.co.uk
---------------------------	--

Training Services

Facelift	www.facelift.co.uk
----------	--

HCS	www.hydrauliccraneservices.co.uk
-----	--

Hewden Training	www.hewden.co.uk/training
-----------------	--

Hi-Reach	www.hi-reach.co.uk
----------	--

Hiab	www.hiab.com
------	--

Horizon Platforms	www.ipaftrainingcourses.co.uk
-------------------	--

JLG Training	www.jlgeurope.com
--------------	--

L&B Transport	www.lbtransport.co.uk
---------------	--

Liebherr Training (UK)	www.liebherr.co.uk
------------------------	--

Lifting Equipment Training	www.letltd.co.uk
----------------------------	--

Loxam	www.loxam-access.co.uk
-------	--

Lyte	www.lyteladders.co.uk
------	--

Mainline Access	www.mainline-access.co.uk
-----------------	--

Mentor Training	www.mentortraining.co.uk
-----------------	--

Mr Plant Hire	www.mrplanthire.co.uk
---------------	--

||
||
||



FERSCHL
TUBEFORM

Ferschl Tubeform offers a specialist facility to fabricate tube-based components and sub-assemblies for use in a broad range of applications, including close-tolerance construction machine structures, handrails, safety platforms along with bespoke exhaust and fluid transfer pipes and hoses.

From bespoke assemblies to high volume manufacture, Ferschl Tubeform is resourced to deliver fabricated structures at a competitive price, regardless of their complexity.

Tel: +44 (0)191 518 0878
Email: enquiry@ferschl.co.uk
Call or email today for a no obligation quotation or visit
www.ferschltubeform.co.uk



JMS
PLANT HIRE
Access Division

Find out why JMS Plant Hire is one of the fastest growing powered access hire companies in the UK

Contact us today for details of our huge range of access solutions **0845 467 0000**

www.jms-access.co.uk • hire@jms-access.co.uk

IPAF CPA FSE PASMA

SWITCH TO...

ipspartsonline.com

NEW WEBSHOP

- Quick search & filter by make, model or category
- Easy to navigate & add to basket
- Checkout on account or pay by card

It couldn't be quicker... or easier!




Put your foot down...

on our tough and reliable outrigger pads



LIFETIME WARRANTY
QUALITY GUARANTEED

- High quality UHMW polyethylene
- Load bearing from 5 to 350 tonnes
- Range of sizes available

Get in touch

OUTRIGGER PADS T: +44 (0) 1952 671403
E: sales@outriggerpads.co.uk
outriggerpads.co.uk

AB 2000 LTD

PLANT & CRANE HIRE

- MOBILE CRANES 35-200 TONS
- IRON FAIRY & CITY CRANE
- CPA & CONTRACT LIFT SERVICE
- RIGGERS, SLINGERS - APPOINTED PERSONS
- TEST WEIGHT HIRE
- MACHINERY MOVEMENT SERVICE
- HIAB & LOW LOADER TRANSPORT
- FULL PLANT HIRE SERVICE AVAILABLE
- ALL OPERATORS FULLY CPCS CERTIFIED
- CALL FOR A FREE SITE VISIT AND QUOTATION



Main Office t: +44 (0) 141 646 1212 e: einfo@ab2000.co.uk
www.ab2000.co.uk

CPA Link-up Registered UVDB Verify exor certified IRPA ISO 9001

THE ECO-FRIENDLY SOLUTION

GANTIChARGER

The revolutionary new charger

The **GantiCharger** is made to revive, charge, check and maintain batteries.

- **GantiCharger** is designed to reduce the frequency and cost associated with battery replacement.
- **GantiCharger** is made to both save energy and significantly prolong battery life with reduced maintenance cost.
- **GantiCharger** prevents overheating the common cause of battery damage.



For UK sales: 07807 348584
For Dealer enquiries: +47 93405970
www.ganticharger.com

TVH

Get set for winter!

Contact us now!



TOTAL SOURCE

TVH UK LTD
Unit 17 • Paragon Way • Exhall • GB-CV7 9QS Coventry
T +44 2476 585 000 • F +44 2476 585 001
sales@tvh-uk.co.uk • www.tvh-uk.co.uk



V16491 - Iteco IT6080 - 2003
Electric - 7.70 Mtr. - 358 Hrs.
€ 2.950



V16383 - Genie GS1932 - 2005
Electric - 7.80 Mtr. - 407 Hrs.
€ 4.250 - new wheels!



V16268 - JLG 2030ES - 2005
Electric - 8.10 Mtr. - 289 Hrs.
€ 4.750



V15404 - JLG 2646ES - 2007
Electric - 9.80 Mtr. - 292 Hrs.
€ 6.500



V16219 - JLG 3369E - 1999
Electric - 12.06 Mtr. - 1007 Hrs.
€ 4.250



V15988 - JLG 260MRT - 2007
Diesel 4x4 - 9.92 Mtr. - 877 Hrs.
€ 8.750



V16083 - Liftlux SL110/20 - 2001
Diesel 4x4 - 13.30 Mtr. - 2473 Hrs.
€ 4.250



V16207 - Haulotte H15SDX - 2001
Diesel 4x4 - 15 Mtr. - 1834 Hrs.
€ 7.500



V16401 - Genie GS4390RT - 2005
Diesel 4x4 - 15.11 Mtr. - 1502 Hrs.
€ 14.500



V15374 - Haulotte H18SX - 2005
Diesel 4x4 - 18 Mtr. - 2254 Hrs.
€ 13.500



V15846 - Manitou 120AETJ - 2006
Electric - 11.95 Mtr. - 760 Hrs.
€ 13.500 - new wheels!



V16178 - Haulotte HA12IP - 2005
Electric - 12 Mtr. - 226 Hrs.
€ 12.500



V16356 - Genie Z34/22N - 2002
Electric - 12.52 Mtr. - 886 Hrs.
€ 10.500 - new wheels!



V16271 - Niftylift HR12DE - 2005
Bi-energy - 12.20 Mtr. - / Hrs.
€ 9.500



V16260 - JLG M600JP - 2006
Bi-energy - 20.39 Mtr. - 679 Hrs.
€ 29.500



V15750 - Genie Z34/22RT - 2008
Diesel 4x4 - 12.62 Mtr. - 1615 Hrs.
€ 17.500



V16395 - JLG 450AJ - 2011
Diesel 4x4 - 15.72 Mtr. - 1932 Hrs.
€ 29.500



V16387 - Niftylift HR17D - 2005
Diesel 4x4 - 17 Mtr. - / Hrs.
€ 14.500



V15958 - JLG 600AJ - 2007
Diesel 4x4 - 20.29 Mtr. - 1687 Hrs.
€ 36.000



V16173 - Haulotte HA20PX - 2005
Diesel 4x4x4 - 20.65 Mtr. - 3229 Hrs.
€ 18.500



V16262 - JLG 600SJ - 2005
Diesel 4x4x4 - 20.29 Mtr. - 2472 Hrs.
€ 23.500



V16184 - Haulotte H21TX - 2000
Diesel 4x4 - 20.80 Mtr. - 2997 Hrs.
€ 13.500



V16180 - Haulotte H23TPX - 2006
Diesel 4x4 - 22.80 Mtr. - 3532 Hrs.
€ 19.500



V15492 - Genie S105 - 2009
Diesel 4x4x4 - 34 Mtr. - 1130 Hrs.
€ 77.500



V15999 - JLG 1350SJP - 2007
Diesel 4x4x4 - 43.15 Mtr. - 4226 Hrs.
€ 87.500



Easi UpLifts

for more information
go to our website



Genie GS-3246

2006

€ 8,750



Genie Z-34/22N

2005

€ 17,500



Genie S-45

2005

€ 23,000



Genie S-85

2005

€ 49,000



Genie S-65

2005

€ 33,000



Genie Z-80

2005

€ 49,000



Skyjack SJ-6832

2007

€ 14,500



Skyjack SJ-9250

2007

€ 18,950



Genie S-125

2008

€ POA

More than 2500 machines available ex. our Irish / UK / Slovak & Hungarian depots

For further information contact Patrick McArdle on



+353 877 975 919 or via email



patrick.mcardle@easiuplifts.com



the access specialists

www.easiuplifts.com

REACH NEW LEVELS
OF PERFORMANCE

WITH FEATURES THAT
UPHOLD PRODUCTIVITY

MAKE IT EFFECTIVE. MAKE IT DURABLE. GIVE IT VALUE. JLG designed its RS series of scissor lifts around three basic principles. The RS scissor lifts provide the reach, reliability and serviceability job sites demand, with a value that fits nearly any budget. Available in two models, the 6RS and the 10RS, JLG's RS scissor lifts prove that cost-effective design should never sacrifice performance.

www.jlg.com

JLG International | Polaris Avenue 63 | 2132 JH | Hoofddorp | The Netherlands | europa@jlg.com

JLG
reachingout.