

# cranes & access

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September 2016 Vol.18 issue 6

## Spider cranes

## Large RT scissors



## Top 30 rental companies

.....Arcomet and Skyline to merge.....WolfLift returns.....Vertical Days at Silverstone.....

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## On the cover:

A nine axle Terex AC 1000 All Terrain crane on its way through forests and up steep and mostly unpaved winding roads to help erect wind turbines on the 1,600 metre high Pretul mountain in Styria, Austria.



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E-mail: [info@vertical.net](mailto:info@vertical.net)

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As the spider crane market outside of Japan continues to grow at a steady pace, we take a look at the latest players and models, and assess if there is a move towards European designed and built equipment? We also visit UK company TCA Lifting, a company that likes doing things a little differently.



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Several recent fatal incidents with cranes and aerial work platforms have highlighted the dangers of not using safety equipment correctly. We take a look at some of the problem areas and the developments aimed at reducing the number of serious incidents - but only when used appropriately.

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We review the latest developments in the large Rough Terrain scissor sector as well as visiting Snorkel UK, charting its chequered history and looking at its significant efforts to again become a successful global access equipment manufacturer. It is also 25 years since the first production units of the UpRight Speed Level. We look at its development up to its recent relaunch.



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## Editorial team

Mark Darwin - Editor  
editor@vertikal.net

## Associate editors

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

## Reporter

Sam Pickering

## 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

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



## Changing attitudes

I realise that in mentioning women in the industry I am probably already on 'sexist' ground, however if we continually skirt (no pun intended) around the issue, the real crux of the problem will never be addressed.

The recent appointment of a female chief executive at Ainscough Crane Hire should only be newsworthy because of a change at the top of the UK's largest crane rental company - not because of the fact she is a woman. But unfortunately that is not the case.

True there are an increasing number of high profile woman world leaders, such as the UK prime minister, the German chancellor and possibly the president of the United States. Apart from a few very notable exceptions this trend is not reflected in our industry, whether it be cranes, access or telehandlers, or for that matter, business in general.

In the UK for example, recent surveys suggest that fewer than 10 percent of executive directors at the top 100 companies are female - even though it has almost doubled since 2011! And the UK is comparatively good in this respect, apparently only Sweden has a greater proportion of senior women in business. In our sector I can think of only a handful of women chief executives, probably equating to less than one percent.

So what is the problem, why aren't more women - and for that matter young people - joining our industry? It is clearly not perceived as being attractive and appears to do an even poorer job of promoting women to senior roles. The solution is the same for both genders - better promotion of the industry, selling its many good points to attract more keen, talented individuals. The recent Stars of the Future awards at Vertikal Days is gaining momentum among young apprentices.... but only two of the 20 winners were female and the ratio of entrants far worse.

A love of science and engineering needs to be triggered at an early age. Parents play a big part in this, but tend to encourage their children towards the 'traditionally acceptable' 9-to-5 office jobs, rather than a career out on site or working with heavy equipment. Changing this will require an entirely new approach.

Initiatives such as My Future My Choice - which introduces children of all ages and gender to the exciting opportunities available in engineering - are essential for developing an interest, catching them before they set off towards the more typical career paths. Those who saw the school children at Vertikal Days having fun while learning about hydraulics and building and operating a simple crane, could see just how attractive they found it all. If young children are unaware of our industry, how can they even consider it as a career? We need more of this, not only so that we have enough skilled workers for the future but also to encourage more women to become involved at all levels of our industry.

Mark Darwin

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

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# Arcomet and Skyline to merge

Belgian international tower crane specialist Arcomet has taken a majority stake in a new venture with UK-based Skyline Tower Cranes Services. The two companies are putting their UK resources into a new jointly held company - Skyline Arcomet Ltd.

The new business will operate across the UK as a tower crane rental, distribution and service provider. The ownership split between the Whitford family that owns Skyline and Arcomet has not been officially released, but we understand that Arcomet holds just over 50 percent of the shares in the new business. Skyline Arcomet will operate from the Skyline offices in West Thurrock, Grays, Essex, with the current team of employees and will progressively take over all of the Arcomet activities in the UK, including its 70 top slewing tower cranes.

The company plans include development of a new yard and additional sales and service staff to support the larger rental operation, building the distribution business and maintaining current customer satisfaction levels. Skyline's founder and chief executive Darren Whitford will remain as managing director of the new company.

"I am thrilled to be part of one of the largest tower crane service companies in the world and consolidate our position in the UK market. With this merger, we will have much stronger capabilities to satisfy our customers growing needs," said Whitford.

Arcomet chief executive Philippe Cohet added: "For the Arcomet group, this is a return to an important market in Europe and the opportunity to partner with a solid local team."



# New 14 metre Aldercote

UK-based Access Platform Sales (APS) is launching a new 14 metre Aldercote van mounted lift on a 3.5 tonne Ford Transit van.

The new lightweight boom on the VZ140 leaves up to 400kg of spare payload in the van - after allowing for fuel and two occupants - while offering a maximum outreach of nine metres with 120kg platform capacity. The pedestal is mounted directly behind the bulkhead to provide extra space in the van, while the hydraulic oil tank and emergency lowering controls are also housed in the van, eliminating the need to climb onto the roof. APS unveiled a prototype of the lift at Vertikal Days, with shipments expected to begin by the end of the year.



Shipment of the new 14m Aldercote van mount will begin later this year



Lack of training and experience with loading a spider lift resulted in a fatality

# Company director jailed for 12 months

A company director in the UK has been jailed for 12 months following the death of one of his employees in a work accident. Paul Williamson, 51, died on January 29th 2014 in Stockport, near Manchester, when the 18 metre spider lift he was loading came off the ramps of the 3.5 tonne delivery truck and landed on him as he walked alongside with the remote controller.

He was employed by Thorn Warehousing Ltd, and director Kenneth Thelwall has now been sentenced to a 12 month prison sentence, ordered to pay costs of £4,000 and was disqualified from being a company director for seven years.

The investigation discovered that Williamson had not been adequately trained on the use of the ramps, the truck or the spider lift. There was no risk assessment in place and no safe system of work created for the equipment, which had only been in operation for eight days. The ramps were also steeper than the maximum permitted by the manufacturer.

# Vertikal Days on the move

Vertikal Days will move to Silverstone, Northamptonshire in central England for 2017 to benefit from improved facilities and more space to grow. The 2017 event will be held on May 24th and 25th.

Silverstone is of course the home to Formula 1 and the British Grand Prix, but offers a number of areas that can accommodate Vertikal Days, adding variety as the event continues to expand. For year one the event will be held in the centre of the facility on the Copse Runway and surrounding parking areas. Silverstone is close to both the M40 and M1 motorways and strategically located in the English Midlands, with airports at Luton, Birmingham, Heathrow and East Midlands all within a reasonable distance. Parking on site typically handles well over 100,000 visitors for the annual Grand Prix. Hotel rooms within a 15 mile radius are plentiful with good connections to the venue and relatively light traffic.



Vertikal Days is moving to Silverstone for 2017.



The new 20 tonne/metre Hiab X-HiPro 232

## New cranes from Hiab

Hiab is launching several new cranes this autumn, topped by the new X-HiPro 558 - which it claims is the strongest crane that will fit on a three axle truck.

The new 55 tonne/metre crane features a maximum capacity of 10.8 tonnes at 4.6 metres radius, a maximum tip height of 17 metres and a horizontal reach of 14.5 metres at which it can handle 3.15 tonnes. The overall weight with outriggers is around 5,500kg, which Hiab claims is up to 20 percent lighter than other cranes in this class.

The company is also renewing its mid-range loader cranes with 24 "totally new" models or variants. The 20 tonne/metre Hiab X-HiPro 232, which made its debut in Sweden late last month, is up to 300kg lighter than its predecessors, offers higher lift capacities and faster working speeds, while being easier to mount. It also features Hiab's HiPro remote control system with built-in position monitoring and its Load Stability System that dampens sudden stops.



The new Hiab X-HiPro 558

## Manitowoc to relocate crawler production

Manitowoc is relocating all crawler crane manufacturing from Manitowoc, Wisconsin to the Grove plant in Shady Grove, Pennsylvania. The move is part of a plan to rationalise manufacturing facilities in order to reduce costs - annual savings of \$25 to \$30 million are expected as well as improved margins.

The transition is underway and should be completed by mid-2017. Manitowoc crawler crane engineering and support functions will remain in the Manitowoc area, along with corporate headquarters. Around 528 jobs are expected to go over the next 12 months.

Shady Grove currently builds Rough Terrain, truck and industrial cranes along with boom trucks.

Some crawler crane production was added last year. The 300 acre plant has plenty of space and capacity to absorb crawler crane production for the foreseeable future.



Manitowoc is moving all crawler crane production to Shady Grove, Pa

## Baldwins loses transport licence

The four senior directors of UK crane rental company Baldwins have had their right to hold a transport licence revoked. The traffic commissioner disqualified them after up to 18 drivers were caught falsifying records to show rest breaks being taken when they were not. The licence only affects delivery trucks and will mostly impact its heavy crane division, which is dependent on the movement of counterweights and additional equipment.

The commissioner's verdict said: "To allow for an orderly wind down of the heavy crane part of the business, taking into account its specialised nature and the apparent scarcity of the services it provides, revocation will take effect from 23:59 hours on Saturday 10 September 2016.

Under the ruling Richard Baldwin is disqualified from applying for or holding a goods vehicle operator's licence for a year, Wayne Baldwin for five years and Andrew Skelton for two years. Lorraine Baldwin is disqualified from applying for, or holding a licence for an indefinite period, but may apply to have the disqualification lifted by appearing before a traffic commissioner to explain how she will meet her statutory duties.

Traffic commissioner Kevin Rooney said: "The falsification of records to make it appear that drivers had taken appropriate rest goes absolutely to the heart of road safety. In the case of this operator, five out of seven drivers investigated in 2014 were found to be offending. A follow-up in 2015 found the offending had worsened, with 18 drivers offending. I do not know if my decision will mean the end of Baldwins Crane Hire, but I make my judgement on the assumption that it will. The failures at Baldwins Crane Hire are so significant, so deep-rooted and inspired by the very top of the business that I find it entirely appropriate that this licence be revoked."

Baldwins plans to appeal the decision and apply for a new licence under a new company - Baldwins Support Services - with a new transport manager at the helm. It is also considering outsourcing this aspect of its business as it did up until 10 years ago.



## First Böcker spider crane in UK

UK rental company Lift Mini Cranes has taken delivery of the first Böcker RK36-2400 spider crane in the country. The RK36-2400 has a capacity of 2.4 tonnes and a maximum lift height of 36 metres. The chassis has twin drive speeds - 2.4 and 4.5kph - can pick & carry up to 250kg and weighs 4,500kg. Lift has taken the full specification with diesel and electric drives and work platform attachment.



The first Böcker RK36-2400 has been delivered to Lift Mini Cranes



Montarent Bouwlogistiek has launched a new self-propelled, self-erecting tower crane - the Montalift M21 4-WDS

## New Montarent mobile tower crane

Netherlands-based mobile tower crane manufacturer Montarent Bouwlogistiek has launched a new self-propelled, self-erecting tower crane - the Montalift M21 4-WDS. Unlike previous Montarent cranes which use Benazzato towers, the new model uses a Potain tower crane superstructure.

The 21 tonne/metre crane has a 26 metre jib with lifting heights from 18.7 metres to a maximum of 25.9 metres with the jib raised. Maximum capacity is 1,800kg and features include an octagonal galvanised tower and compact lattice jib. The crane can be erected and be ready to lift in less than 20 minutes using the remote controls. The unit has two, 4,150kg removable counterweights and a slewing radius of 2.13 metres. Overall transport dimensions are 12.1 metres long, 2.8 metres wide by 3.1 metres high and total weight is 21.4 tonnes.

## 60th LTC 1050-3.1 delivered

Liebherr has delivered the 60th unit of its 50 tonne three-axle LTC 1050-3.1 city type All Terrain crane, just 12 months after production began. It features a 36 metre, six section main boom plus a 13 metre bi-fold swingaway extension.



An LTC 1050 owned by Mediaco on a classic machinery moving job demonstrates the Variobase outrigger set-up system

The unit is equipped with Liebherr's Variobase outrigger set-up system, while the crane's unique single cab layout also elevates for an improved view of the load.

The LTC 1050-3.1 replaced the LTC 1045-3.1 after new emissions regulations required a new engine installation, triggering a more extensive redesign which resulted in improved capacities and other benefits.

## WolfLift returns

After having apparently abandoned the idea of commercialising his radical new aerial lift, dubbed the WolfLift, Wolf Haessler is back with an improved production version and has already shipped the first units to customers.

The 20ft alternative scissor lift employs a massive central box section mast to lift what is essentially a traditional scissor lift platform, complete with 900mm deck extension. Its other advantage is that the system uses an electric rack and pinion system to extend the mast and to steer, while drive comes from two high mounted direct electric motors. As a result the machine requires no hydraulic or other oils. Lift and lower speeds are also quick and platform rigidity is said to be exceptional.



Wolf Haessler and the WolfLift team.



The first WolfLift 3020s ready to ship.

## Earthquake standard for tower cranes

ISO has published its new standard for tower cranes working in areas at risk of earthquakes - ISO 11031. Its adoption should ensure that a compliant crane is seismically resistant.

The new standard - which sets out the design principals and can be used to calculate seismic loads - was developed at the request of Japan following the 1995 earthquake in Kobe.

Klaus Pokorny, secretary of the ISO subcommittee said: "Any evaluation should take into account the regional seismic conditions as well as the ground surface conditions at the crane location. It's also important to consider how the crane will be used and any risks that could result from seismic damage. Not only will ISO 11031 add a layer of confidence to the industry, it also provides a common technical language so that manufacturers, users and owners understand each other clearly, no matter where they are."

A copy of the standard is available from the ISO online store - [www.iso.org/iso/catalogue\\_detail?csnumber=46588](http://www.iso.org/iso/catalogue_detail?csnumber=46588)

## PB Liftechnik expands range

German aerial lift manufacturer PB has launched a new 67ft heavy duty battery electric RT scissor lift, and is expanding its production facilities.

The new model - the S225-24ES 4x4 - joins PB's Top 24 series of large 2.47 metre wide Rough Terrain scissor lifts, and follows the recent launch of the diesel powered S225-24DS 4x4. With a working height of 22.3 metres and 750kg platform capacity, the new model features a 7.20 x 2.36 metre 'Mega deck' with plenty of space for long panels and up to four people.



The new battery powered PB S225-24ES 4x4 scissor lift.

(For more information see the large RT scissor feature starting on page 49).

## New CEO for Ainscough

UK-based rental company Ainscough Crane Hire has appointed Janet Entwistle as chief executive, effective immediately. It follows the resignation of Robin Richardson.

A lawyer by training Entwistle was previously chief executive of property services group Knight Square Holdings, until she stood down last year having restructured and refinanced the business over a four year period following its emergence from administration in 2012.





# Telehandler fork rotator

VHS Special Product of the Netherlands has launched a new fork rotator for telehandlers.

The Roforks attachment features 360 degree continuous rotation with a maximum capacity of 2,500kg. The device - CE tested and approved by TÜV - weighs just under 600kg with 1.2 metre forks. It adds to manoeuvrability including the lifting and placing of loads in narrow aisles. The company claims it can reduce work time by as much as 25 percent, with a 15 percent reduction in fuel usage and 50 percent less working space. The device also allows the forks to be used facing the machine. The full package including quick couplers costs around €6,000.



*The attachment allows the placing of loads in narrow areas*

# Sparrows forms partnerships

Offshore crane and lifting specialist Sparrows Offshore Services has formed a partnership with Malaysia-based SapuraKencana Technology to provide a range of services to the Malaysian oil & gas industry. Sparrows says that the new alliance will help expand its activities in Malaysia significantly.

The company has also signed a global collaboration agreement with technical services provider Spie Oil & Gas Services in which the two companies will work together - initially across Africa - before taking the joint offering worldwide. Spie is the general maintenance contractor for a number of offshore installations worldwide.



*SapuraKencana's fabrication yard at Lumut*

# Cadman Cranes acquired

UK rental company Cadman Cranes has been acquired by precast concrete manufacturer Milbank Concrete Products. The Colchester, Essex-based crane business will continue to operate as a stand-alone business under Milbank ownership. Cadman was established by brothers, Brian and Geoff Cadman in 1976 with a 16 tonne Coles telescopic. The two had been operating operated earthmoving equipment business since 1959.



# Speedy sells heavy equipment fleet

Troubled UK rental company Speedy has sold its fleet of larger earthmoving and road equipment - mainly dumpers, heavy rollers and excavators - to Ardent Hire for £14.9 million. The fleet generated revenues of £3.2 million with operating profits of £1.9 million in the past 12 months. The deal includes a five year re-hire agreement with Ardent with the option to extend it by a further two years.

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Raimondi Cranes has started shipping its new 14 tonne LR213 luffing jib tower crane

## New Raimondi luffer...

Raimondi Cranes has started shipping its new 14 tonne LR213 luffing jib tower crane. Largest in its current range, the LR213 features a maximum 55 metre jib with a choice of two new winches, both of which are designed for luffing jib crane duties with the ability to stow up to 1,000 metres of rope. The winches are attached to the extra wide counter jib structure along with most other key components.

The crane's 14 tonnes maximum capacity is possible on four parts of line with any jib length from 28 to 55 metres. Jib tip capacity at 55 metres is 2,250kg. The crane is equipped with Raimondi's new deluxe R16 crane cab with all round vision. The first three cranes have been purchased by Spanish contractor Harina for the new 250 metre high JW Marriot Hotel West Bay in Qatar.

## ...Delivers cranes for Dublin

Raimondi Cranes agent for Ireland - Irish Cranes & Lifting - has supplied six new Raimondi tower cranes to contractor John Sisk & Son for the 66,000 square metre Capital Dock development in Dublin's Docklands business district.



The cranes include four MRT213s, one MR210, and one MRT152, with free-standing heights of up to 91 metres. All six will be equipped with anti-collision and zoning systems and will remain on the contract for 70 to 90 weeks.

## ...And appoints Bennetts Cranes in the UK

Raimondi has also been busy over the summer adding to its distribution network, and has officially appointed Bennetts Cranes as its dealer for England, Scotland and Wales.



A Bennetts' Raimondi crane working at Great Scotland Yard in London



One of Spider Rental's Platform Basket 18.90 units

## Lifterz acquires Spider Rentals

UK rental company Lifterz has acquired Spider Rentals, a small specialist access rental company in Rochdale, Greater Manchester.

Spider Rentals was established in mid-2011 by ex-Loxam Access regional manager Liam Stericker and runs a fleet of Platform Basket spider lifts, topped by a 22 metre 22.10. Stericker will remain with the business, joining Lifterz as divisional manager of the Spider Division. At the same time Lifterz is relocating its existing spider lift business from Sutton-in-Ashfield to Haydock, where it will have a dedicated engineering and hire control function.

## Fassi ships big light crane

Italian crane manufacturer Fassi has started shipping the new 160 tonne/metre



F2150RAL loader crane designed for a four axle chassis that was announced and displayed at Bauma. The new F2150RAL makes extensive use of high strength Strenx 900 and ultra-high strength Strenx 1100 steels. Maximum lift height is 41.3 metres when equipped with a jib. It is considerably lighter than its predecessor yet offers better performance, thanks to the use of the Strenx steel.

## Ritchie takes Iron Planet

Canadian international auctioneer Ritchie Bros has acquired on-line competitor Iron Planet from owners KPBC, Accel Partners, Caterpillar and Volvo for \$740 million in cash and the assumption of unvested equity interests, taking the expected price to \$785.5 million.





## Terex Cranes to close Waverly

Terex Cranes has closed its production facility in Waverly, Iowa and is transferring production to the Terex plant in Oklahoma.

The move will see around 175 employees in Waverly lose their jobs as the plant winds up its operations. Waverly produces Rough Terrain cranes, truck cranes and boom trucks largely for the US market.

The plant in Oklahoma already builds Terex HC Series crawler cranes and will now add Rough Terrains from 27 to 118 tonnes, 11 boom truck models with capacities up to 72.5 tonnes and four truck cranes ranging from 36 to 76.2 tonnes.

## New tree removal guide



safe work australia

Safe Work Australia has published guide to tree trimming and removal entitled 'Managing risks of tree removal'.

The 44 page guide principally concentrates on safe working practices, with a substantial section on the use of aerial work platforms for tree work, recommending the use of a boom trailer, truck or self-propelled lift above all other forms of access. The guide can be downloaded free of charge from [www.safeworkaustralia.gov.au/sites/swa/about/publications/pages/guide-to-managing-risks-tree-trimming-removal](http://www.safeworkaustralia.gov.au/sites/swa/about/publications/pages/guide-to-managing-risks-tree-trimming-removal)

## MBO at MTS Nationwide



UK sales and rental company MTS Nationwide - the Bobcat dealer for Northern England and Scotland - has been acquired via a management buy-out. MTS operates from four locations, with 50 employees and revenues of £7.2 million. The company will now be led by Iain and Sarah Black and Matthew Watson. Current managing director, Peter Watson - who has been with the business for 22 years - becomes chairman.

## Second generation spider

Italian spider lift manufacturer Palazzani has introduced a new 48 metre Ragno XTJ 48.1. Replacing the XTJ 48, the new lift offers 19.3 metres of outreach and a maximum platform capacity of 330kg.

As with the older model, the XTJ48.1 is available on both tracks and wheels. New features include COS (Clever Outreach System), ACD (Advanced Control Diagnostics) with colour touch screen monitor and EPC (Electric Power Controller) to optimise the balance between function speeds and power required. The first unit has been sold in Hong Kong.



The new 48m Palazzani Ragno XTJ48.1

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**6** NEW EURO 6  
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**HSS** reported half-year revenues of £166.2 million, 13.5 percent up on last year, while cutting its pre-tax loss from £14.1 million to £9.8 million.



2015 revenues at **JCB** slipped seven percent to £2.34 billion following a six percent drop the previous year, unit shipments were also substantially lower.

**United Rentals** posted flat first-half revenues of \$2.73 billion. Rental rates fell 2.6 percent but equipment out on rent increased 2.8 percent. Pre-tax profits increased 10 percent to \$364 million.



**Hiab** boosted first half-year revenues 18 percent to €529 million, order intake grew eight percent to €514 million. Operating profits were 66 percent higher at €74.2 million.

**Lavendon** first half revenues were £134.2 million, 13 percent up on last year. Growth continued in all markets apart from Germany, and was boosted by the fall in Sterling at the end of June. Pre-tax profits fell 8.5 percent, without restructuring costs, pre-tax profits improved 10 percent to £15.9 million.



First quarter revenues at Singapore-based **Tat Hong** fell 16 percent to \$116.7 million, creating a pre-tax loss of \$3.8 million, compared to a profit last year of \$5.6 million.

First half revenues at **Herc** - previously Hertz - were 9.5 percent lower at \$746 million, with a pre-tax loss of \$4.2 million, thanks to higher interest charges and costs.

**Skyjack** first half revenues fell one percent to \$493.7 million, while operating profits slipped 18 percent to \$80.8 million. The second quarter was more positive thanks to strong telehandler sales.



**Manitowoc** has reported a slim rise in first-half revenues to \$885.1 million, while last year's pre-tax loss of \$41 million increased to \$86.2 million due to \$13.2

million of restructuring costs and a \$73 million loss on the early retirement of debt, partially offset by lower interest costs.

First half revenues at **Wacker Neuson** fell one percent to €697.8 million, while pre-tax profits plummeted 24 percent to €47.4 million, while the second quarter improved marginally.



The access rental division of Brazil's **Mills** saw first-half revenues drop 15 percent to R130.8 million (\$41.3 million) while operating profit dropped 85 percent to R4.8 million (\$1.5 million).

First-half revenues for **Manitex** were \$198.6 million, down 1.5 percent, while last year's pre-tax profit of \$572,000 was converted into a loss this year of \$583,000 due mostly to restructuring costs in the second quarter.



**Cramo** half-year revenues increased 8.5 percent to €334.5 million, generating a 76 percent jump in pre-tax profits to €31.5 million. Capital expenditure totalled €95.4 million.



**Ramirent** has reported first half revenues of €315.4 million, up 5.1 percent. But pre-tax profits fell 13.4 percent to €14.2 million. Capital expenditure was up 55 percent to €110.5 million.

First quarter revenues at **Tadano** were 7.1 percent lower at ¥41.99 billion (\$414 million) while operating profits plunged 15.2 percent to ¥5.79 billion (\$57 million) translating to a net profit of ¥4 billion (\$39.4 million).



Revenues at Australia's **Coates Hire** fell five percent to \$873 million, while EBIT dropped seven percent to \$97.3 million as the company closed 14 branches and laid off more than 200 staff.

First-half revenues at **Genie** were 7.6 percent lower at \$1.14 billion, while operating profits were 26 percent lower at \$220.6 million. The order book/backlog at the end of June was 22 percent lower at \$342 million.



Revenues at **Terex Cranes** for the first six months were almost 15 percent lower at \$665 million resulting in a loss of \$29.4 million, compared to an operating profit this time last year of \$23.7 million.

US-based **H&E Equipment** posted first half revenues of \$489.1 million marginally lower than last year due to lower sales of new equipment. Pre-tax profits dropped 25 percent to \$22.2 million.

Nine month revenues at **JLG** were 15 percent lower at \$2.23 billion, while operating profits were \$218.2 million, almost 38 percent lower than last year.



**Palfinger** first half sales were €665.6 million, 10 percent up on last year. Pre-tax profits improved 21 percent to \$58.8 million.

US rental company **Neff** boosted first half revenues six percent to \$189.2 million, Pre-tax profits dropped 45 percent due mostly to tax credits last year and a charge this year for a \$6.5 million loss on an interest rate swap in the second quarter.



**Manitou** has re-purchased 2.8 percent of its equity held by **Toyota** for almost €15 million.

US-based crawler crane specialist **Essex Cranes** is expected to be sold off and separated from its sister company **Coast Crane** by the end of this month.



For the full reports on all these stories check out [Vertikal.net](http://Vertikal.net)

# New tower crane rescue system

Swedish articulated tower crane manufacturer Artic Crane and UK crane rental company City Lifting have developed and launched a new rescue system for tower crane operators - the iRaptor DRS (Driver Rescue System).

The new Davit arm-type system solves the problem of getting the crane operator down to the ground in the case of a heart problem or any other debilitating illness when in the cab. Further details are covered in the Safety article on page 43.

The AL.SK190 lifts a 600 tonne vacuum tower over a 20 metre high pipe rack



## Turkish giant

The 4,300 tonne ALE AL.SK190 heavy lift crane has performed its first lift in Turkey at a petrochemical plant in Aliaga, Izmir province.

The crane - with a load moment of 190,000 tonnes, a boom length of 141 metres and a working footprint of 35 by 55 metres - worked with Turkish heavy crane lifting company Izmir Vinc on two lifts positioning a 600 tonne vacuum tower and an 80 metre tall, 800 tonne crude column. Both items were lifted at a radius of 96.13 metres.

# New Ruthmanns

Ruthmann says that it will launch two all-new 3.5 tonne truck mounted lifts later this year, but is being typically coy on their working heights. We do know that both will be over 20 metres, one of them a TB straight telescopic with five section boom - probably between 25 and 28 metres and the other a slightly lower TBR telescopic with jib.



A computer generated picture of the new Ruthmann TB

The company has also announced that its two new 'Highflex' models - the T 650 HF and T 750 HF - will make their first appearance later this year. The 65 metre T650 HF will have 43 metres of outreach while the 75 metre T750 HF will offer 41 metres.

# Mateco takes Rohrmoser

German rental company Mateco has acquired Munich-based access rental company Rohrmoser Arbeitsbühnen from the Rohrmoser family. Mateco was itself acquired by TVH in 2012 and currently runs a fleet of around 7,000 aerial lifts in Germany. The fleet and business will be incorporated into Mateco.

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- Heavy lift specialist **ALE** has appointed **Paul Karlsen** as commercial manager Scandinavia.



**Paul Karlsen**

- Outtriggerpads** has launched an interlocking version of its Multi Mat system.

- UK's **Prolift Access** has taken delivery of eight **Niftylift** boom lifts topped by an HR28.

- Tat Hong** has promoted **Chen Wei Ng** to its board of directors.

- Tadano** has appointed **Scott-Macon Equipment** as a full line distributor for Texas and Oklahoma.

- Uruguay's **Somasol** has purchased the first **Terex** Quaymate M50 in South America.

- Norway's **Drammen Lifttleie** has purchased three new **Moog** underbridge platforms.



**Ingo Schiller**

- Ingo Schiller** has joined **Tadano America** as executive vice president.

- Russia's **Topkran** has taken delivery of four new crawler cranes from **Liebherr**.

- Berteit Arbeitsbühnen** has ordered a new 70m **Bronto** S70XR, the first in Germany.

- Kalmar** has appointed **Peter McLean** as head of Asia-Pacific region, succeeding **Ken Loh**.



**Peter McLean**

- Highway Hire** of the UK has ordered seven **Versalift** ETM36-F van mounted lifts.

- UK rental company **Advanced Access** has purchased its first spider lifts - **Hinowa** Lightlift 17:75s - and opened a 'Same Day Solution' depot in South London.

- Germany's **Gardemann** has taken delivery of 16 **Faymonville** Multimax Plus trailers.

- Germany's **Schares** has taken delivery of a 30m **Merlo** 40.30 MCSS telehandler.

- Riwal** has appointed **Glenn Pearson** as country manager for the UK.



**Glenn Pearson**

- Magna Tyres** has appointed **City 1st** as its UK distributor.

- Terex** has delivered a Model 5 mobile harbour crane to the Democratic Republic of Congo.

- UK rental company **PAS** has taken delivery of two 76ft **PB** S225-24DS scissor lifts.

- Aku Rumpunen** has taken over as interim CFO of **Cramo** after **Martti Ala-Härkönen** left for **Caverion**.



**Aku Rumpunen**

- UK rental company **Lifterz** has taken delivery of a 67ft **PB** 225-24DS 4x4 scissor lift.

- Germany's **MSG Krandienst** has taken delivery a **Demag** AC700-9 and an AC500-8.

- Canada's **DCH Crane** has taken delivery of a 250t **Grove** GMK5250L.

- UK rental company **Elavation** has added six **Snorkel** TM12s to its fleet.

- UK rental company **Star Platforms** has promoted **Ian Mitchell** to operations director.



**Ian Mitchell**

- Shetland's **Peterson** has taken delivery of two **Tadano** All Terrain cranes.

- The **CITB** has purchased a **Kobelco** CKE900G crane for its National Construction College.

- Sweden's **Kranexpressen** has taken delivery of a second **Spierings** SK599-AT5.

- Germany's **Mateco** has taken delivery of six **Helix** 1205 mast booms from **Hematec**.

- Germany's **Beyer** has taken delivery of eight **Ruthmann** TB 220.2 truck mounted lifts.



**Peter Bäckström**

- Cramo** has appointed **Peter Bäckström** as MD Sweden/Denmark replacing **Göran Carlsson**.

- UK-based **McGovern Crane Hire** has added a 13t **Kato** CR-130Ri city crane to its fleet.

- Hiab** has appointed **Jan-Erik Lindfors** as vice president new business solutions.



**Jan-Erik Lindfors**

- Indonesia's **Dika Konstruksi** has taken delivery of a **Socage** 32DJ truck mounted lift.

- Babcock Equipment** of South Africa has added **Sennebogen** cranes and handlers to its range.

- UK-based **Fast Plant** has added more **Hinowa** lithium spider lifts to its rental fleet.

- Wagenborg** has taken delivery of a **Spierings** SK597-AT4 tower crane.

- Hewden** has purchased £500,000 of **MultiTrack** mats from **Ground-Guards**.

- The UK's **NASC** has re-joined the **Access Industry Forum** (AIF).

- IPAF** has appointed **Dave Roddy** of **Genie** UK as its UK market manager.



**Dave Roddy**

- UK-based **IPS** has launched the 'Tool Bin' for storing tools and hardware on a platform.

- UK rental company **Anglia Access Platforms** has taken delivery of a **Snorkel** A46JRT boom lift.

- Clements Plant & Tool Hire** is changing its name to **Clements Plant & Access Hire**.

- Modulift** has appointed **Equipment Corps** as its first distributor in Canada.

- United Crane and Rigging** of the US has taken delivery of a 350t **Liebherr** LTM 1350-6.1.



**Adam Rimmer**

- Genie** has appointed **Adam Rimmer** as vice president, commercial strategy & operations.

- Cela** has delivered a 28m DT28 truck mounted lifts for Indonesia's **Angkasa Pura 1**.

- Raimondi tower cranes** has appointed **Bennetts Cranes** as its UK dealer.

- Germany's **Gerken** has added 287 **Haulotte** boom and scissor lifts to its fleet.

- Safeworks** has appointed **Vishnu Irigreddy** as vice president global engineering.



**Vishnu Irigreddy**

- Liebherr** has delivered the 1,000th LTM 1130-5.1 to Austria's **Alfred Trepka**.

- Kuwait's **Arabi Eneritech** has taken delivery of 13 **Grove** All Terrain cranes.

- IPS** has launched a fleet of mobile parts stores.

- Algeria's **Sapta** has taken delivery of four **Sennebogen** crawler cranes.

- UK-based **MSM Hire** has added a **Haulotte** HTL 3210 telehandler to its fleet.



**Flemming Jakobsen**

- Almac** has appointed **Access Platform Sales** as its distributor for Ireland.

- Flemming Jakobsen** has celebrated 25 years with **Ommelift**.

- Alimak** has reported lower first half revenues, but higher profits.

- Link-Belt Cranes** has appointed **Doc Bailey Cranes & Equipment** as distributor for Hawaii.

- Snorkel** has appointed **Armak Machinery** as its Turkish distributor.

- UK's **John Sutch Cranes** has taken delivery of a 35t **Kato** CR-350Ri city crane.

- Acme Lift** has appointed **Scott Hoglander** as senior vice president Great Lakes operations.



**Scott Hoglander**

- Egypt's **Orascom Construction** has added 24 **Grove** RT cranes to its fleet.

- Ireland's **Dromad Hire** has taken delivery of two **Snorkel** A38E boom lifts.

- Netherlands' **Collé Rental & Sales** has purchased 25 **Easy Lift** spider lifts.

- UK's **McGovern Contract Lifting & Crane Hire** has purchased a **Liebherr** LTM 1040-2.1.

- Cargotec** has appointed **Anna Romberg** as vice president ethics and compliance.



**Anna Romberg**

- Russia's **Wilco Rus** has taken delivery of a 23m **Palazzani** TSJ 23.1 Eco spider lift.

- Australia's **Coates Hire** has promoted CFO **Jeff Fraser** to CEO, following **Michael Byrne**'s sudden departure.

- Taiwan's **Chi Deh** has added two **Liebherr** LTM 1300-6.2 to its fleet.

- UK rental company **Marsh Plant** has taken delivery of the last **Grove** GMK 3055 All Terrain crane.

- USA-based **Certified Crane and Rigging** has taken delivery of a 350t **Liebherr** LTM 1350-6.1.



**Max Findlay**

- WernerGo** has launched a new range of **BoSS** Zone:1 fibreglass towers.

- Australia's **Boom Logistics** has appointed **Max Findlay** as non-executive director and chairman elect.

- UK rental company **Macsalvors** has taken delivery of a **Tadano** ATF50G All Terrain crane.

- JLG** has doubled service intervals for **JLG/SkyTrak** telehandlers with **Cummins** QSF3.8 engines.

- CTE** has formed a joint venture with **Rosenbauer International** for firefighting and rescue platforms.

- Singapore-based **Palfinger Asia Pacific** has celebrated its 10th anniversary.

- Argentinian rental company **Gruas Londres** has taken delivery of a 200t **Liebherr** LTM 1200-5.1.

- Link-Belt Cranes** has appointed **Doggett Crane Services** as distributor for Louisiana.

- Germany's **Schmidbauer** has added three **Unic** spider cranes to its fleet.

- Manitou North America** has appointed **Briggs Equipment** as a telehandler dealer.

- Rothleher** has sold 20 **Haulotte** Star 6 to **Baumarkt** in Czech Republic.



**Miguel Flórez de la Colina**

- Roll-Lift** has appointed **Miguel Flórez de la Colina** representative for Spain, Portugal and France.

- Holland's **Peinemann** has taken delivery of a 14m **Isoli** PT140.

- Hugg & Hall Equipment** of Arkansas has acquired **RPM Services & Rentals** of Louisiana.

- South Africa's **Goscor Access Rentals** has placed a large order with **Genie** for booms and scissors.

- Ruthmann** has promoted **Nico Krekeler** to director.



**Nico Krekeler**

- France's **Loxam** has joined **IPAF**.

- Grúas Romani** has taken delivery of a new 54m **Ruthmann** T540 truck mounted lift.

- UK-based **Cannon Access** has taken delivery of an **Airo** A15JRTD boom and **XS8E** scissor.

- Danfoss** is to acquire US hydraulic motor manufacturer **White**.

- Alimak** has appointed **Per Ekstedt** as chief financial officer.

- MEC** has appointed **Pat Witte** as vice president business development.



**Pat Witte**

- Bryn Thomas Cranes** has opened a new facility in Manchester, England.

- Fassi** has gained a majority holding in Swedish manufacturing group **Cranab**.

- Severfield** has appointed **Phillipa Recchia** as group health safety and environmental director.

- Platform Sales and Hire** has purchased two new 60ft **JLG** M600JP boom lifts.

- Rayco Wylie Systems** has appointed **Joel Francis** as US sales manager.



**Joel Francis**

See [www.vertikal.net](http://www.vertikal.net) news archive for full versions of all these stories



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# UK & Ireland Top 30 rental companies

C&A

top 30

## Renewal and growth

Since our last survey of the UK and Ireland crane, access and telehandler rental companies a year ago, business has clearly improved again. Of course there has been the usual whinging over rental rates which now seems to be affecting the powered access sector more than cranes or telehandlers. In fact, the crane fraternity are relatively quiet on rates suggesting that business could be a lot worse and might in fact be rather good.

New products and developments are also helping encourage renewals in the crane sector, however the substantial fall in Sterling following the vote to leave the EU may affect things. The flip side is that crane companies exporting second hand units will gain from a weaker pound. The tower crane market is buoyant which can be confirmed looking at the skyline of any major UK city and the big news of the year is the merger of the remnants of the Arcomet UK fleet with Skyline to create Skyline Arcomet Ltd.

In the access market rates are a tad soft, caused in part by several new 'well-funded' entrants and strong growth of some small to medium companies in the sector taking a solid slice of the underlying growth in the powered access market, as well as winning business from some of the larger general rental companies. Funding remains relatively easy, but an increasing number of the 'growth companies' are focused on expanding rapidly with an eye to selling out after a few years. As part of this fast-paced growth they are pushing manufacturers to provide seriously



extended pre-funding payment terms - never a good idea for the market. We have seen all this before, how it can lead to supply outstripping demand and end in tears when the debt burden becomes too much - especially if a recession kicks in while they are still on the upward trajectory.

The telehandler rental market continues to improve with substantial investment from large and small players alike. Ardent - the new name in the market - appears determined to dominate and has adopted the 'Fork Rent' mentality of offering a ready supply of very young, well equipped models at good rates. With increasing pressure in the UK to build more houses - in spite of post referendum nervousness - the future prospects for this market look pretty good. It has been more than 10 years since we added telehandlers to the Top 30 survey but it still needs more work to be fully comprehensive and reach the same standards as the rest of the report, so we are open to ideas and input.

### Methodology

As in previous years, forms were sent out to every company that might qualify for survey categories,

it was also advertised online at: [www.vertikal.net](http://www.vertikal.net). The most likely candidates who failed to respond were then sent reminders and follow up telephone calls. Finally, if all else failed - or a company refused to send anything - we estimated the fleet size, carrying out a 'reality check' with those who should know. As always, our aim is to keep the number of estimated fleets to less than five percent - or a couple of companies per chart. This year we more than achieved that for all except telehandlers. While most companies treat the exercise seriously, some cannot help but exaggerate or understate their fleets, depending on their strategy or mentality. If we spot a return that clearly does not stack up, we try and check it with third parties, or challenge the numbers and may tweak them with our own estimates if necessary. One thing that we know with absolute certainty is that errors will creep in, so we do ask you to inform us of any discrepancies. Finally, and most importantly, we would like to thank all of the companies that participated and especially those that supported this survey as sponsors of what we hope proves to be a very useful report.

# TOP 30

## Cranes

Almost all of the leading crane companies in the UK and Ireland expanded their fleets over the past 12 months - not by significant numbers but still in the right direction - with the top 30 companies that declared investment



figures spending more than £150 million in the process.

Spider crane numbers have also increased again this year by about 16 percent building on last year's 18 percent growth. Likewise, telescopic crawlers are also becoming more popular.

The UK crane rental sector is a fairly mature and static market with little change in the players from year to year. The only company to drop out since last year was Specialist Hire Group - the 28th largest mobile rental company in 2015 - which was acquired by the largest company Ainscough in December.



### TOP 30 MOBILE CRANE HIRERS

Company	Total	ATs/ RTs Trucks	Crawlers Over 12t	Crawlers Under 12t	Mobile Tower Cranes	Industrial Pick & Carry	Spider Cranes	Trailer Cranes
Ainscough	470 ▲	453	4	0	5	8	0	0
Hewden	141 ▼	141	0	0	0	0	0	0
King Lifting	98 ▲	89	0	2	1	4	2	0
Emerson	84 ▲	75	1	5	0	0	3	0
Baldwins*	80 ▲	80	0	0	0	0	0	0
City Lifting	75 ▲	32	1	7	18	0	17	0
Marsh Plant	62 —	62	0	0	0	0	0	0
Emsley	60 ▼	59	0	0	1	0	0	0
Select Plant	59 —	10	45	4	0	0	0	0
Bronzeshield	59 ▲	54	0	0	3	0	2	0
Sparrow Crane	58 ▲	42	0	10	1	0	5	0
Mammoet	50 ▲	49	1	0	0	0	0	0
John Sutch Cranes	50 ▲	46	0	0	4	0	0	0
Sarens UK	48 ▲	32	16	0	0	0	0	0
NMT Crane Hire	46 ▲	37	0	0	3	6	0	0
Quinto	46 ▲	43	0	0	2	0	1	0
Southern Cranes	45 —	42	0	0	2	1	0	0
Bryn Thomas	41 ▲	36	0	0	5	0	0	0
Davies Crane Hire	40 —	38	1	0	0	1	0	0
Kavanagh Crane Hire	40 ▲	39	0	0	1	0	0	0
Windhoist	38 ▲	34	4	0	0	0	0	0
Crane Hire	33 ▲	32	0	0	0	0	1	0
Dewsbury & Proud	33 ▼	31	0	0	0	0	2	0
ABA Cranes	31 ▲	31	0	0	0	0	0	0
Crowland Cranes	31 ▲	27	0	0	0	2	2	0
Bob Francis	30 ▲	26	3	1	0	0	0	0
MacSalvors	27 ▲	27	0	0	0	0	0	0
Whyte Crane Hire	27 ▲	27	0	0	0	0	0	0
Cadman Crane Hire	22 ▲	17	2	2	0	1	0	0
PP Engineering	21 —	18	0	0	0	3	0	0
Wm O'Brien Plant Hire	20 ▼	20	0	0	0	0	0	0
Bernard Hunter	18 <small>NEW ENTRY</small>	12	0	1	3	0	2	0
Steve Foster Cranes	17 <small>NEW ENTRY</small>	14	0	0	0	1	2	0
County Lifting	14 <small>NEW ENTRY</small>	12	0	0	0	2	0	0
J Hewitt Crane Hire	14 ▼	14	0	0	0	0	0	0

Fleet size in the last 12 months has: ▲ Increased ▼ Decreased — Remained the same  
\* Estimated

### TOP CRAWLER CRANE HIRERS

Company	Total	Full Size		Under 12t
		Lattice	Tele	
Weldex	127	95	30	2
NRC Plant	65	29	11	25
AGD Equipment	62	22	25	15
Select	49	37	8	4
Delden	46	42	4	0
Q Crane and Plant Hire	41	35	0	6
Johnson Crane Hire	40	35	4	1
BPH Equipment	38	35	3	0
GGR Group	21	0	0	21
Sarens UK	16	14	2	0
Sparrow Crane	10	0	0	10
City Lifting	8	1	0	7
Emerson Crane Hire	6	0	1	5
Windhoist	4	0	4	0
TCA Lifting	4	0	0	4
Bob Francis	4	3	0	1

### MINI CRAWLERS / SPIDER CRANES / PICK & CARRY

Company	Total	Under 12t	Spider Crane	Pick & Carry
GGR Group	225	21	45	159
Hird	81	0	33	48
A Mini Crane Co.	54	2	50	2
TCA Lifting	36	4	29	3
Lift	26	0	26	0
NRC Plant	25	25	0	0
City Lifting	24	7	17	0
Coppard Plant	23	1	22	0
JT Cranes	18	0	18	0
Sparrow Crane	16	10	5	1
Ainscough	8	0	0	8
Emerson Crane Hire	8	5	3	0
King Lifting	8	2	2	4
NMT	6	0	0	6
Crowland Cranes	4	0	2	2



## LARGEST TOWER CRANES

Company	Capacity	Model	Units in fleet
Select	66t	Terex CTL1600	2
HTC Wolffkran	50t	Wolff WK 700B	2
Falcon	24t	JASO J420-C25	N/D
Bennetts Cranes	20t	Liebherr 550 HC	1
City Lifting	18t	Comansa 21 LC 290	1
London Tower Crane	18t	Yongmao STT293.18	N/D
Irish Crane & Lifting	16t	Terex CTT 331	2
Skyline Tower Cranes	8t	CTT 181/B1-8 TS21	N/D
Mantis Cranes	6t	Saez TLS65	2
Ladybird	5t	Potain MCT 88	11



## TOP 10 TOWER CRANE COMPANIES

Company	Total	Self Erectors	Top Slewlers
Falcon Crane Hire	295	50	245
HTC Wolffkran	243	0	243
Select Plant	175	0	175
London Tower Crane	153	3	150
City Lifting	132	21	111
Bennetts Cranes	91	0	91
Ladybird	86	52	34
Mantis Cranes	81	65	16
Skyline Tower Cranes - Arcomet	70	0	70
Irish Crane & Lifting	34	3	31
Sparrow Crane	32	32	0

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**e-mail: [info@sarumhardwood.co.uk](mailto:info@sarumhardwood.co.uk)**

**web site: [www.sarumhardwood.co.uk](http://www.sarumhardwood.co.uk)**



CRANE COMPANIES & INVESTMENT

Company	Investment	Depots	Employees	Units Bought	Units Sold
Sarens UK	£18,200,000	2	118	7	2
Hewden	£15,400,000	N/D	N/D	28	19
Weldex	£15,000,000	2	140	N/D	N/D
Ainscough	£12,000,000	31	1,090	0	0
Windhoist	£11,000,000	6	395	0	0
Crane Hire	£7,800,000	3	52	9	0
King Lifting	£7,200,000	8	278	0	0
Mammoet	£7,000,000	2	215	9	10
HTC Wolffkran	£6,500,000	1	378	0	0
Emerson Crane Hire	£5,660,000	4	130	8	4
AGD Equipment	£5,000,000	1	75	20	10
City Lifting	£4,600,000	4	141	6	1
Bryn Thomas	£4,500,000	4	80	15	5
Bernard Hunter	£4,000,000	1	50	0	0
Wm O'Brien Plant Hire	£3,600,000	4	83	3	1
Southern Cranes and Access	£3,500,000	4	90	8	8
Kavanagh Crane Hire	£3,470,000	4	55	5	1
John Sutch Cranes	£3,200,000	3	87	6	1
Marsh Plant	£3,150,000	5	99	7	7
NRC Plant	£3,000,000	1	30	4	0
Dewsbury & Proud	£3,000,000	4	52	6	4
Quinto	£2,950,000	9	126	3	5
GGR Group	£2,400,000	3	119	23	12
Bennetts Cranes	£2,200,000	1	N/D	0	0
Aba Cranes	£2,000,000	1	47	6	0
BPH Equipment	£2,000,000	1	40	5	3
NMT	£2,000,000	5	65	6	1
Steve Foster Cranes	£2,000,000	1	24	4	2
Davies Crane Hire	£1,700,000	4	55	5	5
Q Crane & Plant Hire	£1,500,000	1	60	N/D	N/D
Hird	£1,500,000	3	80	18	4
Bob Francis	£1,300,000	4	34	5	1
Cadman Cranes	£1,300,000	2	1	27	0
Berry Cranes	£1,000,000	1	16	3	2
County Lifting	£1,000,000	1	32	3	2
Johnson Crane Hire	£1,000,000	1	20	3	4
Ladybird	£900,000	1	20	0	0
Walsh Crane	£865,000	2	14	2	0
Dorset Crane Hire	£850,000	1	8	1	1
Mantis Cranes	£800,000	2	18	N/D	N/D
PP Engineering	£600,000	1	30	0	0
Waterford Crane Hire	£518,000	1	N/D	2	0
Lift Mini Cranes	£500,000	1	10	6	1
TCA Lifting	£375,000	1	8	N/D	N/D
JT Cranes	£205,000	1	12	1	2
Bronzeshield	N/D	2	76	0	1
Crowland Cranes	N/D	3	55	6	0
Delden	N/D	N/D	N/D	0	0
Irish Crane & Lifting	N/D	N/D	N/D	0	0

LARGEST CRAWLER CRANES

Company	Capacity(t)	Make & model	Units in fleet
Weldex	1,200	Liebherr LR11350	1
Sarens UK	1,200	Terex CC6800	1
Windhoist	1,200	Liebherr LTM11200	1
Ainscough	600	Terex CC2800	1
Mammoet	600	Liebherr LR1600	1
Delden	300	Liebherr LR1300SX	N/D
BPH Equipment	250	Kobelco CKE2500	1
Johnson Crane Hire	250	Kobelco CKE2500G	2
Q Crane & Plant Hire	135	Kobelco CKE1350G	7
AGD Equipment	120	IHI CCH1200	4
Bennetts Cranes	100	Kobelco CKE900	1
Emerson Crane Hire	100	Liebherr LTR1100	1
City Lifting	90	Liebherr LR 895HD	1
Davies Crane Hire	60	Terex TCC60	1



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# TOP 30

# Cranes continued



## LARGEST MOBILE CRANES

Company	Capacity tonnes	Model	Units in fleet
Sarens UK	1,200	Gottwald AK680/3	1
Wm O'Brien Plant Hire	1,200	Liebherr LTM11200	-
Mammoet	1,200	Liebherr LTM11200-9.1	1
Windhoist	1,200	Liebherr LTM11200	1
Ainscough	1,000	Liebherr LTM11000D	1
Baldwins	1,000	Liebherr LTM11000D	1
Crane Hire	750	Liebherr LTM1750-9.1	1
King Lifting	750	Liebherr LTM1750-9.1	1
Whyte	750	Liebherr LTM 1750-9.1	1
NMT Crane Hire	700	Terex AC700	1
Bronzeshield	500	Liebherr LTM1500	-
Bernard Hunter	500	Liebherr LTM1500-8.1	1
City Lifting	400	Grove GMK6400L	1
Davies Crane Hire	400	Tadano ATF 400G-6	1
John Sutch Cranes	350	Liebherr LTM1350-6.2	1
Kavanagh Crane Hire	350	Terex AC350-1	1
Southern Cranes and Access	350	Liebherr LTM1350	1
Emerson Crane Hire	300	Liebherr LTM1300-6.2	1
HTC Wolffkran	300	Grove GMK6300L	1
Cramscene	300	Grove GMK6300L	1
Horizon Crane Hire	300	Grove GMK6300L	1
Quinto	300	Grove GMK6300L	1
Cork Crane Hire	220	Demag 5800	2
Hewden	220	Tadano ATF 220G-5	2
Crowland Cranes	220	Tadano ATF 220G-5	1
PP Engineering	220	Tadano ATF 220G-5	1
Steve Foster Cranes	220	Tadano ATF 220G-5	1
Lee Lifting	220	Tadano ATF 220G-5	1
Walsh Crane	220	Liebherr 1220-5.1	1
Sparrow Crane	200	Terex-Demag AC200-1	1
Emsley	200	Liebherr LTM 1200-5.1	2
Bob Francis	200	Liebherr LTM 1200-5.1	1
Cadman Cranes	180	Liebherr LTM 1160	1
Aba Cranes	160	Terex Explorer 5600	1
Bryn Thomas	160	Liebherr LTM1160-5.1	1
County Lifting	130	Liebherr LTM1130	1
Dewsbury & Proud	130	Grove GMK5130	2
Marsh Plant	130	Liebherr LTM1130-5.1	1
Waterford Crane Hire	130	Liebherr LTM1130-5.1	1
Berry Cranes	100	Grove GMK4100L	1
Dorset Crane Hire	100	Liebherr LTM100-5.2	1
Hird	100	Grove GMK100L	1
MilLennium	120	Terex AC120-1	1
Hewitt	100	Grove GMK5100	1

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# TOP 30

## Access



This year is the most exhaustive survey we have done. As a result we had more than 70 entries for most categories all of which would have qualified to be in the Top 30 in the not so distant past. So where to cut it off? We decided to make the break at a point after 30 where there was a significant drop in numbers - with the maximum of 40. So with more than 40 companies having more than 300 units in their fleet this would be the Top 40.

Almost all of the fleets listed showed gains on last year indicating how buoyant the market has been. In terms of investment well over £120 million was spent in the past 12 months on fleet renewals and that is just from those that agreed to disclose their information. We are seriously considering making it the Top 50 for next year.



### TOP VEHICLE MOUNTED FLEETS

Company	Total	Truck	Van
Access Hire Nationwide	534	38	496
Nationwide Platforms	512	275	237
Facelift	186	95	91
Height for Hire	175	35	140
Loxam	174	83	91
Smart Platform	128	114	14
Orion Access	52	52	0
Blade Access	34	34	0
AFI	33	33	0
Manlift Hire	29	26	3
Warren Access	29	11	18
Elev8	24	24	0
Outreach Access	21	17	4

### TOP 30 POWERED ACCESS COMPANIES

Company	Total	Booms articulated	Booms straight telescopic	Scissors	Spider lifts	Push rounds	Truck mounts	Van mounts	Trailer lifts
Nationwide Platforms	10,430 ▲	3,436	536	4,989	36	921	275	237	0
HSS Hire Group	9,503 ▲	1,653	1,179	4,655	0	2,016	0	0	0
AFI	5,694 ▼	104	1,783	3,539	18	217	33	0	0
MEP Hire	3,700 —	0	0	150	0	3,550	0	0	0
A Plant	3,150 ▲	1337 booms total		1708	0	105	0	0	0
Speedy	3,120 ▼	0	0	1,320	0	1,800	0	0	0
Height for Hire	2,505 ▲	550	750	870	100	55	35	140	5
Loxam	1,895 ▲	475	254	980	12	0	83	91	0
Plantfinder	1,812 ▲	400	250	750	12	400	0	0	0
Kimberly	1,662 ▲	712	115	798	0	37	0	0	0
JMS	1,579 ▲	225	24	591	10	729	0	0	0
GT Access AA	1,520 ▲	408	105	943	28	20	6	0	10
CW Access Rental	1,217 ▲	460 booms total		494	3	257	0	0	3
Horizon Platforms AA	965 ▲	180	3	719	0	60	3	0	0
Lifterz AL	959 ▲	175	94	505	20	162	1	0	2
Facelift AL	959 ▲	332	16	378	19	0	95	91	38
Riwal UK	818 ▲	155	136	455	2	70	0	0	0
Hewden	802 ▼	471	80	251	0	0	0	0	0
Elavation	770 ▲	302	0	362	6	98	0	0	2
Platform Sales & Hire AA	752 ▲	180	11	463	2	94	0	0	2
Prolift Access AA	724 ▲	222	11	411	4	66	6	0	4
Star Platforms AA	684 ▲	90	96	417	0	80	1	0	0
Access Plus AA	594 ▲	135	15	444	0	0	0	0	0
Advanced Access Platforms AL	579 ▲	108	23	346	6	92	0	0	4
Access Hire Nationwide	534 ▲	0	0	0	0	0	38	496	0
Mainline Access AL	524 ▲	153	31	236	7	83	0	0	14
Mr Plant Hire AA	492 ▲	67	2	169	1	253	0	0	0
Highway Plant AL	445 —	125	25	250	5	25	0	0	15
Smiths Equipment Hire	474 ▲	94 booms total		254	3	120	0	0	3
Premier Platforms AA	432 ▲	135	10	275	0	10	1	0	1
Neon Hire Services AL	407 ▲	50	0	305	0	52	0	0	0
Hird AL	398 ▲	128	7	237	5	20	0	0	1
KDM Hire AA	388 ▲	83	32	229	8	25	3	0	8
LTS Powered Access AA	354 ▲	80	0	191	2	77	0	0	4
JPS Tool and Access AL	342 ▲	53	2	212	0	75	0	0	0
1 UP Access AA	336 ▲	223	17	110	0	15	0	0	1
Manlift Hire	334 ▲	53	92	145	7	5	26	3	3
2 Cousins AL	334 ▲	100	2	210	6	15	0	0	1
PAS (Powered Access Services)	333 ▲	137	11	185	0	0	0	0	0
Aerial Platform Hire	315 —	60	60	175	10	5	0	0	5
Bella Access	300 ▲	62	10	200	1	26	1	0	0

Fleet size in the last 12 months has: ▲ Increased ▼ Decreased — Remained the same  
AL - Access Link AA - Access Alliance



LARGEST TRUCK MOUNTED LIFTS

Company	Height & Model	Units in fleet
Blade Access	100m Palfinger P1000	3
Elev8	90m Palfinger P900	1
Height for Hire	88m Bronto S90HLA	6
Clerkin Elevation	70m Ruthmann T720	1
Nationwide Platforms	68m Bronto S70XDT	3
AA Access	68m Bronto S70XDT	2
Outreach Access	68m Palfinger P700	1
Loxam	68m Bronto S70XDT	N/D
Facelift	59m Bronto S61XDT	2
Orion Access	59m Wumag WT610	1
AFI	57m Palfinger WT570	N/D
Manlift Hire	54m Wumag WT560	1
PG Platform	51m Palfinger WT530	1
Rapid Platforms	43m Wumag WT450	1
L&N Platforms	42m Bronto S44XDT	1
RKP	36m Bronto S36XDT	1
Prolift Access	31m Ruthmann T330	1
Smart Platform	31m Ruthmann T330	1
Warren Access	31m Ruthmann T330	1
Hoist Line	30m Multitel MJ320	1
Acrolift	25m Ruthmann T270	1
Bella Access	25m Ruthmann T270	1
Acrolift	25m Ruthmann T270	1
Platform Hire	23m Multitel MX250	1
Lifterz	19m CTE Zed21	1
Premier Platforms	19m CTE Zed21	1
Star Platforms	19m CTE Zed21	1
Clements	19m Multitel MJ 210	1
GTAccess	18m Isoli PNT205	6
KDM Hire	18m CTE Z20CH	N/D

LARGEST SCISSOR LIFTS

Company	Height & Model	Units in fleet
Riwal	32m Holland Lift G320	4
JMS Plant Hire	32m Holland Lift G320	2
HSS Hire Group	32m Holland Lift G320	1
Mainline Access & Training	32m Holland Lift 320	2
AFI	32m Holland Lift 320	N/D
Nationwide Platforms	32m Liftlux SL320-25	1
Hire Safe Solutions	31.5m Holland Lift HL340	4
Advanced Access Platforms	26m Liftlux LL26D	N/D
Kimberly	26m Liftlux 260-25	2
Height for Hire	24.5m Liftlux 245-25	8
Powered Access Services	22.5m PB S225/24D	N/D
Horizon Platforms	21m PB 225-12E	1
Manlift Hire	21m Liftlux 2312	1
Loxam	21m Hinowa 21.10	N/D
Lifterz	20.5m PB Lifttechnik 225-120	4
KDM Hire	20.5m Liftlux 205-25	N/D
1 Up Access	19.7 Holland Lift HL220-D25	2
Premier Platforms	19.5m Holland Lift 195/25	1
Plantfinder	18m JLG 180-12	1
Quick Reach	18m MEC 6092RT	4
Platform Sales	16.5m Holland Lift 165	2
Access Plus	16m Genie GS-5390	26
Elavation	16m Genie GS-5390	18
GTAccess	16m Genie GS-5390	6
Hewden	16m Genie GS-5390	2
Hird	16m Genie GS-5390	6
Active Access	16m Genie GS-5390	6
Mr Plant Hire	16m Genie GS-5390	3
Smiths Equipment Hire	15m Skyjack SJ9250	6
Bella Access	15m Skyjack SJ9250	4
JP Shire	15m Skyjack SJ9250	6
Prolift Access	15m Skyjack SJ9250	20
Orion Access	15m Skyjack SJ9250	2
Sky High	15m Skyjack SJ9250	4
Star Platforms	15m Skyjack SJ9250	17
LTC	15m Skyjack SJ9250	4
Facelift	15m Skyjack SJ9250	38
United Powered Access	15m Skyjack SJ9250	30



LARGEST SPIDER LIFTS

Company	Height & Model	Units in fleet
TCA Lifting	41m Palazzani XTJ43	1
Higher Access	41m Teupen Puma 42GTX	2
Height for Hire	40m Falcon FS420C	3
Advanced Access Platforms	35m Omme 3700RJ	N/D
Facelift	35m Worldlift F370	1
Lifterz	34m Teupen Leo36T	1
MBS Access	34m Teupen Leo36T	1
Riwal	34m Teupen Leo36T	1
Elev8	34m Teupen Leo36GT	1
JMS Plant Hire	34m Teupen Leo36T	1
Blade Access	34m Teupen Leo36T	2
Manlift Hire	32m Palazzani TSJ34	2
Orion Access	32m Palazzani TSJ34	1
Acrolift	28m Teupen Leo30T	1
Clerkin Elevation	28m Teupen Leo30T	1
Rapid Platforms	28m Teupen Leo30T	1
Highway Plant	28m Omme 3000	1
Nationwide Platforms	24m Hinowa 26.14	3
Elavation	24m Hinowa 26.14	2
GTAccess	24m Hinowa LL26	1
Plantfinder	24m Hinowa 26.14	1
AFI	23m Teupen Leo 23GT	N/D
Hird	21m Hinowa 23.12	1
KDM Hire	21m Hinowa 23.12	N/D
Loxam	21m Hinowa 23.12	6
Sky High	21m Hinowa 23.12	1
Prolift Access	18m JLG X20JP	1
Outreach Access	18m Hinowa LL20.10	1
Smiths Equipment Hire	18m Hinowa 20.1	1
2 Cousins	18m Hinowa 20.1	1
Bella Access	18m Hinowa 20.1	1



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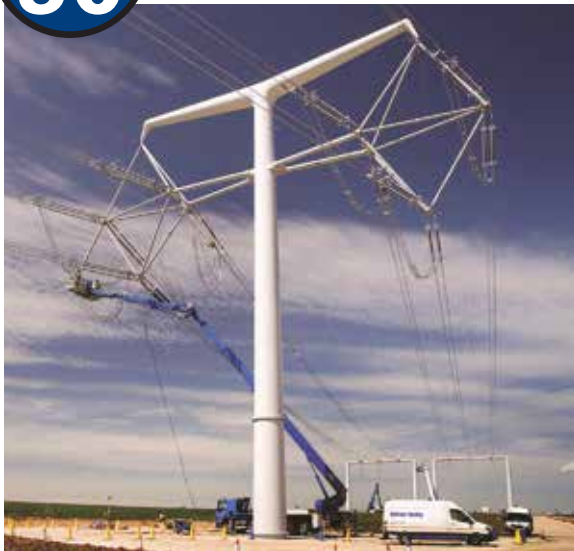


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## LARGEST BOOM LIFTS

Company	Height & Model	Units in fleet	Boom type
Kardon Contractors	56m JLG 1850SJ	12	S
JMS Plant Hire	56m JLG 1850SJ	2	S
Riwal	56m JLG 1850SJ	1	S
Kimberly	56m JLG 1850SJ	1	S
Nationwide Platforms	55m Genie SX180	4	S
Quick Reach	55m Genie SX180	1	S
Height for Hire	46m JLG 1500SJ	6	S
AFI	46m JLG 1500SJ	3	S
Plantfinder	46m JLG 1500SJ	1	S
Hire Safe Solutions	46m JLG 1500AJP	2	A
KDM Hire	46m Genie SX-150	1	S
1 Up Access	41m Genie Z135/70	2	A
Advanced Access Platforms	41m Genie Z135/70	N/D	A
Loxam	41m Genie Z135/70	N/D	A
Mainline Access & Training	41m Genie Z135/70	9	A
Powered Access Services	41m Genie Z135/70	N/D	A
Manlift Hire	41m JLG 1350SJP	3	S
Prolift Access	41m JLG 1350SJP	1	S
Ballo Hire	41m JLG 1350SJP	2	S
HSS Hire Group	41m Haulotte 43TPX	2	S
Aerial Platform Hire	41m JLG 1350SJP	N/D	S
CW Access Rental	41m JLG 1350SJP	7	S
Anglia Access Platforms	38m JLG 1250AJP	2	A
2 Cousins	38m JLG 1250AJP	2	A
Highway Plant	38m Genie S125	N/D	S
Elavation	26m Nifty HR28	8	A
Star Platforms	26m Nifty HR28	4	A
Active Access	26m Nifty HR28	2	A
GTAccess	26m Nifty HR28	4	A
LTC	26m Nifty HR28	2	A
Access Plus	26m JLG 860SJ	3	S
Premier Platforms	26m JLG 860SJ	2	S
LTC	26m JLG 860SJ	6	S
Bella Access	26m Genie S85	1	S
Hewden	26m Genie S85	3	S
Platform Sales	26m Genie S85	4	S
Southern Cranes & Access	26m Genie S85	1	S
JP Shire	24m JLG 800AJ	1	A
Prolift Access	24m JLG 800AJ	5	A
Hird	24m Genie Z80/60	7	A
Lifterz	24m Genie Z80/60	8	A
Sky High	24m Genie Z80/60	2	A
Smiths Equipment Hire	24m JLG 800AJ	N/D	A
Facelift	24m Haulotte HA260PX	6	A
Orion Access	24m JLG 800AJ	N/D	A

S - straight A - articulated

## COMPANY DETAILS & INVESTMENT

Company	Investment	Depots	Employees	Units bought	Units sold
Nationwide Platforms	£30,990,227	26	848	771	789
GTAccess	£6,500,000	5	80	400	150
Riwal	£4,600,000	4	44	139	114
CW Access Rental	£4,590,000	17	270	300	115
Access Hire Nationwide	£4,350,500	3	26	N/D	N/D
Hewden	£4,228,000	N/D	N/D	95	339
Kimberly	£4,100,000	6	85	118	114
Hire Safe Solutions	£4,000,000	1	10	58	10
Star Platforms	£3,750,000	3	35	0	0
1 Up Access	£3,164,500	2	38	64	0
Elavation	£3,120,000	2	32	N/D	N/D
Loxam	£3,000,000	11	94	114	106
Blade Access	£2,680,000	N/D	N/D	6	1
Elev8	£2,490,000	1	28	4	0
Mr Plant Hire	£2,420,490	2	52	145	88
Advanced Access Platforms	£2,287,000	2	20	0	0
Powered Access Services	£2,100,000	2	21	99	51
Orion Access	£1,610,000	2	40	28	8
Lifterz	£1,916,034	3	72	123	4
KDM Hire	£1,450,000	2	101	N/D	N/D
Higher Access	£1,411,000	9	36	16	0
Smart Platform	£1,350,000	5	37	25	10
AA Access	£1,000,000	2	7	2	2
Neon Hire Services	£930,000	3	23	74	24
Plantfinder	£925,000	2	40	57	0
MEP Hire	£900,000	9	104	250	150
LTC Powered Access	£900,000	1	15	45	24
JP Shire	£750,000	1	15	0	0
Outreach Access	£750,000	2	15	3	0
Hird	£658,000	3	74	44	0
Clerkin Elevation	£558,033	1	9	2	1
2 Cousins	£512,750	2	18	32	13
Kardon Contracts	£500,000	1	2	2	1
MBS Access	£490,000	1	10	7	0
TCA Lifting	£375,000	1	N/D	3	0
Active Access	£258,900	1	14	37	43
Manlift Hire	£240,000	3	14	25	25
One Stop Hire	£195,000	11	108	60	27
Acrolift	£74,000	1	3	2	0
Access Plus	£0	4	40	0	0
Horizon Platforms	£0	2	91	0	0
HSS Hire Group	£0	300+	3,344	0	0
Mainline Access & Training	£0	N/D	N/D	0	0
Premier Platforms	£0	2	17	0	0
Sky High	£0	1	18	0	0
Height for Hire	N/D	12	N/D	N/D	N/D
JMS Plant Hire	N/D	4	85	N/D	N/D
AFI	N/D	27	480	N/D	N/D
Bella Access	N/D	1	11	N/D	N/D
Platform Sales	N/D	2	62	N/D	N/D
Prolift Access	N/D	4	66	93	26



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# TOP 30



## Telehandlers

This year's telehandler survey shows more of a mixed bag than for cranes or access companies. While many of the leading rental companies increased their fleet size, there were many remaining the same and some decreasing numbers. Obtaining information on telehandler fleets is always challenging and this year was no exception causing the number of estimates to be higher than we like. However we include four new companies in this year's chart, a positive move towards raising this survey to the same levels as the other two. One point to note, the numbers of

360 degree telehandlers in the big fleets increased substantially - around 25 percent - from 2015. The largest fleet, Ardent Hire Solutions - formerly One Call Hire and Fork Rent - now runs a fleet almost 1,500 units larger than its nearest rival A-Plant and has added 38 new 360 degree machines. The biggest mover up the table was Plant Hire UK investing £16.5 million and moving from 12th to 8th position with 575 units.



### TOP 30 TELESCOPIC HANDLER COMPANIES

Company	Total	Fixed	Largest fixed	360°	Largest 360°	Compact	Heavy duty	Main brand	Depots	Employees	Investment	Units bought	Units sold
Ardent Hire Solutions*	3,433 ▲	2,829	20m	38	32m	554	12	JCB/Manitou	12	250	£0	0	0
A-Plant	2,100 ▲	1,650	18m	0	N/A	450	0	JCB	156	2,968	N/D	N/D	N/D
UK Forks	1,702 ▲	1,420	20m	52	35m	225	5	N/D	9	155	£11,100,000	N/D	N/D
Hewden	970 ▼	903	17m	0	N/A	67	0	CAT	N/D	N/D	£3,260,000	83	199
Morris Leslie	962 ▲	800	20m	0	n/a	150	12	JCB/Manitou	9	225	£8,000,000	N/D	N/D
CW Plant Hire	797 ▲	612	20m	0	0	185	0	JCB	17	280	£5,700,000	147	81
Hessle	643 ▲	530	18m	32	32m	55	26	Manitou	4	44	£0	0	0
Plant Hire UK	575 ▲	550	20m	0	n/a	25	0	JCB	1	N/D	£16,500,000	400	N/D
B&T Plant Hire	390 ▲	338	20m	0	N/A	52	0	JCB/Manitou	2	32	N/D	48	18
Hawk	375 ▼	350	20m	0	N/A	25	0	JCB	5	500	N/D	150	35
Jarvie Plant	360 —	250	20m	25	30m	80	5	Manitou	6	140	N/D	N/D	N/D
Chippindale Plant	290 —	269	18m	0	N/A	N/D	0	JCB	9	115	£0	0	0
Nixon Hire	288 —	201	17m	0	n/a	0	87	JCB	13	455	£6,285,660	134	89
HE Services	270 ▼	250	17m	0	n/a	20	0	JCB	11	140	N/D	N/D	N/D
Selwood	235 ▲	185	17m	0	n/a	50	0	Merlo	29	420	N/D	N/D	N/D
Greenwood Hire	200 ▼	115	10m	75	25m	10	0	Merlo	4	N/D	N/D	N/D	N/D
GAP	180 <small>NEW ENTRY</small>	130	18m	0	N/A	50	0	JCB/Manitou	130	1,400	£4,500,000	100	N/D
GPT	195 —	170	17m	25	21m	0	0	Manitou	10	100	N/D	N/D	N/D
Huntley Plant	165 ▼	135	18m	15	30m	8	7	JCB/Manitou	2	18	N/D	N/D	N/D
AFC	150 —	150	17m	0	n/a	0		JLG/JCB/Genie	1	20	N/D	N/D	N/D
AFI	104 ▼	90	18m	0	N/A	14	0	JCB	27	480	N/D	N/D	N/D
Lynch Plant	134 —	85	20m	1	26m	48	0	JCB	5	500	£300,000	57	42
Emmitt Plant	99 ▼	80	17m	9	16m	10	0	JCB	9	25	N/D	N/D	N/D
M&J Hire	105 <small>NEW ENTRY</small>	90	18m	0	n/a	15		Manitou/JCB	12	150	N/D	20	N/D
Mervyn Lambert Plant Hire	100 <small>NEW ENTRY</small>	80	17m	0	N/A	20	0	JCB	4	250	£2,000,000	40	N/D
Rocket Rentals	90 <small>NEW ENTRY</small>	40	17m	0	N/A	50	0	JCB	1	N/D	£2,000,000	40	N/D

Fleet size in the last 12 months has: ▲ Increased ▼ Decreased — Remained the same  
 n/a Non applicable n/d Not disclosed \*formally One Call Hire and Fork Rent.



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# Can the Japanese remain dominant?

**As the spider crane market outside of Japan grows at a steady pace, the sector continues to be dominated by two Japanese manufacturers. With Italian company Jekko upping its game in recent years, and several niche manufacturers entering the market, we take a look at the latest players and the models they offer and assess if there is a move towards European designed and built equipment?**

The length of time it takes a Japanese manufacturer to get a machine designed and to market is usually considerable. 'Getting it right' is their philosophy, no matter how long it takes, and the lengths that manufacturers go to ensure each and every product is correct before it goes in to production, explains why Japanese reliability is second to none.

However this length of time also means that new models and

developments may not be as rapid as other manufacturers, such as the Italians. Over the past 15 years or so, Maeda and Unic have maintained their combined market share virtually intact, in spite of a massive increase in the number of machines sold. But there is still a long way to go in the west. Japan is said to have in the region of 10,000 working machines, while the whole of Europe has less than half that number and North America substantially fewer. But



*LTECH-Lifting Technology has received first mini-cranes Mighty Crane from Japanese manufacturer R&B Engineering*



**C&A**

**spider cranes**

is the balance set to change as the market in Europe, North America, the Middle East and Australia gather pace?

In the spider crane feature a year ago we questioned why - with the continued increase in sales - were there no new manufacturers entering the market? Although if recent rumours have any basis in fact, we might just see one of the big mobile crane makers enter the market shortly via an acquisition?

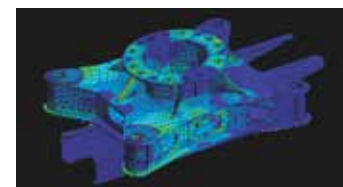
Since then Jekko has made more progress and increased its production volumes, while fellow Italian Brennero Gru has entered the fray. What could prove interesting is the different design philosophy that Jekko and to a lesser extent Brennero Gru have taken.

### Similar design

All Japanese machines - from Unic, Maeda and R&B Mighty Cranes - look very similar because they all have the same basic design - a long structural chassis with the slew ring located towards one end and outriggers mounted at each corner. The off-centre slew ring while helping keep the stowed machine compact, does compromise capacities, while the longer load bearing chassis adds weight while also increasing the outrigger footprint. Jekko has chosen a central structural 'tub' and cruciform X-type outriggers, meaning that the rest of the chassis is not

load bearing when lifting and can therefore be lighter. It does however mean that the boom needs more sections to achieve a similar length and generally results in a longer overall machine.

However, the Jekko concept begins to provide greater benefits with the larger models, in terms of overall machine weight and outrigger footprint, this is particularly true for the 7.5 tonne Jekko SPX1275 which we have compared with its potential rivals - the new eight tonne Maeda MC-815 and the six tonne Unic URW-706 - in the article on page 36 where it performs exceptionally well. And has the added benefit of a two tonne pick & carry capability.



*Italian manufacturers have adopted the central structural tub - this is from Brennero.*

If we take a look at the smaller four tonne lift capacity Jekko SPX1040 CDH which also has a similar swing out telescopic outrigger design, it too has the smallest outrigger spread when compared with its rivals - the 3.83 tonne Maeda MC405 and the four tonne Unic URW 547 - but has the disadvantages of larger stowed dimensions and a shorter boom.



*The six tonne Unic URW-706.*

## How the four tonne mini cranes size and outrigger spreads compare

	Jekko SPX1040	Maeda MC-405	Unic URW 547
<b>Stowed dimensions</b>	5,380 x 1,450 x 2,030mm	4,980 x 1,380 x 1,980mm	4,955 x 1,400 x 1,980mm
<b>Outrigger spread</b>	4,170 x 4,170mm	5,520 x 5,786mm	5,940 x 5,900mm
<b>Max capacity</b>	4,000kg	3,830kg	4,000kg
<b>Lift height</b>	14.5m	16.8m	18.2m
<b>Overall weight</b>	5,600kg	5,600kg	5,010kg

### BG Lift from Brennero Gru

One manufacturer that is trying to break into the mini crane sector is Northern Italian Brennero Gru. The company unveiled a new, five model range of spider cranes at this year's Bauma, marketed under the BG Lift brand. Based in Verona, Brennero has sold and rented mini cranes and aerial work platforms since 1991, but is now expanding its own range of products. These range from the pedestrian controlled M060 tracked carry-deck crane with a capacity of 580kg, to two traditional spider cranes - the 2.5 tonne M250 and three tonne M300 - and the CWE 465 and CWE 525 which are essentially articulated loader cranes mounted on a crawler chassis.

Probably the key new products are

An optional 3.5 metre, three section jib luffs 75 degrees and is horizontal when the boom is fully elevated.

Maximum tip height with the jib is just over nine metres, while maximum radius is almost seven metres with a capacity of 720 kg. With a stowed overall length of 2.7 metres, or 2.9 metres with jib, and an overall width of 780mm it is ideal for passing through standard single doorways. As with the Jekko, the tracks can extend - to 1.18 metres - for greater stability when travelling. Overall weight is just over two tonnes. an AC electric motor option is available for indoor use. The longer boomed 2.5 tonne capacity M250, features a four section boom and will also be available with or without the jib. All machines can be

fitted with optional winches.

The M060 tracked carry deck crane features a three section boom with a 4.25 metre tip height and maximum radius of three metres - two metres in front of the bumper. Overall length is 1.78 metres, and overall width 780mm and as with the spider cranes, this can extended to 1.1 metres for increased stability. The unit also has a slew ring that offers 25 degrees slew either side



Probably Brennero's key new products are the BG Lift M300 (above) and M250 spider cranes



Brennero BG Lift 12.6 tonne capacity CWE 465

of centre, total weight is 890kg, but 200kg of the counterweight is removable. In an effort to widen its appeal the crane can be removed from the undercarriage and replaced with a cargo deck. Power comes

from a Honda petrol engine or combined with an AC electric motor in the dual power option.

Other new products include a lighter, more compact version of its 14.5 tonne capacity CWE 525 spider crane and the CWE 465.

Both of these are basically an articulated loader cranes mounted on tracked chassis.

### Böcker crawler crane

Another variation on the spider crane theme from German aluminium crane manufacturer Böcker also made its debut at Bauma. The new RK36/2400 is basically the top from its trailer mounted 36/2400 on a crawler chassis, with spider type outriggers. Thus it has the same maximum 36 metre boom length and 2,400kg



Böcker RK36/2400

maximum capacity at 4.5 metres radius, but weighs a tonne more at 4.5 tonnes. Being on tracks it can travel over rough terrain and up and down steps etc... with 25 percent gradeability

As well as its diesel engine, the new crane can be equipped with an electric motor giving the same performance without the noise and emissions. The Böcker crane can also be specified with an easy fit work platform. Other attachments include roof tile fitting platform, roof tile carrier and tipping skip.

The RK36/2400 has a 22 metre four section main boom with a capacity

the BG Lift M300 and M250 spider cranes, as they are similar to the more popular cranes offered by Maeda and Unic. However they are more similar in design to the Jekko than the Japanese, the M series uses a centrally positioned slew ring with legs attached to the chassis around the centre of the machine. The three tonne capacity M300 articulated crane features a two section four metre main boom with a 5.7 metre tip height which can still lift 2.5 tonnes. With the boom horizontal, maximum radius is 3.2 metres at which it can lift 1,400kg.

## How the Böcker RK36/2400 compares on capacity/weight and reach

	Böcker RK36/2400	Maeda MC 405CRM	Unic URW 1006	Maeda MC815C
<b>Max capacity</b>	2,400kg @4.5m	3,830kg @2.7m	10,000kg @3.0m	8000kg@
<b>Capacity @ 4.5m</b>	2,400kg	2,130kg	5,000kg	4,800kg
<b>Max Lift height boom/jib</b>	22m/34m jib	16.8m/20.7m jib	22.8m/30.7m jib	19.6m/25.5m jib
<b>Cap at max radius</b>	100kg@27.4m	210kg@16m	150kg@24.3m	300kg@18.8m
<b>Cap at 12.2m</b>	800kg	500kg	920kg	940kg
<b>Cap at 24.3m</b>	200kg	N/A	150kg	-
<b>Weight</b>	4,500kg	5,600kg	14,000kg	9,000kg
<b>Dimensions L x W x H</b>	8.44 x 2.11 x 2.82	4.98 x 1.38 x 1.98	6.1 x 2.0 x 2.46	5.9 x 1.7 x 2.4
<b>Outrigger spread</b>	5.4 x 5.4m	5.79 x 5.52m	7.07 x 6.66m	6.77 x 6.62



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The largest capacity mini crane - the 10 tonne Unic URW 1006

when fully extended of 1,000kg, which it can take out to a radius of 10 metres. The three section jib extends from 4.1 to 11 metres with a longer option of 13 metres. This takes the maximum tip height to 35 metres at which it can lift 250kg to a radius of 23 metres, or 100kg at 27.5 metres. It can also handle a very useful 500kg on the jib at a radius of up to almost 17 metres.

This is a sizeable piece of kit however, with an overall length of 8.44 metres and width of 2.11 metres, it is also 2.82 metres high. Its maximum outrigger footprint of 5.4 x 5.4 metres is however smaller than say a Maeda MC 405. The Böcker is also lighter than the

its largest mini crane to date. Which is better depends on the job. As with the Böcker trailer and truck mounted cranes it is not the maximum lift capacity but the reach that is the attraction similar to self-erecting mobile tower cranes.

#### Mini crawler crane developments

As well as the spider crane developments, two new six tonne mini crawler cranes have been launched recently- the Maeda CC1485 and the Jekko SPK60 - both were shown for the first time at Bauma.

The Maeda CC1485S-1 features the new CC nomenclature - reflecting

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The new eight tonne Maeda MC815C at Vertikal Days

MC 405, and while its maximum capacity is significantly less at 2,400kg compared to 3,830kg. The Böcker however easily wins in terms of lift height and outreach. The following chart shows how it compares with the Maeda and also takes a look at it against the largest spider crane on the market - the 10 tonne Unic URW 1006 - which has four times more maximum capacity. Also compared is the new Maeda MC815C,

the fact that the undercarriage is now manufactured by Maeda, rather than being sourced from Komatsu - it replaces the LC1385. The new

The Maeda CC1485S-1 replaces the and has a 16.7 metre boom



crane features a 16.7 metre heptagonal five-section boom, and a new swingaway extension which is said to be more user-friendly and easier to use. Power is supplied by an EU Stage 3B Isuzu compliant engine, which it claims is 40 percent more fuel efficient than that fitted to its predecessor. Standard equipment includes a rear view camera, seven inch monitor, a fully enclosed air-conditioned cab with link slide door, two speed winch, hydrostatic transmission, four fall/two fall hook block and tilt sensor/ alarm.



*Jekko's new SPK60 can be fitted with a seven metre lattice extension or has the option of a four section telescopic luffing jib for a maximum tip height of 28 metres*

Its main specifications can be seen in the table below where we compare it with the other new entrant in this size of crane, the Jekko SPK60.

Jekko's new SPK60 can be fitted with a seven metre lattice extension or has the option of a four section telescopic luffing jib for a maximum tip height of 28 metres. Maximum radius with this jib is more than 19 metres, while it can luff from being almost in line with the boom down to horizontal.

Comparing the two cranes shows them to be - on paper - quite evenly matched. Both have a six tonne maximum capacity, similar maximum radius and maximum lift height, with the Jekko offering slightly more reach and the Maeda more capacity. The Jekko is more compact and has extending tracks giving it a narrower closed width, and a wider extended base. Perhaps the biggest difference is in the pick & carry performance

with the Jekko lifting three tonnes to the Maeda's two tonnes.

Dealer backup for service support and a ready availability of replacement parts is critical with this type of machine, even if the Japanese made Maeda has an excellent reputation for build quality and bullet proof reliability.

The Maeda distributor in Europe is Kranlyft which has extensive experience of the products, having been importing the equipment for more than a decade. Jekko has made significant strides in some markets to improve its dealer network in the past year or so, such as the appointment of JT Cranes in the UK, and NordKran in Germany, as well as improving its reliability, add to this the latest new cranes with offer excellent performance, however only time will tell if its quality and reliability can rival that of the Japanese manufacturers.

	Jekko SPK60	Maeda CC1485
<b>Maximum capacity</b>	6.0 tonnes @ 3.0m	6.0 tonnes @ 2.6m
<b>Max radius/capacity</b>	16.8m/350kg	16.1m/430kg
<b>Max lift height/capacity</b>	17.7m/1,500kg	16.7m/2,600kg
<b>Max height with extension/kg</b>	25.2m/800kg	23.5m/820kg
<b>Dimensions</b>	5.72 x 2.32-2.92 x 2.7m	6.56 x 2.49 x 2.87m
<b>Weight</b>	12,500kg	14,400kg
<b>Gradeability</b>	30 degrees	20 degrees
<b>Travel speed</b>	1.6/3.3kph	1.9/3.2kph
<b>Ground pressure</b>	0.54 kg/sq cm	0.49 kg/sq cm
<b>Engine</b>	Yanmar	Isuzu
<b>Max pick and carry</b>	3,000kg	2,000kg
<b>Pick &amp; carry @10m</b>	420kg @ 10m	470kg @ 10m

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# Red, green or orange?

Some companies scour the market to uncover machines that offer that little bit extra rather than following the crowd or mirroring competitors' purchases. Mark Darwin travelled to Hampshire to chat with one UK company that likes doing things a little bit differently.



Tony Gettins and Phil Lomax (right)

Specialist crane and access supplier TCA Lifting says it likes buying the best product for the job and as such has a wide variety of equipment from numerous manufacturers. The company was known as Tracked Access until it changed its name in 2013 to Tracked Cranes and Access (hence TCA Lifting) to better reflect its involvement in both mini cranes and spider lifts.

The company was formed in 2005 by partners Phil Lomax and Tony Gettins with three quite diverse machines - a tracked 34 metre Palazanni spider lift, a Maeda MC 285 spider crane and a small Snorkel scissor lift.

"In subsequent years almost every rental company began offering tracked access machines," said Lomax, "coupled with the fact that Palazanni platforms were also

available with wheels, rather than tracks, meant that a name change was the right thing."

Growth over the 11 years since has been steady and included several moves to larger premises to cope with company and fleet expansion. Currently the head office is near Basingstoke in Hampshire - with a hire desk in Reading - following a move from Farnborough which followed a couple of moves from its original base in North West London. The TCA rental business is now split equally between spider/crawler cranes and larger spider lifts. It is also the UK Palazanni spider lift dealer, but also supplies other new access equipment for customers as and when needed.

"During the 11 years we have been in business, the spider/mini crane



The XTJ 43 lifting skylights in Mayfair, London

sector has changed enormously, however the products from the two leading manufacturers, Maeda and Unic have remained very similar," says Lomax. "You would be hard pushed to spot the differences between a brand new and a 10 year old crane. This was one reason why we began looking at the new Jekko cranes and were very impressed with both the quality and performance."

The majority of TCA Lifting's mini cranes are Maeda although the number of Jekko cranes in the fleet is growing. "We considered Jekko soon after we formed the business but build quality and reliability weren't up to scratch at that time," adds Gettins. "We were one of the first rental companies buying Maeda and have probably bought more than 30 of them over the years. All are extremely reliable and just keep on going out on hire without any trouble. The original MC 285 bought in 2005 is still out working happily." "Selling and renting the larger Palazanni spider lifts opened our minds to alternative products. We are the greatest critics because we use the equipment every day, but Palazanni lifts - particularly at the top end from 25 to more than 50 metres - are well designed and built."

The Italian manufacturer has spider lifts with working heights ranging from 17 to 52 metres and also offers a crane option on all of its models. TCA currently has a 43 metre XTJ 43

with crane attachment which makes it the largest spider crane in the UK. The XTJ 43 is the only platform in the fleet with the crane attachment and is used on about a third of its contracts, particularly on space restricted jobs that would otherwise have required a sizeable All Terrain crane.

"The XTJ 43 recently went out on a job installing 500kg skylights on a very restricted building refurbishment in Shepherds' Market in Mayfair, London, after several other companies were unable to supply a machine to do the job. Nothing else, including mini cranes, trailer cranes, telehandlers etc, was



The XTJ 43 with crane attachment

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small enough to get into the lifting position and then lift the skylights to a height of almost 40 metres after negotiating a steep ramp with a tight turn into a courtyard.

"The XTJ 43 recently went on a contract developing a three storey town house with roof terraces in Shepherds Market in the heart of Mayfair," said Gettins. "The unit was primarily used to lift 500kg skylights into position but also to lift a selection of other materials

including steel and scaffold poles onto the roof area. No other equipment - including mini cranes, trailer cranes, telehandlers etc - could fit into the very congested and space restricted area which also had low floor loading - and then lift loads to 38 metres high and nine metre radius. As a result of this we decided that in future when we add more Palazzani's - particularly the XTJ models - we will also specify the crane attachment option."



*As well as skylights the XTJ 43 was used to lift steel and scaffold poles*



*The XTJ 43 was the only machine capable of doing the Mayfair lift*

While scouring the market for machines that may have been suitable for that contract it also looked at the Jekko mini cranes.

"I am surprised that there are not more companies willing to look at alternative products. It is almost like the early days of access platform when everyone would only buy Genie or JLG. The Palazzani platforms are a bit out of the ordinary but are very popular, which is why we now look at all the products on the market with a fresh pair of eyes. There is still the mentality in the spider crane market that you can only buy Unic or Maeda - red or green. We looked around and went orange! We are obsessive about checking out at every machine available - you need to know what is out there."

"There is currently a gap in the Maeda capacity range which until the announcement of the eight tonne MC805 stopped at the 3.83 tonne MC 405," adds Lomax. "We have used a Unic 706 which is a nice crane but we don't want to

just go down the red or green route. The majority of our work is contact hire so we can then look at the job and suggest an alternative/better solution."

### Jekko making inroads

The TCA rental fleet current includes around 30 mini crawler, spider and pedestrian operated cranes, the majority being Maeda but also Valla, Unic and Jekko. However when it needed a crane of around the six to



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## Specification comparison between the Jekko SPX1275 CDH, Unic URW-706 and the Maeda MC815C

	Jekko SPX1275 CDH	Unic URW-706	Maeda MC815C
<b>Capacity with max outrigger position</b>	7.5t or 1.5t @ 10m radius	6.0t or 0.95t @ 10m radius	8.0t or 1.4t @ 10m radius*
<b>Capacity with min. outrigger position</b>	7.5t or 800kg @ 10m radius)	6.0t or 450kg @ 10m radius	N/A
<b>Max lift height</b>	17.7m	19.5m	19.6m
<b>Max height w/jibs</b>	25.7m	22.7m	25.5m
<b>Max radius</b>	16m with 600kg	18.6m with 200kg	18.8m with 300kg
<b>Max pick &amp; carry</b>	2.0t	-	1.0t
<b>L x H x W</b>	5.73 x 2.04 x 1.45-2.05m	5.61 x 2.19 x 1.67m	5.90 x 2.4 x 1.67m
<b>Max outrigger spread</b>	4.067 x 4.067m	6.26 x 6.55m	6.52 x 6.77m
<b>Min outrigger spread</b>	3.36 x 3.36m	4.62 x 5.28m	4.96 x 5.74m
<b>Gradeability</b>	20 degrees	23 degrees	20 degrees
<b>Weight with battery pack</b>	8.3 tonnes	8.1 tonnes	9.3 tonnes
<b>Jib capacity</b>	1,500kg	800kg	1,500kg
<b>Searcher hook capacity</b>	3,500kg	-	1,000kg

\*1.2 tonnes with 360 degree slew



A Jekko MPK20 working in the Heathrow tunnels contract

eight tonnes it was helped by the introduction of two new models, the 7.5 tonne Jekko SPX1275 and the eight tonne Maeda MC-815. The two had initially looked at the new six tonne Jekko SPK60 crawler crane and has ordered one for delivery this month - but saw the SPX1275 and was impressed with its features, build quality and performance.

The SPX1275 was ordered with a lattice swingaway extension, 3.5 tonne searcher hook and 415 volt electric power pack. It also features 360 degree slew and two tonnes pick & carry capacity with the tracks extended. When the tracks are retracted it still has the same capacity but no slew.

"Its pick and carry capabilities are so impressive we intend to rent it out as a crawler crane," he said. "We believe Jekko products have improved significantly and expect their reliability to be up to Maeda/Unic standards, but with significant advantages in terms of outrigger positions, removable counterweight and pick & carry duties. I think it is important for Jekko to have a strong

support structure in the UK so we hope the appointment of JT Cranes as the new UK Dealer will prove successful."

### Comparison highlights strengths and weaknesses

Looking through the comparison of the three cranes above, ignoring the obvious differences in maximum rated capacity - Jekko's strong specification stands out. This should perhaps be expected when comparing a 7.5 tonne capacity crane with the six tonne Unic, but the Jekko also more than matches the new eight tonne Maeda.

It has the best capacity at 10 metres - 1.5 tonnes and 800kg - with outriggers in both maximum and minimum configurations, in spite of the fact that its maximum outrigger footprint is smaller than both the Unic and Maeda's minimum settings! The Jekko also has the equal best jib capacity (1,500kg) and easily the best capacity on the searcher hook. It is also lower and narrower when in transport mode and yet is only 200kg heavier than the Unic and a full tonne lighter than the Maeda.

The Unic is of course the lightest crane and offers the best gradeability, the Maeda offers the longest boom - the Jekko is almost two metres short but does make up for it with jibs and extensions. The Maeda has the highest maximum capacity as well as the equal best jib

capacity. That said, the three cranes are quite similar in many ways with the Jekko standing out for its two tonne pick & carry capacity and perhaps more important, its compact outrigger footprint.

"By not having drop-down spider legs the Jekko has even more of an advantage in that this leg configuration needs half a metre less set-up space," says Lomax. "Also the Jekko can operate in narrow set-up mode and has variable position, hydraulically powered outriggers."

The two also rate the Jekko's remote controls and like the removable counterweight feature, very handy for riding an elevator/hoist or being lifted into position by a tower crane. The Jekko also has a load chart without counterweight, for jobs requiring a lighter overall weight.

TCA has a Maeda MC405 which features a 500kg pick & carry capability but says it is unusable in reality. When it realised the Jekko had a two tonne pick and carry capability it thought it little more than an add-on. However now it has seen the machine in action it realises that it is a genuine pick & carry performer with full duty cycle and full rotation. "It works fantastically well," says Gettins, "and we think we will use this feature to help with the usual problems of carrying materials down reduced width corridors and alleyways etc."

### Different design

The Jekko uses a different design concept to the Unic or Maeda cranes - both of which feature traditional spider leg outriggers and an off-centre superstructure - with a X-type cruciform outrigger arrangement with centrally mounted superstructure. This means that the rest of the chassis does not need cope with the loads imposed during lifting. The reliability of the new Jekko cranes over the longer term is still unknown, the manufacturer's first models while technically ingenious, were notoriously unreliable. However over the past decade or more the cranes have evolved beyond all recognition and gained a much more positive reputation. TCA says that its MPK20 has performed well and been very reliable. It has some exceptional



The Jekko SPX1275 at the Vertikal Days show



A selection of cranes at TCA Lifting's premises



TCA Lifting has a variety of Palazzani's for hire



An old Falck Schmidt TST29 occasionally comes in handy



The XTJ 43 in action

competition in that both the Unic and the Maeda cranes are 'bullet proof'.

"We bought the Jekko because of its weight and outrigger settings but the pick & carry is a bonus. We also had a close look at the new Maeda MC 815 at Vertical Days. It has good features and traditional crane-type control systems but it is not available until next March.

However, we are still interested in it, because although the Jekko is close in capacity at 7.5 tonnes the two have their own particular strengths. We are also keeping an eye on the new cranes from Italian manufacturer Brennero although we don't think they have something suitable at the moment - but we would never rule anything out."

Geographically TCA Lifting

predominantly operates on sites around London and the South East, although will take its larger equipment around the country. It specialises in difficult to access, space restricted sites such as new basement construction in London. Its fleet includes Maeda 285s, 305s, 405s, Jekko MPK20, a Maeda LC785 mini crawler, Jekko SPX1275, Palazzani XTJ range with

the XTJ 43 with crane attachment and one Unic 295. It also has the new Jekko SPK 60 mini crawler on order. The spider lift fleet includes a range of models with working heights from 14 to 43 metres. As such it is one of the few companies in the UK that rents both cranes and aerial lifts. So far this year it has spent around 750,000 on new equipment and it is looking to add a 25 tonne telescopic crawler crane next, either a Marchetti or Sennebogen, along with more 48 and 52 metre spider lifts, and perhaps a Maeda MC815.

## Maeda reaches the parts others cannot reach

When the cladding contractor working on Amegy bank's new 25 storey headquarters in Houston, Texas came to install glass curtain wall panels to the façade of the car park it faced a serious challenge in that the larger, heavier panels could not be handled safely with existing equipment. The installation area was also outside the working radius of the site's tower crane. It solved the problem by using a 2.82 tonne capacity Maeda MC285 spider crane.

The existing equipment was also time consuming in that it could only lift and install one panel at a time before it was relocated. The MC285 can cover a radius of 8.2 metres, allowing it to place up to six panels in sequence without moving the crane, greatly speeding up the installation. Repositioning the MC285 was also quicker and easier.

The MC285 was able to drive to the top deck of the car park structure under its own steam, thanks to its compact dimensions, low weight and low ground bearing pressure, thus avoiding the need to wait for the heavily utilised tower crane. The MC285's load moment limiter combined with its outrigger interlock system made lifting the various weight panels from the floors below safe and efficient.



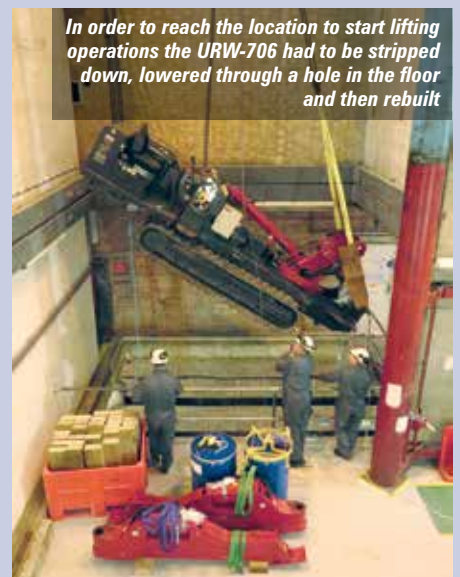
The Maeda MC285 on the top deck of the car park lifting in a set of six panels

## Unic goes nuclear

A six tonne Unic URW-706 is currently working for nuclear site management contractor Magnox which purchased a unit to assist in its site management projects. Magnox is the management and operations contractor responsible for managing numerous nuclear sites and hydroelectric plants in the UK working for owner The Nuclear Decommissioning Authority.

The first job for the URW-706 was at Torness Power Station where it was used in the decommissioning of the primary containment within the steam generating heavy water reactor. It was put to work removing floors and working in conjunction with another crane, to dismantle high level pipe work, valves and mini platforms.

In order to reach the location to start lifting operations the crane had to be stripped down in order for it to be lowered through a hole in the floor and then rebuilt. The crane was also used on the removal of the East pipe line, where it came into its own working on soft ground conditions and operating under the high voltage cables using its boom height limiter. The Unic 706 can handle its six tonne capacity at a radius of three metres and at a height of 7.2 metres. An optional searcher hook and a 3.1 metre long jib gives it a maximum hook height of 22.7 metres. It can be controlled from the operator's seat or by a radio remote control. Digital feedback and data logging are also available.



In order to reach the location to start lifting operations the URW-706 had to be stripped down, lowered through a hole in the floor and then rebuilt



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# Risk aversion

Several recent fatal incidents with cranes and aerial work platforms have highlighted the dangers of not using safety equipment correctly. We take a look at some of the problem areas and the developments aimed at reducing the number of serious incidents - but only when used appropriately.

Heavy lifting and work at height are inherently dangerous, however through experience, training and using the correct equipment for the job the risks can almost be eliminated. In recent years high profile campaigns such as Clunk-Click (the wearing of harnesses/lanyards in booms) and 'Managing Ground Conditions' promoting the use of outrigger mats have highlighted these risks and how, by using and operating the equipment properly, they can be eliminated.

We have said it before but it bears repeating, every item of lifting equipment - be it a crane, access platform, loader crane or telehandler - is perfectly safe and stable when set-up correctly and operated within its design parameters. If there is an incident, operator error is nearly always to blame.

## So what can increase the level of safety?

In the powered access sector IPAF figures for 2015 revealed there were 68 fatalities, up from 64 the year before, with the main causes being overturning, falls from height, electrocution and entrapment.

Increasing the level of safety can be done by using anything that allows work to be carried out more easily and efficiently which in turn reduces possible problems. This may range from a simple tool tray, offered by many manufacturers and third party suppliers - to keep tools and fixings in a contained area at a more convenient height while reducing trip hazards in the platform - to the outrigger systems which automatically calculate the maximum safe capacity and outreach possible with the actual outrigger configuration set up. The best systems also allow any configuration possible. Almost every

product and machine development which makes the job more efficient and easier, aids safety by reducing potential operator error or the taking of unnecessary risks to get the job done.

Even the simplest incident - dropping a tool or a large bolt from a platform for example - can have fatal consequences. This sort of incident is rare and hard to combat without reducing the machine's practicality. However the more common types of fatal incident such as the operator being thrown out of a platform or equipment overturning due to incorrect outrigger set-up have been specifically identified in recent



years resulting in the high-profile campaigns already mentioned. Last month's comment in Cranes & Access highlighted how the use of safety equipment on its own is not enough, it must be the right equipment for the job at hand and must be used correctly. When wearing a harness while operating a boom lift it is also essential to attach it to a proper anchor point with a short lanyard, which prevents the operator from being ejected from the basket in the first place. All too often long lanyards are used that allow the operator to be catapulted from the basket, causing serious injury. The 'All the gear and no idea' brigade don't even bother to clip their lanyards onto the anchor point! The industry has come a long way since the IPAF 'Clunk Click'



One of the other major concerns when operating a platform or standing close to a crane counterweight is the risk of crushing

campaign was launched 10 years ago, although there are still many who ignore the advice. As with car seat belt campaign of the 1970s, it will take time or legislation to make even the stubborn see sense.

## Anti-entrapment

One of the other major concerns when operating a platform or standing close to a crane counterweight is the risk of

In the UK, contractors increasingly demand that all boom lifts on site are fitted with specific anti-entrapment (now named secondary guarding) devices. This move, which began in 2012, was surprising in that overhead crushing injuries were and are relatively rare. While any incident involving a fatality or serious injury is unacceptable, incidents involving poor ground conditions and overhead power lines cause far more fatalities and serious injuries than crushing - a fact borne out by IPAF's growing accident statistics data.

## Secondary guarding

The move behind the change in terminology from 'Anti-Entrapment' to 'Secondary Guarding' is based on the fact that they generally do not prevent entrapment, but rather offer a secondary guarding option to help reduce the risk of serious injury from lifting into an overhead hazard. Some secondary guarding systems - such as the AFI Sanctuary Zone or Genie Operator Protective Structure - include physical guards similar to roll bars, which do tend to make the platform bulkier. Electrically

crushing. With platforms the main risk of crushing is against an overhead object such as a ceiling or beam as the basket suddenly rises due to the magnified effect of undulating ground or driving over a small object. This is a particular risk when driving at height with your back to the direction of travel.



Some secondary guarding systems include physical guards similar to roll bars

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Skyjack SG-E

basket and one over the control panel incorporating eight individual ultrasonic sensors, which generate high frequency sound waves to scan the space behind and above the operator - in a similar way to reversing sensors on a car warning of objects as they are approached. The company says it is working on another system which should be announced shortly.

### Secondary guarding for scissors?

Secondary guarding for scissor lifts has been developed in response to demands from some particularly safety conscious contractors. While crushing incidents can and do occur with scissor lifts, they are quite rare as some of the operational factors found on boom lifts - such as boom bounce/amplified basket movement during drive and operating with your back to the direction of travel - are not usual in the normal operation of a scissor lift.

Changes to scissor lift controller design - already made by most if not all manufacturers - ought to prevent serious crushing incidents on their own. However - the argument goes - if a device can prevent even one fatality, then it is worth installing, particularly if it does not cause any inconvenience to the operator.

The first such system - SkySecure

activated systems initiated by Niftylift's SiOPs system and Lavendon's SkySiren which do not have this problem have gained in popularity with most manufacturers offering their own systems such as JLG's Sky Guard, Haulotte's ACTIV'Shield Bar, Skyjack's SG-E system and several others. The usage of secondary guarding is still a predominantly UK phenomena, however some manufacturers - such as JLG and Snorkel - have made their systems standard equipment worldwide on most of their boom models. It should be pointed out however that Niftylift did this from the start, making the SiOPs system an integral part of the machine. Today all but its smallest models have it built in.

UK-based Nationwide Platforms, which once hoped to corner the market for such devices, has subsequently developed a secondary guarding system which



Nationwide Platforms SkySiren PCS claims to offer double protection

claims to double the protection against trapping and crushing incidents. SkySiren PCS (Pre Crushing Sensor) combines the original SkySiren device with ultrasound sensors to detect potential hazards before reaching them, to create what it calls 'intelligent secondary guarding'. The system uses three sensor units - two at the back of the

- was introduced last October by UK-based rental company Kimberly Rentals. The device is activated if the operator's forearm is pushed down onto a spring loaded wrist rest on the controller. Pressure on the rest will stop the machine, sound a siren and flash a blue emergency beacon. The company has also installed a proximity device that can be fitted to scissor lift



AFI Sanctuary Zone

controllers, which automatically cuts the travel speed to slow when the controller is outside the platform, such as when the operator walks alongside the machine for loading or passing through a doorway etc...

Earlier this year, Italian aerial lift manufacturer Airo and its UK distributor Aerial and Handling Solutions (AHS) announced a dual secondary guarding system. After carrying research into the types of frequency of entrapment injuries they concluded that the majority of injuries are not from upward, overhead impact but from shear type impacts, caused when the operator was looking at the ground when driving at height, rather than straight ahead. These injuries also tend to far more serious.

As a result the new telematics compatible system provides preventative and physical protection and involves the operator in setting them up. Called S.A.F.E (Self-Adjustment From Entrapment) it allows the operator to pre-set a lift cut-out height to protect against lifting into an obstacle, while shear protection is handled by a physical crash-bar type structure that folds out from a stowed position on the

guardrails. The two can be used separately or together, depending on the job and associated risks.

Ian Harding of AHS said: "When the platform extension is fully extended it is very easy to demonstrate why injuries can occur. On some scissor lifts it can extend 1.5 metres or more, meaning the steering wheels



Airo has the S.A.F.E system and shear protection which can be used separately or together depending on the job and associated risks



are almost the same distance behind the operator and possibly more than 16 metres below. If the steering wheels have been left on full lock at 90 degrees to the chassis and you simply grab the joystick and move it fully in either direction - even at the low elevated drive speed - your first movement is sideways by up to 300mm. That is a serious unplanned change of direction."

**Tower crane rescue**

One of the major safety issues with tower cranes is how to rescue the operator if they are incapacitated whilst in the cab - following a heart attack for instance. Each site using a tower crane must have a rescue plan in place, however the height of the cab and the lack of space makes rescue a difficult and drawn-out affair at a time when speed is of the essence.



Over the years several companies have come up with rescue systems but they have not been universally accepted. The main problem is that even when the operator has been removed from the cab - and this can be very difficult with smaller cabs and may involve lifting through the roof - the operator still has to get down to the ground.

Swedish articulated tower crane manufacturer Artic Crane and UK crane rental company City Lifting have developed a new rescue system, dubbed the iRaptor DRS (Driver Rescue System).

The new Davit arm system solves the problem of getting the crane operator down to the ground and is said to be easily fitted to most crane platforms. It has an overall height of 3.1 metres and working radius of one metre with a 250kg maximum capacity. The system uses an electric hoist, with frequency inverter which gives a smooth,



*Rescue from the cab of a tower crane is very difficult*

controlled descent for the patient. Rope length is 70 metres and hoist speed 25 metres a minute. Should the power fail during a rescue situation, a battery back-up system allows the descent to continue. The iRaptor is also fitted with a top-run over switch and overload system.

**Overtuning problems**

Equipment overturning is probably the main cause of fatalities in both the crane and access sectors. In 2013 16 fatalities in the powered access sector were reported to IPAF. This figure increased to 17 in 2014 and in spite of the growing awareness for the need to ensure that ground conditions can support outrigger or wheel loadings, there appears to be more overturning incidents due to the lack of preparation than ever although this may simply relate to more awareness and reporting of such incidents.

At Cranes & Access we have highlighted this fundamental problem for the past decade and promoted the need to use outrigger mats and spreader plates, which would almost eliminate the problem - even when working on soft ground or near hidden voids. Although all operators in the western world are supposed to be adequately trained, incidents appear to be common place. Is this reflecting a lack of sufficient training or lack of experience? Training - particularly over a short period of time - does not equate to competency. Grasping the basics and operating most equipment is relatively easy however experience, skill and familiarity takes time.

*Check ground conditions are suitable for the type and weight of equipment*



*Equipment overturning is probably the main cause of fatalities in both the crane and access sectors*

The main problem appears to be the lack of understanding of the potential risks - both above and below ground level - when setting up equipment that utilises

now being fitted with sensors which monitor chassis tilt and weight on the outriggers which can stop the crane's operation should one side show signs of lifting.

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**Spread the load!**  
 Spreader plates should always be used with boom-type MEWPs when fully supported on their outriggers.

Note: Spreader plates should be used with all other MEWPs that have outriggers unless a risk assessment indicates they are not necessary.

outriggers. To combat the high incidence of overturns the UK's Strategic Forum Plant Safety Group published one of the most substantial best practice guides to this problem available anywhere. The Ground Conditions good practice guide was produced in conjunction with national associations such as the HSE, the CPA and CITB, and thankfully, a four-page summary is also available. In the loader crane sector, an increasing number of products are

**Which spreader plates?**

Depending on the type of equipment there is a mat or system to suit. Manufacturers are now working more closely with customers to ensure that outrigger mats can be carried on a machine and stowed in a position where they are easy to reach. Some of the larger truck mounted platform and crane manufacturers have incorporated outrigger pad storage areas low down on the machine and also use circular outrigger mats to facilitate manual handling. The aim is to encourage usage by eliminating excuses.

We have seen many soft ground overturns, where outriggers are not even deployed and some where a set of decent mats are still stowed on the deck of the overturned machine, rather than in place doing their job. Another case of an incident caused by not using the safety equipment correctly.



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The largest scissors - over 28 metre working heights - are finding an increasing number of buyers in Germany, Austria, the UK and the Netherlands many of them now with overall widths of 1.3 metres or less for narrow aisle work such as high cube warehouse racking etc. Although a specialist sector of the market, it is growing as internet shopping creates more demand for semi-automated warehouses and logistic smart hubs. And as these developments become more popular, building heights have gradually increased to more than 30 metres.

For many years, demand for large RT scissors has been inextricably linked with the economic state of the commercial construction market - ie feast or famine. With increased stability since the financial crash of 2008/9 driving the growth of these 'mega sheds', many rental companies have invested heavily in this type of machine with some focussing on providing add-on attachments to help with getting the job done more easily.

From an equipment view point, there are very few manufacturers offering working heights of more than 20 metres, let alone 30 metres - the largest having been 33 metres for many years. Unlike with boom lifts scissors do seem to have reached a plateau. This is down to the fact that to go higher requires either additional scissor stacks which would make the machine higher and heavier, or longer scissor arms in order to provide more lift per stack. Either way with stowed platform heights already in excess of 2.5 metres, overall lengths of seven metres and a total weight of 33 tonnes, anything bigger would be



Only a handful of manufacturers offer the very large RT scissors - this is a 22.5 metre, 1.2 metre wide machine from PB Lifttechnik

a real challenge to transport.

At the top end of the sector there are only a handful of manufacturers - Holland Lift, PB Lifttechnik and AB Lift (H.A.B as was) as it continues its rehabilitation process - offering RT scissor lifts. Several companies offer lifts up to 20 metres, such MEC with its 60ft 6092RT, the largest RT scissor currently produced in North America, along with Skyjack, Genie and JLG with 50ft models. However these tend to be larger versions of their other mid-range RT scissors rather than the heavy duty, versions produced by the German and Dutch manufacturers.

This lack of choice of new RTs, along with the cost and return on investment has led some companies to refurbish their older units, rather than replace and given the substantial steel structures and stable technology this strategy can make sound economic sense. Nationwide Platforms in the UK has recently given a new lease of life to a number of its older Liftflux scissor lifts, rather replacing with new.

UK based service contractor PSR (Platform Service & Repair) has

already rebuilt a 68ft Liftflux SL205-25 and is now working on an 86ft 260-25 platform. Work included

a complete strip-down, installing new engine, generator and control box, as well as shot blasting and re-painting chassis, scissor arms and platform in the company's blue livery. According to Nationwide, the refurbished scissors were 'as good as new'.

Marc Johnson, technical director at Nationwide Platforms said: "Due to continuing high demand for large scissor lifts we have invested heavily in a range of new Holland Lifts to replace the majority of our existing fleet. However the ageing Liftflux models remain popular with our customers, so in addition we selected a number of them to be fully refurbished to complement our offering. This allows us to keep the platforms in our fleet whilst also providing our customers with as-new machines."



PSR (Platform Service & Repair) is refurbishing some of Nationwide Platforms' older Liftflux scissors



## Developments

While refurbished machines may be returned to 'as new' condition, they obviously lag behind when it comes to the latest technological developments - in the case of big scissor lifts this might be hybrid or battery electric power units and on-board diagnostics. Rental companies in particular are finding the hybrid scissor lifts an interesting option as it removes the need to run separate diesel and electric models, leading to higher utilisation and potentially lower logistical costs. By using the same machine throughout a contract as they start outside on the open shell working as diesels and then by using the battery pack when time comes to move inside for the fit out work resulting in a higher return on investment.

*Rental companies are finding hybrid powered scissors like this Holland Lift an interesting option because of the higher return on investment*



Currently the maximum working height available on a heavy duty RT scissor is 33.5 metres and although more height would be useful, any higher has its problems. According to Holland Lift going above 34 metres means difficulties with the overall weight and the ability of users to transport the equipment as we already mentioned. Another limiting factor is the structural material available, although developments in higher strength steels will result in weight savings allowing higher platform heights, this may need a complete redesign of the scissor. Making even narrower heavy duty units - down to 700mm wide for example - is another option but lack of demand at the moment means they will stay on the drawing board for a while.

## New products

### PB Liftechnik

PB Liftechnik has launched a new 67ft heavy-duty, battery electric RT scissor lift. The 22.3 metre working height S225-24ES 4x4 - rated for both indoor and outdoor duties - joins the company's Top 24 series of large 2.47 metre wide Rough Terrain scissor lifts and follows the recent launch of the diesel version, the PB S225-24DS 4x4. It features a 7.2 x



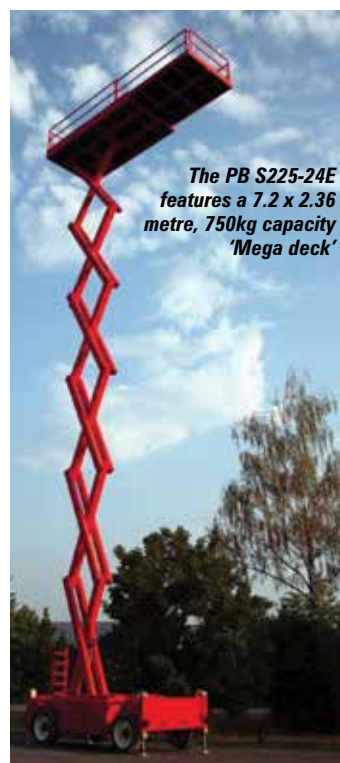
*PB Liftechnik has launched a new 67ft heavy-duty, battery electric RT scissor lift. The 22.3 metre working height S225-24ES 4x4.*

2.36 metre, 750kg capacity 'Mega deck', with plenty of space for long panels and up to four people. The new machine has an overall length of 4.84 metres and weighs 13.6 tonnes. Overall height is 3.72 metres when stowed although this can be reduced to 2.88 metres by folding the guardrails. Features include four wheel drive, 30 percent gradeability and self-levelling jacks, although it can drive at full height.

In order to keep pace with demand, PB is expanding its manufacturing facilities in Oberbechingen, Southern Germany. The new production hall will have an overall height of 10 metres to the eaves and will be equipped with two overhead cranes. It will also incorporate offices to house both the manufacturing, engineering and design teams.

The PB 225-24 diesel scissors appear to have the performance and features rental companies are looking for having already secured several sales in the UK, which in the past has been resistant to its charms. Although Lifterz already runs a fleet of 67ft battery powered, narrow aisle PB 225-12S scissor lifts it felt that the time was right to add several units of its wider diesel powered sister machine. The diesel unit is powered by Deutz and has an overall weight of just over 12 tonnes.

Lifterz Joint managing director Benjamin Bowers said: "The initial units are already booked



*The PB S225-24E features a 7.2 x 2.36 metre, 750kg capacity 'Mega deck'*

for customer projects and will be tied up for the foreseeable future. Looking at the demand we have I don't expect to see them in our yard very often."

Powered Access Services (PAS) has also taken delivery of two as part of a £1 million investment to replace its ageing fleet of 11 Liftlux heavy duty scissor lifts.

Managing director David Cadman said: "The German engineering and the attention to detail on these machines makes them simple to operate and will provide us with the opportunity to offer a great quality product to complement our growing fleet."

At the end of last year PB also launched the 73ft PB S240-24D 4x4 mega deck machine, with a working height of 24 metres it has an extended platform that is almost eight metres long by 2.4 metres wide with a 1,000kg capacity.

### Holland Lift

Market leader Holland Lift is continuing with its philosophy of focusing on larger scissor lifts and earlier this year expanded its parallel-hybrid technology with the new 66ft HL-220 H25 and 56ft HL-190 H20 which use a diesel engine coupled to an electric motor which can either work independently or combine for maximum power. Overall this technology - also used in the HL-275 H25 - reduces emissions and fuel consumption by up to 40 percent, thanks to the use of a smaller more fuel efficient engine. Also new are the 46ft HL-160 and 56ft HL-190 each available with electric, diesel or hybrid power.

Flagship of the range is the battery-powered HL-330 E14 4WDS/N - the world's highest scissor narrow aisle scissor lift - with a working height of 33 metres and an overall width of just 1.4 metres wide. Platform capacity is 600kg with indoor and outdoor rating and it can drive at full height. The two metre deck extension creates a massive 8.4 metre long platform when extended. Four wheel drive and steer is standard as is the automatic lubrication system. The machine weighs in at a sizeable 24 tonnes. It is only topped by the company's three metre wide Megastar HL340-D30 which has half a metre more working height.

### AB Lift/HAB?

AB Lift is the reincarnated German manufacturer H.A.B which went into administration in April 2014.



*Largest Holland Lift scissor is the three metre wide Megastar HL340-D30 with a working height of almost 34 metres.*

However it appears to have sorted itself out and is back with a new name, manufacturing electric and diesel powered scissor and booms lifts. The scissors have working heights ranging from 6.6 to 32.63 metres working height and the telescopic, articulated and crawler booms range from 16 up to 35 metres.

Some of first units were purchased by its European master dealer, Netherlands-based Collé Rental & Sales. The order included several 32.6 metre working height, 1.39 metre wide S320-12 E4WDS electric 4x4 scissor lifts. With indoor and outdoor certification, 600kg platform capacity, extending deck and drive at full height.



*The 100ft H.A.B S320 - 12 E4WDS sold to BAC Hoogwerkers.*

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The latest RT scissor lift from JLG is the 53ft 530LRT, with a working height of over 18 metres and 680kg platform capacity.

**JLG**

The latest Rough Terrain scissor lift from JLG is the 53ft 530LRT, with a working height of over 18 metres and 680kg platform capacity, standard equipment includes an oscillating axle and all steel component covers. The 530LRT has a number of options, including a 7.2 metre long Mega-deck to provide more space for long cladding panels and sprinkler tubes etc and auto-leveling outriggers for quick set-up on uneven ground.

**Dingli**

At the smaller end of the Rough Terrain market, Chinese manufacturer Dingli has improved and upgraded its 33ft compact JCPT1217RT to the JCPT1217RTI, giving better off-road traction and gradeability. The original White hydraulic drive motors have been replaced with larger, higher powered Sauer Danfoss motors, along with the addition of an oscillating axle and a move from one large hydraulic pump to two smaller independent pumps. The changes have been made in response to customer input, with gradeability increasing to more than 40 percent on the new model. The hydraulic block has also been re-engineered to provide two drive modes, which is more effective with the redesigned chassis which increases ground clearance by 100mm to 290mm.

Overall width of the new machine remains at 1.73 metres/68 inches, while overall length is 3.32 metres with outriggers installed, or 2.67 metres without. Platform capacity is 450kg, on the main 2.5 by 1.55 metre deck, reducing to 236kg on the 1.43 metre roll out deck extension. Overall machine weight is 3,870kg.



Dingli has improved and upgraded its 33ft compact JCPT1217RT to the JCPT1217RTI, giving better off-road traction and gradeability



Changes include larger more powerful hydraulic drive motors and an oscillating axle

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# Levelling at speed

It is 25 years since the first production units of the UpRight Speed Level shipped from the company's plant in Selma, California. The product, with its sigma style lift mechanism, has continued to be a regular seller through all of the subsequent company changes, remaining largely unchanged over its long lifetime. Having outlived the UpRight name, it is now the Snorkel Speed Level. Cranes & Access charts its development up to its recent relaunch and drives the latest model.

Earlier this year Snorkel, now owned by Don Ahern, gave the two-model series a substantial update, complete with a re-launch. Still available in both 26ft SL26 and 30ft SL30 formats with 9.9 and 11 metres working heights, it has been fully revised in terms of hydraulics and electrics, but remains essentially the same machine as the first 10 pre-production test & evaluation machines that were shipped out to key customers in late 1990.

To put its long life into perspective, Rough Terrain scissor lift competitors in the early 1990s included Benford Liftmates, Simon Skyhawks, and the Marklift LS series, while JLG was building European ES scissor lifts in Scotland, Kranlyft was selling Snorkel Wildcats and Genie scissor lifts were not even a 'gleam in the company's eye'.



The first of 10 pre-production Speed Levels - late 1990.

The original UpRight SL26RT began shipping in early 1989.



The Speed Level - an original idea of UpRight engineering vice president Mike Ream - was based on the Rough Terrain SL26RT, which was launched in early 1989 and sold rapidly. In Europe the UK was the major market with more than 200 units delivered in the first 12 months, a substantial success back in those days.

As with the SL26RT all Speed Levels featured four wheel drive, were relatively light in weight although they have grown from around 2,500kg to 3,200kg over the years, had standard wide flotation tyres and an oscillating axle making them exceptional performers on soft ground. In fact the SL26 remains one of the few wheeled machines that can truly cope with soft reclaimed 'polder' ground in the Netherlands and the 'sugar sand' found in parts of Florida.

Unlike the SL26RT the Speed Level's sigma style lift mechanism is mounted on a double trunnion pivot with two large diameter hydraulic cylinders supporting the linkage pivot weldment. The concept - with a number of tweaks and changes - was copied by fellow Californian manufacturer MEC in 2009 and included the addition of a battery



Snorkel SL26RT at work

electric model. MEC made no pretence about what it was doing even adopting the same Speed Level name.

The original Speed Level appeared as a prototype/concept machine at the American Rental Association (ARA) convention and exhibition held in Anaheim, California in February 1990. The first unit levelled up completely automatically on operating the platform lift controller, using dozens of sensors and switches. When the platform reached a height of two metres the system would kick in and the machine would very rapidly level itself in a rather frightening manner. In spite of this the concept was greatly appreciated and orders flooded in at the show. The next nine months were spent converting

the machine into a reliable, practical production product and this meant simplifying it to include a change to manually activated levelling via two toggle switches and a level bubble on the platform controls.

By the time it started to ship in early 1991, a deep recession had hit the USA followed quickly by the UK, and the majority of the rental companies that had purchased them at the show, began postponing and cancelling their orders. The disrupted product roll-out has dogged the product's uptake ever since as by the end of the recession in the mid 1990's market interest had moved on and the initial momentum was lost.

Despite this, sales in the years since have been consistent, with numerous tweaks and revisions



The Speed Level made its debut as a concept machine at the 1990 ARA in Anaheim



Snorkel gave the updated Speed Level a re-launch at Vertikal Days

including the introduction of auto-levelling - which had of course been a key aspect of Ream's original concept - thanks to the improvements in technology and availability of components.

The recent product upgrade and re-launch appears to have triggered a resurgence of interest in the

concept, with Snorkel UK booking a substantial number of orders at this year's Vertikal Days in June.

Cranes & Access recently visited the Snorkel plant in the North East of England and had the opportunity to evaluate the latest SL26SL version of this iconic machine. Improvements have certainly made

the machine smoother to operate and the dual powder coat paint is a major improvement over the original units which were painted outside with water-based paint that relied on the California sun to cure, so winter built units were best avoided. Among the many nice customer focused tweaks, we liked the perforated steel toe-boards and the improved round tube guardrails, as well as the new control box.

However the Kubota diesel installation is a little on the noisy side and would benefit from some sound deadening. The new model retains the ability to level by up to 13 degrees side

to side and nine degrees end to end. The front oscillating axle is always standard, and as with the original, the machine can drive on a side slope while elevated as long as the two axles are parallel. Gradeability is 50 percent and platform capacity 680kg with the standard one metre deck extension. The 11 metre, 590kg capacity SL30SL also available in the updated format.



The updated Snorkel has smoother controls, better covers and better guardrails, we also liked the perforated toe boards

# Snorkel comeback

A recent visit by Cranes & Access to the Snorkel UK plant proved to be a real eye-opener with busy production lines and a highly motivated team with a passion to succeed. We chart the chequered history of the company/brand and look at its significant efforts to become a successful global access equipment manufacturer again.

Almost anyone could have been forgiven for thinking that the days of Snorkel - and the UpRight business that it was merged with - were numbered. Both companies had been acquired by Tanfield, a small publicly quoted British company that entered the access market when it acquired SEV (Smiths Electric Vehicles) - which happened to own the remnants of Aerial Access - in 2004. Having bump-started Aerial, Tanfield acquired the UpRight powered access business in 2006 and moved all production to a massive

23,000 square metre facility in Washington, North East England, thanks to a regional grant. It added Snorkel in mid-2007 and then dropped the UpRight name in 2010, rebranding everything as Snorkel.

2+2 = 1

UpRight Snorkel

As is often the case with such acquisitions, two plus two rarely equals the five promised to investors. More often than not it results in a great deal less and in the case of Snorkel, UpRight and



Aerial it was more like 2+2 = 1 and that is being kind, thanks to a wide range of factors, helped along by the 2008/09 economic crisis.

As the downturn gathered pace Tanfield was still trying to be a JLG and was carrying far too many overheads for the size of the business, which by 2012 had shrunk to £41 million - less than 20 percent of the combined revenues of each company prior to

Tanfield ownership. The result was high losses which soaked up the cash pile it had raised through regular issues of new shares which it always seemed to be able to sell.



At least 25% of the facility is used for the manufacturing warehouse

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The new scissor stacks lined up alongside the scissor assembly line



The boom production line



A stainless steel wear strip for long life

On top of this Tanfield had never invested sufficient funds and resources to sort out the ongoing spare parts issues that it had inherited, particularly with the UpRight business which was suffering from years of management changes and production moves. At the same time other manufacturers such as Skyjack, Manitou and Niftylift were on the rise - not to mention Haulotte which had already taken a sizeable share of the European market - so it was hard to imagine anything but closure for the ailing Snorkel business.

expectations and announced that he was taking the Snorkel business back to its glory days as a full line global manufacturer. Few expected him to succeed. However in the three years since then he has sorted out the spare parts issues by working with suppliers and investing in dedicated inventory, which in itself has re-motivated the parts and service team, many of whom had surprisingly stuck with the business through its darkest days. He has also introduced a range of new scissor lifts with his direct input, and a couple of booms which

in New Zealand, which produces trailer lifts and a compact Rough Terrain scissor lift. The recent visit to the UK plant was a real eye opener, with busy production lines, a highly motivated team with a real passion to succeed and having now the investment to do so. Some of the production practices would be considered 'old hat', with most parts and components going into a production warehouse stock, before being retrieved and moved to the assembly lines and bays on hand trolleys. However it works surprisingly well and the stock of components is reassuring, given the problems the company went through under Tanfield, when payment issues meant machines on-line could not be completed before they reached the end of the line.

#### Attention to detail

The dual coat powder paint plant is as high-tech as any in the industry and produces a finish that exceeds the industry average. The new models have an attention to detail that is exemplary, with features that would probably be vetoed by companies managed by cost accountants. For example the small slab scissor lift range includes double fold-out doors to allow easy service access in

narrow bays, while a replaceable stainless steel running strip lines the scissor arm extension track, to protect the paint and wear on the chassis frame. A small wander-lead controller is also fitted for delivery drivers or for when taking a machine through a doorway, allowing the main controller to be fixed in place, helping avoid damage and loss during a rental.



A short wander lead controller stores within the guardrails



All units are given a full pre-delivery inspection

#### Ahern takes a punt

Then in 2013 he stepped Las Vegas-based Don Ahern with an innovative deal that saw him take a majority stake in the ailing business free of charge, on the basis that he would put in working capital, and then purchase the balance of the shares, IF the business met certain profit and cash criteria within the first five years. The move was surprising as Ahern had only just emerged from a bruising, although successful, battle to retain ownership of his main business Ahern Rentals, which had included a spell in Chapter 11 administration. Most in the industry assumed that his strategy for the Snorkel deal was to protect the value of his fleet, which included thousands of Snorkel machines, while ensuring the ongoing supply of spare parts and support.

As has been the case for all of his business life, Ahern defied

are beginning to generate positive reviews and feedback. The company has also become much easier to deal with and is price competitive.

#### Production back on track

The company now operates from two main production plants - the large Vigo facility on Tyneside, UK and the Snorkel plant in Saint Joseph, Missouri. It has also maintained the smaller Snorkel plant



Small scissors have dual service doors for use in narrow bays



The 23,000 square metre facility is full and busy



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Two men 11 metres up, having climbed from a boom lift



A man working from a pallet on the forks of the telehandler

## Fork and pallet costs £508,000

**A Bulgarian construction company working in the UK has been fined £500,000 plus costs of £8,013.25 after its employees were reported for several work at height issues including working from a pallet on the forks of a telehandler.**

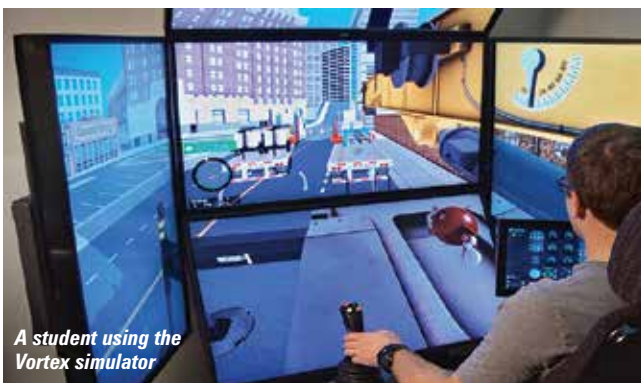
Walltopia of Letnitsa, Bulgaria was charged after a member of the public reported unsafe working practices during the building of a high ropes climbing frame in Markeaton Park, Derby last year. The person spotted men working from the forks of a telehandler and

reported it to the company, which assured them that the matter would be dealt with. However the unsafe working at height continued, so the person reported it to the Health & Safety Executive which sent an inspector to site. He found two men on a roof 11 metres up, without no

means to prevent them from falling, they had also accessed the roof by climbing from a boom lift.

Inspector Lee Greatorex said: "Using a pallet on a telehandler for planned work at height is an unacceptable means of access. It appears that the company failed to put in place control measures after being alerted about this. Walltopia failed to follow

recognised industry standards during work at height and did not make effective changes following the matter being brought to its attention. Work at height should always be sufficiently planned and managed, in this case someone could have suffered significant injuries or death."



A student using the Vortex simulator

## Crane simulator study

**Crane Industry Services (CIS) of Atlanta, Georgia and Canada's CM Labs Simulations - developer of Vortex training simulators - have begun a skills assessment study to determine which operational skill level can be achieved with the use of crane simulators.**

The study got underway in July and will continue for 14 months or until 500 operators have participated in the research. Participants will be trained using a Vortex Rough Terrain Mobile Crane Training Module and will include crane operators ranging from no experience to experienced professionals. The partners are seeking operators with 1) No real experience - less than 99 hours operating time. 2) Limited experience - up to 1,000 hours over the past five years, and 3) Full-time crane operators with little to no exposure to training simulators.

CIS chief executive Debbie Dickinson said: "This study is a first for the crane industry. While crane simulators are not new, there is little quantitative research that determines the value crane simulation offers as part of comprehensive training."

Drew Carruthers of CM Labs added: "We are extremely pleased to participate in this study. It benefits the industry as a whole to understand how we can use simulator-based training to accelerate construction training programmes."

## Genie supports French high school students

**Genie has worked with two second year pupils studying for a Brevet de Technicien Supérieur (BTS), a two-year vocational technical diploma at the René Cassin High School in Mâcon, France. Vincent Vaché and David Petitjean of Genie helped them develop a simulator for a Genie ZX-135/70 articulated boom for operator training. Pupils on the vocational steel manufacturing diploma at the school also helped with the project.**

The demonstration of a Genie Z-45/25 boom lift at the school in May 2013, provided the spark for the simulator idea which began in 2014, and got underway a year later. The simulator comprises both electronic and manual elements. The mechanical is represented by a working model of the machine's three-section boom, which is controlled by an electronic control panel. The simulator should be operational by October, when it will be shipped to Genie's European Distribution Centre in Roosendaal, the Netherlands for use as part of the training teams technical training programmes.

Vaché said: "The project was an opportunity to transmit our skills and experience to the young people who will continue to build tomorrow's aerial industry. This simulator is the perfect example of the result of the close collaboration between us and the students and has encouraged us to move forward with the development of similar initiatives."

## Who trained them then?

**Spotted on a beach somewhere in the UK a number of men erecting a stage with a telehandler, the picture says it all.**



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Country: Denmark  
YOM: 2007

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**MEC-2633ES**

Country: Stock Dordrecht  
YOM: 2008

Price starts at € 5.395,-



**UPRIGHT-TM12**

Country: Denmark  
YOM: 2007

Price starts at € 3.150,-



**HOLLAND LIFT-X105EL16**

Country: Benelux  
YOM: 2008

Pricing on request!



**MANITOU-2150MRT**

Country: Norway  
YOM: 2008

Pricing on request!



**MEC-2033ES**

Country: Poland  
YOM: 2008

Price starts at € 4.295,-



**HOLLAND LIFT-Y070DL12**

Country: Benelux  
YOM: 2009

Pricing on request!



**JLG-460SJ**

Country: France  
YOM: 2005

Price starts at € 17.500,-



**MEC-2633ES**

Country: Germany  
YOM: 2008

Price starts at € 5.395,-



**UPRIGHT-MX19**

Country: Great Britain  
YOM: 2007

Price starts at € 3.795,-



**JLG-460SJ**

Country: Germany  
YOM: 2007

Price starts at € 23.500,-



**UPRIGHT-MB20**

Country: Benelux  
YOM: 2007

Price starts at € 7.150,-



**MEC-3247ES**

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# Powered access in tree care

IPAF has published safety tips for the use of aerial work platforms in tree cutting to ensure that operators work safely at height.

Statistics from IPAF's accident reporting project ([www.ipaf.org/accident](http://www.ipaf.org/accident)) show that approximately one in five of all aerial lift related fatalities involve tree care workers. Yet they are one of the safest means for temporary work at height, provided that a risk assessment is done, managers and operators are properly qualified, trained and familiarised, equipment is inspected

and maintained, and safe use procedures are followed, including having a rescue plan.

IPAF's latest technical guidance analyses some fatal incident reports, draws out the lessons learned, and provides safety tips for trained operators before, during and after tree care work. "Whether you are a professional tree worker or a hobby gardener, if you are using a platform



to work at height, make sure that you complete formal recognised operator training for the correct use of this specialist equipment," said IPAF's Tim Whiteman.

IPAF's guidance for the tree care industry is available in several languages and can be downloaded from the Publications/Technical Guidance section of [www.ipaf.org](http://www.ipaf.org)

## PAL Card and CSCS logo

Build UK has confirmed that an IPAF qualification and valid PAL Card (Powered Access Licence) will continue to be accepted and recognised on the sites of Build UK contractors as proof of training in the safe use of mobile elevating work platforms and mast climbing work platforms.

The Construction Leadership Council (CLC) had agreed that from January 2015, the industry, including trade associations, contractors, clients and government, should specify and promote card schemes carrying the Construction Skills Certification Scheme (CSCS) logo with no equivalents accepted.

The Build UK Training Standard published in May 2016 recognises that the CLC decision and card schemes carrying the CSCS logo relate to construction occupations

only. Due to the diverse nature of construction projects, there are situations when persons may need access to sites to perform non-construction occupations or activities, such as drivers who are delivering or collecting materials. It is not expected that these individuals will hold a CSCS card.

More specifically, the Build UK Training Standard states: "In addition to a card carrying the CSCS logo, individuals may need to have undertaken supplementary training



to operate specific machinery, plant, or tools or to carry out certain activities. For example a steelwork erector would hold a steel erector card issued by CSCS and if required to use a work platform, would also hold an IPAF or other relevant card to cover this training."



## Safe loading and Andy Access at Vertikal Days

Visitors to the IPAF stand at Vertikal Days were invited to walk through the display and to consider how to keep the loading and unloading of work platforms safe - with the help of posters, technical guidance and advice from IPAF's experts. Andy Access came to life and gave visitors take-home safety messages.



## Brexit: IPAF reassures manufacturer members

The UK's vote to leave the European Union will present some challenges to IPAF, but is expected to have limited effect on the way that the federation works in Europe's various technical committees.

IPAF technical & safety executive Chris Wraith said: "Like the rest of the world, we are still assessing the impact of the vote, but IPAF remains committed to representing the best interests of its members across Europe and the world. I would like to take this opportunity to reassure manufacturer members that IPAF intends to continue to work closely with all European organisations and will explore ways to maintain and improve their representation and influence regarding EU legislation and standards."

## Europlatform in Vienna

The programme is being firmed up for the Europlatform access rental conference in Vienna, Austria 22nd September. Attendees can look forward to this line-up:

### Creating a culture of safety

Alice Henault - Loxam Access



### Assessing the impact of online rentals

Sören W. Ladig - Klickrent

### Hybrid technology and drive systems of the future

Eline Oudenbroek - Holland Lift

### Trends in the design of high reach truck-mounted platforms

Rolf Kulawik and Bernhard Reinisch - Ruthmann

### Preventing common platform related accidents

Dietmar Geyer - AUVA (Austrian body for worker insurance and occupational risk)

### Europe's rental market: Pockets of growth

Murray Pollok - International Rental News

A networking event will be held on 21 September at the Park Hyatt Hotel penthouse.

More details on the venue, accommodation and registration fees etc... at [www.europlatform.info](http://www.europlatform.info)

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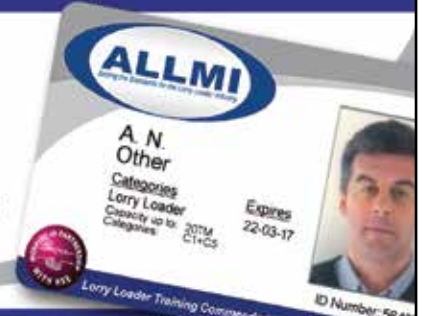
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# The future of work at height

PASMA and the Access Industry Forum (AIF) have confirmed the speaker line up for the first national, one day conference on height safety: Implementing change and innovation in work at height.



The conference is scheduled for the 13th October at the Holywell Park Conference Centre, Loughborough University, and is supported by the Association for Project Safety (APS), Hire Association Europe (HAE) and the International Institute for Risk and Safety Management (IIRSM).

Dedicated exclusively to height safety, the Forum has assembled a number of speakers from industry and academia to address the issues and topics, trends and developments set to shape the work at height agenda over the coming months and years. In total, nine presenters will cover a wide range of topics from drones to designing for access.

## Programme:

- The future of work at height.
- Designing for access and the need for early engagement.
- The CDM Regulations 2015 and work at height.
- When duty holders fail to do their duty.
- Height safety: We're safer together.
- A behavioural approach to work at height.
- Getting falls from height reporting right.
- Myths and misconceptions: Separating fact from fiction.
- Developing competency: The role of technology and e-learning.
- The journey to an injury free environment.

Speakers include Philip White - head of operational policy and strategy at the Health and Safety Executive, Steffan Groch - chairman



of the Health and Safety Lawyers' Association, Paul Bussey - chairman of the Designers' Initiative on Health and Safety, Tim Marsh - chairman of Ryder Marsh Sharman and Dylan Roberts - director of health, safety and well being at Skanska UK.

Also speaking will be Shaun Lundy of the University of Greenwich - a member of the HSE's Myth Busters Challenge Panel - who will talk about the myths and misconceptions surrounding work at height, and John Dunne - group health, safety, environment and quality director at the Wates group who will discuss his company's We're safer together initiative.

The organisers believe that this will be the first conference to focus entirely on the future of work at height and as such could prove to be a landmark event in the evolution of height safety.

The Forum contributed to the development of the Work at Height Regulations 2005 and recently collaborated with the Health and Safety Executive on the revisions to the accompanying guidance notes.

More information about the conference programme, speakers and ticket prices are available at [www.accessindustryforum.org.uk](http://www.accessindustryforum.org.uk) Events section

## New role at PASMA

PASMA has appointed Jason Carlton to the new role of head of strategic engagement and enterprise. The post has been created to further develop the association's relationship with its members, create and advance new methods of engagement, and expand PASMA's horizons, both in the UK and internationally.

Managing director Peter Bennett said: "Developing our engagement with members is crucially important to the association's agreed strategy. Jason knows and understands the industry and speaks the language. He has the drive and experience we need and I am delighted to have him on board."

Carlton joins PASMA from access specialist Youngman where his most recent role was product and commercial manager - Boss, responsible for the management of towers and low level access products, including business planning and development. He joined the company in 2008 as business development manager, having previously run his own film and TV rigging company.

Talking about his role at PASMA he said: "It is an exciting time to be joining PASMA. The association



is already undergoing significant change and embracing innovation in the way it operates. I plan to bring my knowledge and ideas to the table in order to build upon the team's great work so far. PASMA membership already comes with a host of benefits, and with improved communication, liaison and engagement, there will be even more reasons for companies, both large and small, to become members."



Stephan Groch



Paul Bussey

## New ICT officer

Also new to the association is Andrew Robertson who joins the organisation from Landcatch, a genetic breeding specialist, where he was responsible for IT and data support across the UK, Europe and South America. He reports directly to head of operations, communications and innovation, Maarten de Vries.



Andrew Robertson



For details of PASMA standards, guidance and training, including free PocketCards and posters, visit: [www.pasma.co.uk](http://www.pasma.co.uk)

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# ALLMI membership - a mark of quality



Did you know that ALLMI is one of the few trade associations in the UK that audits its members, both at the point of application and periodically thereafter?

Applicants' working practices are assessed in line with industry best practice, regulations and standards, and guidance is provided on any areas that need addressing. This results in a form of membership which provides genuine value, not just to the company receiving the ongoing assistance, but also to its customers, as they can have confidence in the quality of service they will receive.

Kearns & Murtagh successfully completed the process in July. Managing director, Pat Murtagh, commented: "It is fair to say that the ALLMI audit leaves no stone unturned. The auditor looked at our work covering installations, load testing and repairs, and we were delighted to have met the required standard, as well as to receive advice on how we can continue to make progress and ensure compliance on an ongoing basis."

Jessica Penny, general manager of loader crane manufacturer Penny Hydraulics adds: "We have been a member for many years and recently had a periodic audit, which looked at all aspects of our loader crane business. As an ALLMI member, we work to the highest of standards, but in order to do that it's vital to be committed to continuous improvement, and the

visit from the ALLMI auditor was very helpful in this regard."

ALLMI chief executive Tom Wakefield says: "ALLMI membership is something which is earned, and companies work hard to meet and maintain the required standard. It's therefore important that the industry recognises the value associated in dealing with an ALLMI member, and the investment in quality that the company will have made in order to have the right to display the association's logo."

"We also have a provisional membership category, allowing companies which aren't yet able to meet the audit requirements to become a part of the association, with access to our training, guidance and support. Importantly, these companies cannot use the ALLMI logo until full membership has been achieved, but it is an excellent way to help them improve, and is another demonstration of ALLMI's ability to raise industry standards in a very direct and tangible way."

ALLMI provides membership for manufacturers, installers, service companies and ancillary equipment suppliers, as well as fleet and site operators. Annual subscriptions start at £350.



## Membership Event - 5th Oct

Momentum is building for the "ALLMI Membership Event 2016", taking place at the Forest of Arden Marriott Hotel & Country Club in Meriden on 5th October. The Event will include:

- A working lunch.
- Meetings for manufacturers, service companies, ancillary equipment suppliers, fleet owners and site operators.
- A meeting break-out session for discussion / work groups, facilitating debate concerning a range of industry topics.
- A presentation from Sue Husband, director of the National Apprenticeship Service.
- Pre-dinner drinks and a three course dinner.
- Fundraising activities for the Lighthouse Club.
- Live music from jazz pianist, David Newton.
- A set from stand-up comedian, Gary Marshall.
- Luxury accommodation and leisure facilities
- ALLMI branded giveaways for overnight delegates.
- An opportunity on 6th October for a round of golf on one of the region's leading courses.

Should you wish to attend, please contact ALLMI.

## Pre-Operational Checks Campaign

The effective maintenance of a loader crane is an essential part of the equipment's safe operation and pre-operational checks are a crucial element of this regime. Pre-operational checks are also a legal requirement and the Driver & Vehicle Standards Agency (DVSA) has the authority to issue on the spot fines for non-compliance. For these reasons, it's imperative that pre-operational checks are carried out and that crane operators undergo the necessary training in order to fulfil this part of their role.



As a key part of its ongoing campaign to raise awareness and improve industry practice in relation to this important topic, ALLMI has the following tools available::

- A web-based video - 'Pre-Operational Checks'. Broken down into three sections, this covers the most common lorry loader applications, i.e. hook, builders' merchants and utilities.
- A ready-made toolbox-talk template for use by supervisors and managers.
- Pre-Operational Check Pads and associated windscreen holders.

To download, view or order the above, contact ALLMI or visit [www.allmi.com](http://www.allmi.com).



## Calculator Tools - Reminder

ALLMI provides a range of useful calculator tools, freely available to anyone involved in the industry.

- Pad Size Calculator - assists users in determining minimum stabiliser foot/pad size requirements.
- Ready Reckoner - designed to calculate approximate vertical loads on stabilisers.
- Cabin/Container Sling Selector - provides guidance for determining the correct slings to use when handling cabins or containers.

Contact ALLMI for a copy of any of the above tools.



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# Grove GMK6300L

The Grove GMK6300L All Terrain crane first appeared at the Bauma exhibition in 2010. It has a maximum capacity of 300 tonnes and an 80 metre main boom. This 1:50 scale model is by Conrad of Germany.

Out of the box this is a heavy model. Looking underneath, there is some detailing of the carrier chassis with the drive transmission modelled in plastic. The tyres are good and the axles steer in pairs, so most of the steering modes of the real crane can be simulated, with a very good range of movement. There is working spring-loaded suspension on the axles.

The carrier cab has windscreen wipers but not all of the mirrors are silvered, which is an odd compromise. The loop at the front for attaching the hook during transport is not useable. Behind the carrier cab the detailing of engine components is very good, including the exhaust system.

The metal outrigger beams are two stage and can support the entire crane off its wheels. The outrigger jacks are smooth when extended, and the pads are plastic.

The tilting crane cab has a windscreen wiper and lights, and metal grab rails. Inside, there is a large control console and the joysticks are visible. The crane superstructure has metal hand rails and textured surfaces, while small graphics add detail.

The central counterweight slabs are well finished with graphics, and have usable lifting lugs, whilst the lugs on the large side weights are not useable.

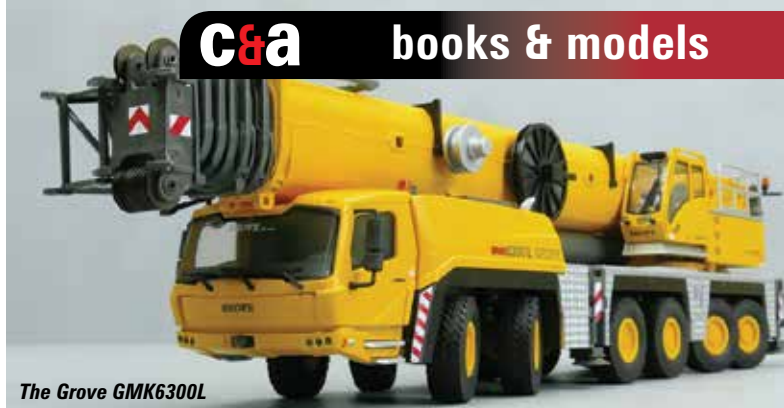
The large main boom lift cylinder has a plastic barrel with a good finish. It has a locking mechanism which is tightened using a supplied spanner/wrench. The seven section boom has detail on the base section, including plastic cable drums and there are metal sheaves in the boom nose.

The bi-fold swingaway extension is a very nice metal casting with metal sheaves. The hook block has three sheaves and is nice enough, but a single line hook/headache ball would have been a nice inclusion for use with the extension.

As you would expect Conrad has produced a strong model which is both heavy and robust, and there is relatively little use of plastic. At maximum boom extension the model is an impressive 2.1 metre height with the extended swingaway installed. It can be obtained from the Manitowoc web shop for €350.

To read the full review of this model visit [www.cranesetc.co.uk](http://www.cranesetc.co.uk)

Cranes Ect Model Rating	
Packaging (max 10)	8
Detail (max 30)	25
Features (max 20)	17
Quality (max 25)	21
Price (max 15)	9
Overall (max 100)	80%



The Grove GMK6300L



On the road with a ballast trailer



Very nice detail on the carrier



Self-ballasting



Lifting Potain mast sections on the main boom

Orange peel grab

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### HAULOTTE - HTL4017

#### Telehandler

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16.7m Lifting Height,  
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### HAULOTTE - HTL4017

#### Telehandler

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### FAUN - ATF 45-3

#### Telescopic Crane

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52.0m Boom, 19.0m Dbl Jib,  
2005 | PHM-Id 08084

€159,000



### LIEBHERR - LTM1055-3.2

#### Telescopic Crane

55t, 6X6X6 Drive, Telma,  
40.0m Boom, 16m Dbl Jib,  
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### LIEBHERR - LTM1100-4.1

#### Telescopic Crane

100t, 8X8X8 Drive, Telma,  
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### TEREX - EXPLORER 5500

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# Platform safety handbook

C&A

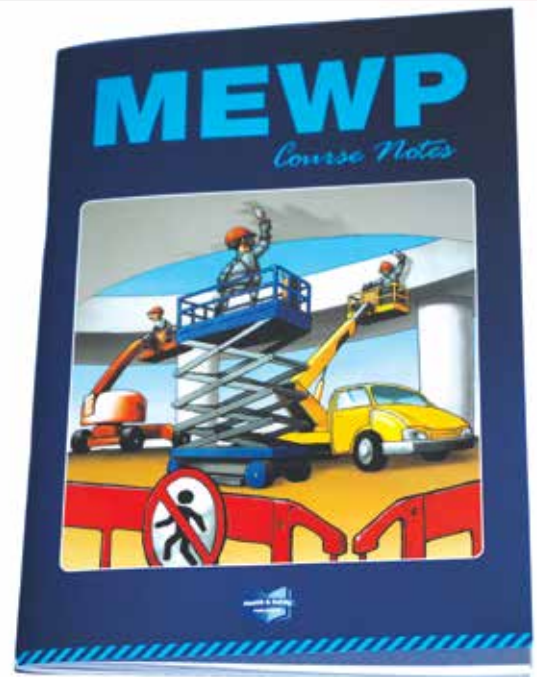
books & models

Health & Safety Publishers has released a 78 page illustrated guide to aerial work platform safety entitled MEWP Course notes for use in association with specific training courses, such as the IPAF operator training for the PAL Card. It follows a similar format to its other guides such as Fork Truck Safety code etc...



The book which was launched earlier this year is clearly laid out with decent sized neat text and hundreds of clear colour photographs and cartoon drawings which illustrate specific points. The book is divided into 26 units each of which addresses a specific aspect, from pre-use checks to maintenance and transportation.

At the end of the book, there is a tear out test to measure comprehension of the material. Essentially it is a check that the person has thoroughly read



the guide and absorbed what they have read.

Anyone looking to use a platform will find this a very useful publication to read cover to cover. It should be stressed though that it is intended to be used as an additional part of an operator training course.

## GOING UP IN THE WORLD

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

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

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

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

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

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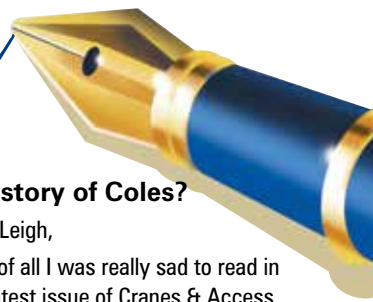
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## No progress since 2008

*The following is an open letter to Kevin Minton of the UK's Construction Plant-Hire Association and follows the publication of a report we ran in which a crane operator asked to lift a pallet of breeze blocks, refused unless a proper fork attachment and net was used. Rather than take the time to get one over or fetch a telehandler, the crew lifted with blocks with an excavator and well-used web slings.*



Dear Editor,

I found a recent 19 August 2016, Cranes and Access news item particularly interesting, (see attached). Whilst the comment accompanying the photo is a little flippant it admirably highlights the totally unsafe incident in simple terms and begs the question, "Are we making any progress on our construction sites?"

The site and contractor are not named in the news item, but we can rest assured that the main contractor's site office will be furnished in risk assessment, method statements and the site notice boards showing the latest CSCS benefits of their mass registration scheme. Site operatives will be carrying the requisite CPCs or NPORS tickets endorsed with 'Excavators used for lifting' and 'Slings & Signalling,' probably supplemented by a one day EWPA NVQ. Employers will have carefully negotiated with a training centre reconciling any training cost/s and their grant income against the imposed levy charge ensuring that they are not in deficit and that any downtime is at the bare minimum. The actual quality of any training, if indeed any is available, will rarely be the main priority, only the acquisition of a 'ticket'.

The Site Manager/Supervisor will have delivered a half day induction for his site workers and despite all these safeguards BuildUK will be blissfully unaware that all these rules and regulations will be ignored by a site supervisor/plant operator who will use a 360 degree excavator for lifting duties in a totally unsafe and inappropriate manner, posing a huge foreseeability of risk. What of the site supervisor and the inappropriate selection of plant for the task and the test centre/s and their instructor/assessors who delivered the highly questionable competence for those operators involved in the unsafe use of the excavator and the slinging of the palletised load? Questions need to be asked.

Sadly these incidents are commonplace and my solution to the problems remains unaltered since 2008.

- Plant operators need formal foundation training for the acquisition of their ticketed competence, not half a day practising a test scenario after purchasing a set of model answers from an illegal USA/Romanian website for £20.
- Card scheme Instructors/Testers need regular checks on their practical competence by independent quality assurance staff who are themselves occupationally competent in the respective category of plant.
- All plant operator NVQ evidence should be naturally occurring and derived from the workplace, not simulated at an NVQ or test centre.
- The one day EWPA NVQ for plant operations should be axed, (regardless of what CITB Northern Ireland say).

- EVs must have professional qualifications or expertise in the same subject area for which they are responsible.
- Awarding Bodies EVs need to make unannounced visits to NVQ centres.
- NVQ assessors for plant operations must have verifiable industry experience and occupational competence and the selection of said assessors should be the gift of the awarding body, not the NVQ centre.
- BuildUK Managers/Supervisors who are deemed responsible for allowing malpractice such as illustrated on this London site should have their employment terminated.
- The HSE must increase the number of unannounced site visits.

After the disproportionately expensive, (£34.3K), Pye Tait report on Competence, the virtually defunct Construction Competence Council, much discussion on 'Routes to Competence' and the CITB's grandiose strategies on NVQs, we appear to have made little, or no progress 'on the tools'. Surely time for the construction sector to undertake a massive rethink on its NVQs and their assessment, site supervision and the competency of its ticketed plant operators?

The forthcoming Construction News Summit, 11 - 12 October 2016 is yet another gathering of well-intentioned academics and professionals from the construction sector. I have seen the speaker line-up and I'm sure they will provide the attendees with an insight into the sector's decision-making and the strategies to succeed, post-Brexit, but what of the incompetence of managers, supervisors and operatives which litter our construction sites and where we do not appear to be making any headway?

"However beautiful the strategy, you should occasionally look at the results," - Winston Churchill

Regards,

Mick Norton BEM MInstRE

PS: At the time of writing, another C&A exposure of Telescopic Handlers being utilised for a lifting operation in a totally unsafe manner, in Boston Lincolnshire, this week.



## A history of Coles?

Dear Leigh,

First of all I was really sad to read in the latest issue of Cranes & Access of the death of your father. I had not realised that, like me, he spent his National Service in the Suez Canal Zone. We were the same age, but I gather that, unlike me, he had had poor health for some time. I fear that I may live too long! Yes, someone should record his life and times, which brings me to the point of this mail.

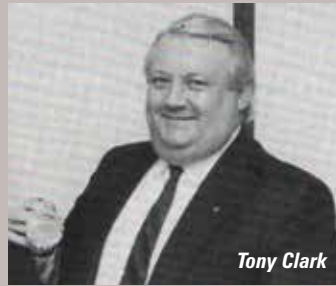
André Faes, the legendary man who founded and made such a success of Coles France will be celebrating his 90th birthday in August and I received a last minute invite to attend and give a short speech on his career. He is a remarkable man but it has given rise to a thought about writing a comprehensive History of Coles Cranes. At the end of the day Coles was a great company which lasted 105 years, and although some part of my '40 Years' book was devoted to my personal experience with the company, an in-depth history, trying to pinpoint why it went out of business only some 10 years after reaching the pinnacle of its success would be of interest. It is amazing that, whilst Coles as a marque has gone, there is still an enthusiastic band of old Coles export salesmen out there bonded together. The tributes and cards to André are flooding in. I often see an old Coles diesel electric mobile still working in a small boatyard in Plymouth, I must take my camera! I look forward to your comments and still much appreciation for your continuing to send me C&A.

Yours **Dick Lloyd**

*We agree that a comprehensive history of Coles Cranes and the companies that it acquired during its long history - R.H Neal & Co, F. Taylor & Sons. A book 'Coles 100 Years' was published in 1979, but while nicely illustrated with old photographs was a relatively light tome which did not go into any great depth. The same applies though to a number of other historic crane companies that no longer trade, such as P&H, Lorain and others.*

**Tony Clark 1940 - 2016**

Access industry veteran and ex-IPAF president Tony Clark, or Anthony John Coventry Clark to give him his full name, has died after a long illness. He passed away on Friday July 15th aged 76. Clark was sales director and then managing director of Gala Engineering in Thetford, Norfolk, UK, in the late 1970s, when he and owner John Barford met John Merrick of Ontario, Canada, who had designed and patented an articulated up & over boom lift that he called the



*Tony Clark*

Topper. Barford and Clark agreed to acquire the worldwide rights to manufacture the Topper with Clark establishing the product through marketing, demonstrations and



*An exhibition in Bahrain in 1978 (L-R) an unknown customer, with Commander Hastings of agents, Stewart & Hastings and Topper designer John Merrick. Tony Clark is in the platform demonstrating the Topper Super 10 to one of the show organisers.*

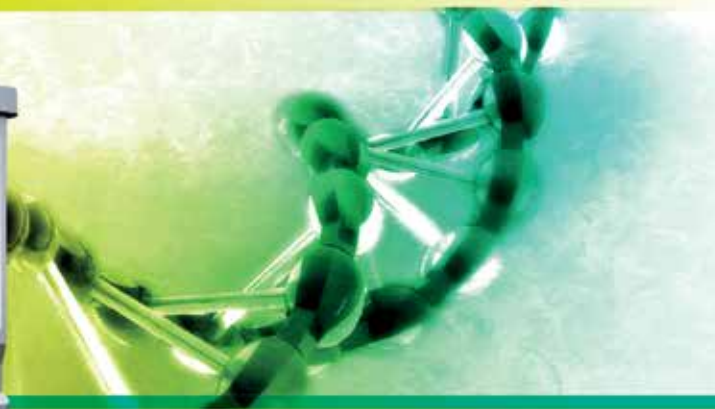
setting-up a distributor network, covering around 60 countries. Gala experienced a great deal of success over the years, building up a strong production team along the way. In the 1990s the company was acquired by Simon to create Simon-Gala. Clark stayed on with the company, initially as sales director and was elected president

of the International Powered Access Federation (IPAF) in 1990, serving the usual two year term. In his younger days he was a keen rugby player and enjoyed travelling, attending exhibitions and meeting people. He leaves behind wife Christine, sons Andrew and Paul and several grandchildren. His funeral was held on August 23rd.



*A Gala Topper sales conference 1984*

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www.ipaf.org

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www.apexshow.com

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301 Terex-Demag AC 30 City	2006	4x4x4	25,00m + 13,00m + 1,20m
351 Liebherr LTM 1030-2.1	2005	4x4x4	30,00m + 15,00m
351 Liebherr LTM 1030-2.1	2006	4x4x4	30,00m + 15,00m
451 Fum ATF 45-3	2006	6x6x6	34,00m + 15,20m
501 Terex Demag AC 50-1	2006	6x6x6	40,00m + 17,60m
501 Terex Demag AC 50-1	2006	6x6x6	40,00m + 17,60m
501 Terex Demag AC 50-1	2006	6x6x6	40,00m + 17,60m
651 Tadano Fum ATF 65G-4	2007	8x6x8	44,00m + 16,00m
801 Fum ATF 80-4	2005	8x6x8	48,50m + 16,00m + 1,60m + Runner
801 Fum ATF 80-4	2005	8x8x8	48,50m + 16,00m + Runner
801 Terex-Demag AC 80-2	2004	8x8x8	50,00m + 17,60m
801 Terex-Demag AC 80-2	2003	8x6x6	50,00m + 17,60m + Runner
801 Terex-Demag AC 80-2	2003	8x6x6	50,00m + 17,60m + Runner
1004 Grove GMK 5100	2005	10x6x10	51,00m + 18,00m + 2,50m + Runner
1004 Liebherr LTM 1100F1	1997	10x8x10	45,00m + 20,00m
1604 Tadano Fum ATF 160G-5	2009	10x8x8	60,00m + 37,00m
2004 Terex-Demag AC 200-1	2005	10x8x8	68,00m + 33,00m + 1,50m
2001 Liebherr LTM 1200-5.1	2009	10x8x10	72,00m + 22,00m
2501 Demag AC 665 SL	1997	12x6x8	58,00m + 41,00m + 65,00m + 2,00m
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Eurotowers	<a href="http://www.eurotowers.co.uk">www.eurotowers.co.uk</a>
Instant	<a href="http://www.instantupright.com">www.instantupright.com</a>
Planet Platforms	<a href="http://www.planetplatforms.co.uk">www.planetplatforms.co.uk</a>
Svelt	<a href="http://www.svelt.it">www.svelt.it</a>
Turner Access	<a href="http://www.turner-access.co.uk">www.turner-access.co.uk</a>
Youngman	<a href="http://www.youngman.com">www.youngman.com</a>

## Mastclimbers & Hoists

Adastra Access	<a href="http://www.adastra-access.co.uk">www.adastra-access.co.uk</a>
Alimak-Hek	<a href="http://www.alimakhek.com">www.alimakhek.com</a>
Brogan Group	<a href="http://www.brogangroup.com">www.brogangroup.com</a>
GEDA-Dechentreiter	<a href="http://www.geda.de">www.geda.de</a>
Klaas	<a href="http://www.utility-equipment.com">www.utility-equipment.com</a>
SGB	<a href="http://www.sgb.co.uk">www.sgb.co.uk</a>
LTC Hoists Division	<a href="http://www.ltchoists.co.uk">www.ltchoists.co.uk</a>
Safi	<a href="http://www.safi.it">www.safi.it</a>

## Specialist Scaffolding

Advance Scaffolding (SW)	<a href="http://www.advancedscaffoldingltd.co.uk">www.advancedscaffoldingltd.co.uk</a>
SGB	<a href="http://www.sgb.co.uk">www.sgb.co.uk</a>
Harsco	<a href="http://www.harsco-i.co.uk">www.harsco-i.co.uk</a>

## Platform Rental

1st Access Rentals	<a href="http://www.1staccessrentals.co.uk">www.1staccessrentals.co.uk</a>
2 Cousins Access Limited	<a href="http://www.2cousins.co.uk">www.2cousins.co.uk</a>
AA Access (Specialists)	<a href="http://www.aaaccess.co.uk">www.aaaccess.co.uk</a>
ABBA Plant Hire	<a href="http://www.abbaplanthire.co.uk">www.abbaplanthire.co.uk</a>
Access Link	<a href="http://www.accesslink.biz">www.accesslink.biz</a>
Access Platforms Direct	<a href="http://www.accessplatformsdirect.co.uk">www.accessplatformsdirect.co.uk</a>
Acrolift	<a href="http://www.acrolift.co.uk">www.acrolift.co.uk</a>
Active Rentals Scotland	<a href="http://www.activerentals.co.uk">www.activerentals.co.uk</a>
Actual Access	<a href="http://www.actualservices.co.uk">www.actualservices.co.uk</a>
Advanced Access Platforms	<a href="http://www.accessplatformsuk.com">www.accessplatformsuk.com</a>
Aerial and Handling Services	<a href="http://www.aerialandhandlingservices.com">www.aerialandhandlingservices.com</a>
Aerial Platforms	<a href="http://www.aerialplatformsltd.co.uk">www.aerialplatformsltd.co.uk</a>
AFI- Uplift	<a href="http://www.afi-uplift.co.uk">www.afi-uplift.co.uk</a>
A-Plant	<a href="http://www.aplant.com">www.aplant.com</a>
ASR Access Platforms	<a href="http://www.access-platforms.com">www.access-platforms.com</a>
ATP	<a href="http://www.atphire.com">www.atphire.com</a>
Bluelift	<a href="http://www.bluelift.ie">www.bluelift.ie</a>
Drammen Liftutleie AS	<a href="http://www.drammenlift.no">www.drammenlift.no</a>
ES Access Platforms	<a href="http://www.esaccess.co.uk">www.esaccess.co.uk</a>
Facelift	<a href="http://www.facelift.co.uk">www.facelift.co.uk</a>
Fraco	<a href="http://www.fraco.co.uk">www.fraco.co.uk</a>
GT Access	<a href="http://www.gtaccess.co.uk">www.gtaccess.co.uk</a>
Height for Hire	<a href="http://www.heightforhire.com">www.heightforhire.com</a>
High Access Hire	<a href="http://www.highaccesshire.co.uk">www.highaccesshire.co.uk</a>
Higher access	<a href="http://www.higheraccess.co.uk">www.higheraccess.co.uk</a>
Hi-reach	<a href="http://www.hi-reach.co.uk">www.hi-reach.co.uk</a>
Hird	<a href="http://www.hird.co.uk">www.hird.co.uk</a>
Horizon Platforms	<a href="http://www.horizonplatforms.co.uk">www.horizonplatforms.co.uk</a>
JMS PLant Hire	<a href="http://www.jms-planthire.co.uk">www.jms-planthire.co.uk</a>
Kimberly Rentals Group	<a href="http://www.kimberlyaccess.co.uk">www.kimberlyaccess.co.uk</a>
Lifterz	<a href="http://www.lifterz.co.uk">www.lifterz.co.uk</a>
Loxam Access	<a href="http://www.loxam-access.co.uk">www.loxam-access.co.uk</a>
LTC Powered Access	<a href="http://www.ltcpoweredaccess.co.uk">www.ltcpoweredaccess.co.uk</a>
LTC	<a href="http://www.ltcaccess.co.uk">www.ltcaccess.co.uk</a>
Mainline Access	<a href="http://www.mainline-access.co.uk">www.mainline-access.co.uk</a>
Manlift Hire	<a href="http://www.manlift.ie">www.manlift.ie</a>
Mr Plant Hire	<a href="http://www.mrplanthire.co.uk">www.mrplanthire.co.uk</a>
Nationwide Platforms	<a href="http://www.nationwideplatforms.co.uk/Hire">www.nationwideplatforms.co.uk/Hire</a>
North American Rentals	<a href="http://www.bigbooms.com">www.bigbooms.com</a>
Peter Douglass Platforms	<a href="http://www.peterdouglass.co.uk">www.peterdouglass.co.uk</a>
Platform Sales & Hire	<a href="http://www.platformsales.co.uk">www.platformsales.co.uk</a>
Rapid Platforms	<a href="http://www.rapidplatforms.co.uk">www.rapidplatforms.co.uk</a>
Readyplant Ltd	<a href="http://www.readyplant.co.uk">www.readyplant.co.uk</a>
Riwal	<a href="http://www.riwal.com">www.riwal.com</a>
Sandhurst Access Rental	<a href="http://www.sandhurst-accessrental.co.uk">www.sandhurst-accessrental.co.uk</a>
Trac-Access	<a href="http://www.trac-access.com">www.trac-access.com</a>
United Powered Access	<a href="http://www.upa-uk.com">www.upa-uk.com</a>
Universal Platforms	<a href="http://www.universalplatforms.com">www.universalplatforms.com</a>
Warren Access	<a href="http://www.warrenaccess.co.uk">www.warrenaccess.co.uk</a>
Wilson Access	<a href="http://www.wilsonaccess.co.uk">www.wilsonaccess.co.uk</a>

## Notified Body

Powered Access Certification	<a href="http://www.pac.uk.com">www.pac.uk.com</a>
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## New & Used Platforms

IAPS	<a href="http://www.iapsgroup.com">www.iapsgroup.com</a>
Advanced Access Platforms	<a href="http://www.aaplatforms.co.uk">www.aaplatforms.co.uk</a>
AFI Resale	<a href="http://www.afi-resale.co.uk">www.afi-resale.co.uk</a>
A.J. Access Platforms	<a href="http://www.accessplatforms.com">www.accessplatforms.com</a>
Baulift	<a href="http://www.baulift.de">www.baulift.de</a>
Davis Access	<a href="http://www.davisaccess.co.uk">www.davisaccess.co.uk</a>
Facelift	<a href="http://www.facelift.co.uk">www.facelift.co.uk</a>
Flesch	<a href="http://www.Flesch-Arbeitsbuehnen.de">www.Flesch-Arbeitsbuehnen.de</a>
Gantic Norway	<a href="http://www.gantic.no">www.gantic.no</a>
Genie	<a href="http://www.genielift.com">www.genielift.com</a>
Genie UK	<a href="http://www.genielift.com">www.genielift.com</a>
GT Access	<a href="http://www.gtaccess.co.uk">www.gtaccess.co.uk</a>
Height for Hire	<a href="http://www.heightforhire.com">www.heightforhire.com</a>
Hird	<a href="http://www.hird.co.uk">www.hird.co.uk</a>
JLG	<a href="http://www.jlgeurope.com">www.jlgeurope.com</a>
JMS Plant Hire	<a href="http://www.jms-planthire.co.uk">www.jms-planthire.co.uk</a>
Kemp Hoogwerkers	<a href="http://www.kemphoogwerkers.nl">www.kemphoogwerkers.nl</a>
Kunze GmbH	<a href="http://www.kunze-buehnen.com">www.kunze-buehnen.com</a>
Lavendon Sales	<a href="http://www.lavendonsales.com">www.lavendonsales.com</a>
Leader	<a href="http://www.leader-piatt.it">www.leader-piatt.it</a>
Liftright Access	<a href="http://www.liftrightaccess.com">www.liftrightaccess.com</a>
Manlift Sales	<a href="http://www.manlift.ie">www.manlift.ie</a>
Mech-Serv (GB)	<a href="http://www.mech-serv.co.uk">www.mech-serv.co.uk</a>
Mr Plant Hire	<a href="http://www.mrplanthire.co.uk">www.mrplanthire.co.uk</a>
Nationwide Platforms	<a href="http://www.nationwideplatforms.co.uk/Sales/">www.nationwideplatforms.co.uk/Sales/</a>
North American Rentals	<a href="http://www.bigbooms.com">www.bigbooms.com</a>
Rothlehner	<a href="http://www.rothlehner.com">www.rothlehner.com</a>

Tracked Access	<a href="http://www.trackedaccess.com">www.trackedaccess.com</a>
Platform Sales	<a href="http://www.platformsales.co.uk">www.platformsales.co.uk</a>
Promax Access	<a href="http://www.promaxaccess.com">www.promaxaccess.com</a>
Rapid Platforms	<a href="http://www.rapidplatforms.co.uk">www.rapidplatforms.co.uk</a>
Reachmaster (USA)	<a href="http://www.reachmaster.com">www.reachmaster.com</a>
Riwal	<a href="http://www.riwal.com/used">www.riwal.com/used</a>
Turner Access	<a href="http://www.turner-access.co.uk">www.turner-access.co.uk</a>
TVH - Group Thermote & Vanhalst	<a href="http://www.tvh.be">www.tvh.be</a>
Universal Platforms	<a href="http://www.universalplatforms.com">www.universalplatforms.com</a>
Utility Equipment	<a href="http://www.utility-equipment.com">www.utility-equipment.com</a>
Vertimac	<a href="http://www.vertimac.com">www.vertimac.com</a>
Wilson Access	<a href="http://www.wilsonaccess.co.uk">www.wilsonaccess.co.uk</a>

## Special/Bespoke Access & Lifting Solutions

APS	<a href="http://www.iapsgroup.com">www.iapsgroup.com</a>
GT Lifting Solutions	<a href="http://www.gtliftingltd.co.uk">www.gtliftingltd.co.uk</a>
Ladder Safety Devices	<a href="http://www.laddersafetydevices.co.uk">www.laddersafetydevices.co.uk</a>
JMS Plant Hire	<a href="http://www.jms-planthire.co.uk">www.jms-planthire.co.uk</a>
Liftright Access	<a href="http://www.liftrightaccess.com">www.liftrightaccess.com</a>
Mantis Access	<a href="http://www.mantisaccess.co.uk">www.mantisaccess.co.uk</a>
Nationwide Platforms	<a href="http://www.nationwideplatforms.co.uk/Hire">www.nationwideplatforms.co.uk/Hire</a>
Planet Platforms	<a href="http://www.planetplatforms.co.uk">www.planetplatforms.co.uk</a>
Platform Sales & Hire	<a href="http://www.platformsales.co.uk">www.platformsales.co.uk</a>
Ranger Equipment	<a href="http://www.spiderlift.co.uk">www.spiderlift.co.uk</a>
Warren Access	<a href="http://www.warrenaccess.co.uk/hire">www.warrenaccess.co.uk/hire</a>
Working At Height Ltd	<a href="http://www.workingatheightltd.com">www.workingatheightltd.com</a>

## Special & Niche Access

Acrolift	<a href="http://www.acrolift.co.uk">www.acrolift.co.uk</a>
DENKA Narrow	<a href="http://www.rothlehner.com">www.rothlehner.com</a>
Easy Reach Scotland	<a href="http://www.easyreachscotland.co.uk">www.easyreachscotland.co.uk</a>
Facelift	<a href="http://www.facelift.co.uk">www.facelift.co.uk</a>
Height for Hire	<a href="http://www.heightforhire.com">www.heightforhire.com</a>
High Access Hire	<a href="http://www.highaccesshire.co.uk">www.highaccesshire.co.uk</a>
Higher Access	<a href="http://www.higheraccess.co.uk">www.higheraccess.co.uk</a>
JMS Plant Hire	<a href="http://www.jms-planthire.co.uk">www.jms-planthire.co.uk</a>
Rapid Platforms	<a href="http://www.rapidplatforms.co.uk">www.rapidplatforms.co.uk</a>
Smart Platform Rentals	<a href="http://www.smartplatforms.co.uk">www.smartplatforms.co.uk</a>
Universal Platforms	<a href="http://www.universalplatforms.com">www.universalplatforms.com</a>
Wilson Access	<a href="http://www.wilsonaccess.co.uk">www.wilsonaccess.co.uk</a>

## Special Lift & Transport Equipment

Arnold Schwerlast GmbH & Co.KG	<a href="http://www.arnold-schwerlast.de">www.arnold-schwerlast.de</a>
Collett A Sons, UK	<a href="http://www.collett.co.uk">www.collett.co.uk</a>
Wagenborg Nedlift, NL	<a href="http://www.wagenborg.com">www.wagenborg.com</a>

## Self-Propelled Modular Transporters

Collett & Sons, UK	<a href="http://www.collett.co.uk">www.collett.co.uk</a>
Wagenborg Nedlift, NL	<a href="http://www.wagenborg.com">www.wagenborg.com</a>

## Telescopic Handler Manufacturers

Dieci Telehandlers Ltd	<a href="http://www.dieci-telehandlers.co.uk">www.dieci-telehandlers.co.uk</a>
Genie	<a href="http://www.genielift.com">www.genielift.com</a>
Haulotte	<a href="http://www.haulotte.com">www.haulotte.com</a>
JLG	<a href="http://www.jlgeurope.com">www.jlgeurope.com</a>
Manitou	<a href="http://www.manitou.com">www.manitou.com</a>
Merlo	<a href="http://www.merlo.co.uk">www.merlo.co.uk</a>

## New & Used Telehandlers

Dieci Telehandlers	<a href="http://www.dieci.com">www.dieci.com</a>
GT Lifting Solutions	<a href="http://www.gtlift.co.uk">www.gtlift.co.uk</a>
Industrial Access	<a href="http://www.industrialaccess.ro">www.industrialaccess.ro</a>
Lisman	<a href="http://www.lisman.nl">www.lisman.nl</a>
Riwal	<a href="http://www.riwal.com/used">www.riwal.com/used</a>
Vertimac	<a href="http://www.vertimac.com">www.vertimac.com</a>
VHS Vissers Heftruck Service	<a href="http://www.vhsblad.nl">www.vhsblad.nl</a>

## Telehandler Rental

ABBA	<a href="http://www.abbaplanthire.co.uk">www.abbaplanthire.co.uk</a>
GT Lifting Solutions	<a href="http://www.gtliftingltd.co.uk">www.gtliftingltd.co.uk</a>
JMS Plant Hire	<a href="http://www.jms-planthire.co.uk">www.jms-planthire.co.uk</a>
Mr Plant Hire	<a href="http://www.mrplanthire.co.uk">www.mrplanthire.co.uk</a>
Readyplant Ltd	<a href="http://www.readyplant.co.uk">www.readyplant.co.uk</a>

## Site Safety Audits

Alfa Access Services	<a href="http://www.alfa-access-services.com">www.alfa-access-services.com</a>
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## Industry Associations

ALLMI	<a href="http://www.allmi.com">www.allmi.com</a>
CICA	<a href="http://www.cica.com.au/">www.cica.com.au/</a>
CPA	<a href="http://www.cpa.uk.net">www.cpa.uk.net</a>
EWPA	<a href="http://www.ewpa.com.au">www.ewpa.com.au</a>
IPAF	<a href="http://www.ipaf.org">www.ipaf.org</a>
OSHA	<a href="http://www.osha.gov">www.osha.gov</a>
PASMA	<a href="http://www.pasma.co.uk">www.pasma.co.uk</a>

## Crane Manufacturers

Böcker Maschinenwerke	<a href="http://www.boecker-group.com">www.boecker-group.com</a>
Galizia	<a href="http://www.galiziagr.com">www.galiziagr.com</a>
Grove	<a href="http://www.grovetworldwide.com">www.grovetworldwide.com</a>

HCME (Hitachi-Sumitomo)	<a href="http://www.nrcplant.co.uk">www.nrcplant.co.uk</a>
Jekko Minicrane	<a href="http://www.jekko.it">www.jekko.it</a>
JMG	<a href="http://www.jmgcranes.com">www.jmgcranes.com</a>
Klaas	<a href="http://www.utility-equipment.com">www.utility-equipment.com</a>
Kobelco	<a href="http://www.kobelcocm-global.com">www.kobelcocm-global.com</a>
Liebherr	<a href="http://www.liebherr.com">www.liebherr.com</a>
Linden Comansa	<a href="http://www.comansa.com">www.comansa.com</a>
Maeda	<a href="http://www.maedaminicran.es.co.uk">www.maedaminicran.es.co.uk</a>
Manitowoc	<a href="http://www.manitowoccranes.com">www.manitowoccranes.com</a>
Mantis Cranes	<a href="http://www.mantiscranes.ie">www.mantiscranes.ie</a>
Ormig	<a href="http://www.ormig.co.uk">www.ormig.co.uk</a>
Potain	<a href="http://www.manitowoccranes.com">www.manitowoccranes.com</a>
Sany	<a href="http://www.sany.com.cn">www.sany.com.cn</a>
Sennebogen	<a href="http://www.sennebogen.com">www.sennebogen.com</a>
Spierings	<a href="http://www.spieringskranen.nl">www.spieringskranen.nl</a>
Tadano	<a href="http://www.tadanofaun.de">www.tadanofaun.de</a>
Tadano Japan	<a href="http://www.tadano.com">www.tadano.com</a>
Terex-Demag	<a href="http://www.terex-cranes.com">www.terex-cranes.com</a>
Unic Cranes	<a href="http://www.unic-cranes.co.uk">www.unic-cranes.co.uk</a>
Valla	<a href="http://www.valla-cranes.co.uk">www.valla-cranes.co.uk</a>
Wolffkran	<a href="http://www.wolffkran.de">www.wolffkran.de</a>
Zoomlion	<a href="http://www.zoomlioncranes.co.uk">www.zoomlioncranes.co.uk</a>

### Lorry/Truck Loader Cranes

Atlas Cranes UK	<a href="http://www.atlasgmbh.com">www.atlasgmbh.com</a>
Effer	<a href="http://www.effer.it">www.effer.it</a>
Hiab	<a href="http://www.hiab.com">www.hiab.com</a>
Palfinger	<a href="http://www.palfinger.com">www.palfinger.com</a>
Penny Hydraulics	<a href="http://www.pennyhydraulics.com">www.pennyhydraulics.com</a>
PM Cranes	<a href="http://www.pm-group.eu">www.pm-group.eu</a>

### New & Used Cranes

AGD Equipment	<a href="http://www.agd-equipment.co.uk">www.agd-equipment.co.uk</a>
Cotac Oy	<a href="http://www.cotac.fi">www.cotac.fi</a>
Cranes4Cranes	<a href="http://www.cranes4Cranes.com">www.cranes4Cranes.com</a>
Cranes UK	<a href="http://www.cranesuk.net">www.cranesuk.net</a>
Crowland Cranes	<a href="http://www.crowlandcranes.co.uk">www.crowlandcranes.co.uk</a>
E.H Hassells	<a href="http://www.hassells.com">www.hassells.com</a>
Electrogen Int	<a href="http://www.electrogen.ie">www.electrogen.ie</a>
IMC Cranes	<a href="http://www.imc-cranes.com">www.imc-cranes.com</a>
Jones-Iron Fairy	<a href="http://www.jonesironfairy.co.uk">www.jonesironfairy.co.uk</a>
Kobelco	<a href="http://www.kobelco-cranes.com">www.kobelco-cranes.com</a>
Leader	<a href="http://www.leader-piatt.it">www.leader-piatt.it</a>
London Tower Cranes	<a href="http://www.londontowercranes.co.uk">www.londontowercranes.co.uk</a>
Maeda	<a href="http://www.maedaminicranes.co.uk">www.maedaminicranes.co.uk</a>
Mantis Cranes	<a href="http://www.mantiscranes.co.uk">www.mantiscranes.co.uk</a>
M. Stemick	<a href="http://www.stemick-krane.de">www.stemick-krane.de</a>
NRC	<a href="http://www.nrcplant.co.uk">www.nrcplant.co.uk</a>
P.V. Adrighem BV	<a href="http://www.adrighem.com">www.adrighem.com</a>
Rivertek Services	<a href="http://www.rivertekservices.com">www.rivertekservices.com</a>
Terex Demag	<a href="http://www.terex-cranes.com">www.terex-cranes.com</a>
Transloader Services	<a href="http://www.transloaderservices.co.uk">www.transloaderservices.co.uk</a>
Hird	<a href="http://www.hird.co.uk">www.hird.co.uk</a>

### Heavy Lifting Equipment

Lifting Gear UK	<a href="http://www.lifting-equipment.co.uk">www.lifting-equipment.co.uk</a>
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### Furniture Hoists

The Furniture Hoist Co	<a href="http://www.furniturehoists.co.uk">www.furniturehoists.co.uk</a>
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### Crane Hire

AB2000	<a href="http://www.ab2000.co.uk">www.ab2000.co.uk</a>
ABBA	<a href="http://www.abaplantire.co.uk">www.abaplantire.co.uk</a>
Ainscough	<a href="http://www.ainscough.co.uk">www.ainscough.co.uk</a>
Berry Cranes	<a href="http://www.berrycranes.co.uk">www.berrycranes.co.uk</a>
Bob Francis Crane Hire	<a href="http://www.bobfranciscranehire.co.uk">www.bobfranciscranehire.co.uk</a>
Cork Crane Hire (Liverpool)	<a href="http://www.corkcranehire.com">www.corkcranehire.com</a>
Crane Hire Ltd	<a href="http://www.cranehireltd.com">www.cranehireltd.com</a>
City Lifting	<a href="http://www.citylifting.co.uk">www.citylifting.co.uk</a>
Emerson Cranes	<a href="http://www.emersoncranes.co.uk">www.emersoncranes.co.uk</a>
J&M Crane Hire	<a href="http://www.jandmcranehire.co.uk">www.jandmcranehire.co.uk</a>
John Sutch Cranes	<a href="http://www.johnsutchcranes.co.uk">www.johnsutchcranes.co.uk</a>
King Lifting	<a href="http://www.kinglifting.co.uk">www.kinglifting.co.uk</a>
Ladybird tower crane hire	<a href="http://www.ladybirdcranehire.co.uk">www.ladybirdcranehire.co.uk</a>
Mantis Cranes	<a href="http://www.mantiscranes.co.uk">www.mantiscranes.co.uk</a>
McNally crane hire	<a href="http://www.cranehire-ireland.com">www.cranehire-ireland.com</a>
NRC	<a href="http://www.nrcplant.co.uk">www.nrcplant.co.uk</a>
Port Services Heavy Crane division	<a href="http://www.portservices.co.uk">www.portservices.co.uk</a>

### Mini Crane Hire

Easy Reach Scotland	<a href="http://www.easyreachscotland.co.uk">www.easyreachscotland.co.uk</a>
Emerson Cranes	<a href="http://www.emersoncranes.co.uk">www.emersoncranes.co.uk</a>
GGR	<a href="http://www.unic-cranes.co.uk">www.unic-cranes.co.uk</a>
Height for Hire	<a href="http://www.heightforhire.com">www.heightforhire.com</a>
Hire Maeda	<a href="http://www.maedaminicranes.co.uk">www.maedaminicranes.co.uk</a>
JT Mini Crane Hire	<a href="http://www.jtminicranes.co.uk">www.jtminicranes.co.uk</a>
Lift Limited	<a href="http://www.liftminicranehire.co.uk">www.liftminicranehire.co.uk</a>

NRC	<a href="http://www.nrcplant.co.uk">www.nrcplant.co.uk</a>
Hird	<a href="http://www.hird.co.uk">www.hird.co.uk</a>
Tracked Access	<a href="http://www.trackedaccess.com">www.trackedaccess.com</a>

### Self Erecting Tower Cranes

City Lifting	<a href="http://www.citylifting.co.uk">www.citylifting.co.uk</a>
Electrogen Int	<a href="http://www.electrogen.ie">www.electrogen.ie</a>
John Sutch Cranes	<a href="http://www.johnsutchcranes.co.uk">www.johnsutchcranes.co.uk</a>
King Lifting	<a href="http://www.kinglifting.co.uk">www.kinglifting.co.uk</a>
Ladybird tower	<a href="http://www.ladybirdcranehire.co.uk">www.ladybirdcranehire.co.uk</a>

### Crane Hire

J&M Crane Hire	<a href="http://www.jandmcranehire.co.uk">www.jandmcranehire.co.uk</a>
London Tower Cranes	<a href="http://www.londontowercranes.co.uk">www.londontowercranes.co.uk</a>
Mantis Cranes	<a href="http://www.mantiscranes.co.uk">www.mantiscranes.co.uk</a>

### Tower Cranes

London Tower Cranes	<a href="http://www.londontowercranes.co.uk">www.londontowercranes.co.uk</a>
Electrogen Int	<a href="http://www.electrogen.ie">www.electrogen.ie</a>

### Heavy Lift Management

DWLS	<a href="http://www.dwls.co.uk">www.dwls.co.uk</a>
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### Heavy Lift Planning & Risk Analysis

DWLS	<a href="http://www.dwls.com">www.dwls.com</a>
HLI Consulting	<a href="http://www.hliconsulting.com">www.hliconsulting.com</a>

### Ancillary Equipment

TMC lifting supplies	<a href="http://www.tmc-lifting.com">www.tmc-lifting.com</a>
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### Auction Houses

Ritchie Brothers	<a href="http://www.rbauktion.com">www.rbauktion.com</a>
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### Battery Suppliers & Manufacturers

Shield Batteries	<a href="http://www.shieldbatteries.co.uk">www.shieldbatteries.co.uk</a>
Trojan Battery	<a href="http://www.trojanbattery.com">www.trojanbattery.com</a>
Platinum Batteries (Europe) Ltd	<a href="http://www.platinumbatteries.co.uk">www.platinumbatteries.co.uk</a>

### Load Cells & Load Monitoring Systems

Force Logic UK Ltd	<a href="http://www.force-logic.co.uk">www.force-logic.co.uk</a>
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### Control Systems

MOBA Automation	<a href="http://www.moba.de">www.moba.de</a>
Intercontrol	<a href="http://www.intercontrol.de">www.intercontrol.de</a>

### Generator Sales & Rental

Electrogen Int	<a href="http://www.electrogen.ie">www.electrogen.ie</a>
JMS PLant Hire	<a href="http://www.jms-plantire.co.uk">www.jms-plantire.co.uk</a>

### Insurance

Specialist Insurance	<a href="http://www.cover1.com">www.cover1.com</a>
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### Online Technical Help

Crane Tools	<a href="http://www.cranetools.com">www.cranetools.com</a>
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### Outrigger Pads, Mats & Roadways

Alimats	<a href="http://www.craneriggermats.co.uk">www.craneriggermats.co.uk</a>
Eco power pads	<a href="http://www.outriggerpads.co.uk">www.outriggerpads.co.uk</a>
GTP Europe	<a href="http://www.gtp-europe.com">www.gtp-europe.com</a>
Marwood	<a href="http://www.marwoodgroup.co.uk">www.marwoodgroup.co.uk</a>
Mat & Timber Services	<a href="http://www.sarumhardwood.co.uk">www.sarumhardwood.co.uk</a>
Nolim	<a href="http://www.nolim.nl">www.nolim.nl</a>
Nylacast	<a href="http://www.nylacast.com">www.nylacast.com</a>
Timbermat	<a href="http://www.timbermat.co.uk">www.timbermat.co.uk</a>
TMC lifting supplies	<a href="http://www.tmc-lifting.com">www.tmc-lifting.com</a>
Universal Crane Mats	<a href="http://www.universal-crane-mats.com">www.universal-crane-mats.com</a>

### Parts & Service Suppliers

Aerial & Handling Services	<a href="http://www.aerialandhandlingservices.com">www.aerialandhandlingservices.com</a>
Alfa Access Services	<a href="http://www.alfa-access-services.com">www.alfa-access-services.com</a>
Caunton - Access	<a href="http://www.caunton-access.com">www.caunton-access.com</a>
Chaintech (UK)	<a href="http://www.chaintec.co.uk">www.chaintec.co.uk</a>
Cone Drive	<a href="http://www.conedrive.com">www.conedrive.com</a>
Crowland Cranes	<a href="http://www.crowlandcranes.co.uk">www.crowlandcranes.co.uk</a>
C-Tech Industries	<a href="http://www.ctech-ind.com">www.ctech-ind.com</a>
Davis Access Platforms	<a href="http://www.davisaccess.co.uk">www.davisaccess.co.uk</a>
Electrogen Int	<a href="http://www.electrogen.ie">www.electrogen.ie</a>
IAPS	<a href="http://www.iapsgroup.com">www.iapsgroup.com</a>
JLG	<a href="http://www.jlgeurope.com">www.jlgeurope.com</a>
Lift-Manager	<a href="http://www.lift-manager.com">www.lift-manager.com</a>
TVH - Group Thermote & Vanhalst	<a href="http://www.tvh.be">www.tvh.be</a>
Unified Parts	<a href="http://www.unifiedparts.com">www.unifiedparts.com</a>
Vertimac	<a href="http://www.vertimac.com">www.vertimac.com</a>

### Innovations

Aerial & Handling Services Ltd	<a href="http://www.aerialandhandlingservices.com">www.aerialandhandlingservices.com</a>
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### Recruitment

Vertikal.Net	<a href="http://www.vertikal.net/en/recruitment">www.vertikal.net/en/recruitment</a>
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### Rental Management Software

Higher Concept Software	<a href="http://www.higherconcept.co.uk">www.higherconcept.co.uk</a>
Inspire	<a href="http://www.inspire.com">www.inspire.com</a>
MCS Rental Software	<a href="http://www.mcs.co.uk">www.mcs.co.uk</a>

Plant Filters	<a href="http://www.plantfilters.co.uk">www.plantfilters.co.uk</a>
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### Replacement Filters

AGS	<a href="http://www.ags-btp.fr">www.ags-btp.fr</a>
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Airtek equipment	<a href="http://www.airteksafety.com">www.airteksafety.com</a>
Heaton Trestle Handrail System	<a href="http://www.heatonproducts.co.uk">www.heatonproducts.co.uk</a>
Heaton Scaffold Towers	<a href="http://www.heatonproducts.co.uk">www.heatonproducts.co.uk</a>
Load Systems UK Ltd	<a href="http://www.loadsystems.com">www.loadsystems.com</a>
Marwood	<a href="http://www.marwoodgroup.co.uk">www.marwoodgroup.co.uk</a>
SMIE	<a href="http://www.smie.com">www.smie.com</a>

### Software

Higher Concept	<a href="http://www.higherconcept.co.uk">www.higherconcept.co.uk</a>
inspHire	<a href="http://www.inspire.com">www.inspire.com</a>
Matusch GmbH	<a href="http://www.matusch.de">www.matusch.de</a>
MCS Rental Software	<a href="http://www.mcs.co.uk">www.mcs.co.uk</a>

### Structural Repairs

Avezaat Cranes	<a href="http://www.avezaat.com">www.avezaat.com</a>
Crowland Cranes	<a href="http://www.crowlandcranes.co.uk">www.crowlandcranes.co.uk</a>
John Taylor Crane Services	<a href="http://www.jtcranes.co.uk">www.jtcranes.co.uk</a>

### Training Associations & Networks

ALLMI	<a href="http://www.allmi.com">www.allmi.com</a>
AWPT	<a href="http://www.awpt.org">www.awpt.org</a>
IPAF	<a href="http://www.ipaf.org">www.ipaf.org</a>
NASC	<a href="http://www.nasc.org.uk">www.nasc.org.uk</a>
Pasma	<a href="http://www.pasma.co.uk">www.pasma.co.uk</a>

### Training Centres & Trainers

Access Platforms Direct	<a href="http://www.accessplatformsdirect.co.uk">www.accessplatformsdirect.co.uk</a>
Astra Access	<a href="http://www.astratraining.co.uk">www.astratraining.co.uk</a>
Boss Training	<a href="http://www.bosstraining.co.uk">www.bosstraining.co.uk</a>
IAPS	<a href="http://www.iapsgroup.co.uk">www.iapsgroup.co.uk</a>
Active Safety	<a href="http://www.activerentals.co.uk">www.activerentals.co.uk</a>
Advanced Access Platforms	<a href="http://www.accessplatformsuk.com">www.accessplatformsuk.com</a>
UTN	<a href="http://www.utntraining.co.uk">www.utntraining.co.uk</a>
Ainscough	<a href="http://www.ainscoughtraining.co.uk">www.ainscoughtraining.co.uk</a>
AJ Access	<a href="http://www.accessplatforms.com">www.accessplatforms.com</a>
Approved Safety Training -Ca	<a href="http://www.approvedsafetytraining.com">www.approvedsafetytraining.com</a>
GT Access	<a href="http://www.gtaccess.co.uk">www.gtaccess.co.uk</a>
Lift-Manager	<a href="http://www.lift-manager.com">www.lift-manager.com</a>
LTC Training Services	<a href="http://www.ltctrainingservices.co.uk">www.ltctrainingservices.co.uk</a>
Nationwide Platforms	<a href="http://www.nationwideplatforms.co.uk/Training">www.nationwideplatforms.co.uk/Training</a>
SGB	<a href="http://www.sgb.co.uk">www.sgb.co.uk</a>
Smart Platform Rentals	<a href="http://www.smartplatforms.com">www.smartplatforms.com</a>
Transloader Services	<a href="http://www.transloaderservices.co.uk">www.transloaderservices.co.uk</a>
Warren	<a href="http://www.warrenacesstraining.co.uk/courses/">www.warrenacesstraining.co.uk/courses/</a>
Access Training	

### Safety Training

Atlas Cranes UK	<a href="http://www.atlasgmbh.com">www.atlasgmbh.com</a>
Avon Crane	<a href="http://www.avoncrane.co.uk">www.avoncrane.co.uk</a>
Brogan Group	<a href="http://www.brogangroup.com">www.brogangroup.com</a>
Davis Access	<a href="http://www.davisaccess.co.uk">www.davisaccess.co.uk</a>
Emerson	<a href="http://www.emersontrainingservices.co.uk">www.emersontrainingservices.co.uk</a>
Height for Hire	<a href="http://www.heightforhire.com">www.heightforhire.com</a>

### Training Services

Facelift	<a href="http://www.facelift.co.uk">www.facelift.co.uk</a>
HCS	<a href="http://www.hydrauliccraneservices.co.uk">www.hydrauliccraneservices.co.uk</a>
Hewden Training	<a href="http://www.hewden.co.uk/training">www.hewden.co.uk/training</a>
Hi-Reach	<a href="http://www.hi-reach.co.uk">www.hi-reach.co.uk</a>
Hiab	<a href="http://www.hiab.com">www.hiab.com</a>
Horizon Platforms	<a href="http://www.ipaftrainingcourses.co.uk">www.ipaftrainingcourses.co.uk</a>
JLG Training	<a href="http://www.jlgeurope.com">www.jlgeurope.com</a>
L&B Transport	<a href="http://www.ltransport.co.uk">www.ltransport.co.uk</a>
Liebherr Training (UK)	<a href="http://www.liebherr.co.uk">www.liebherr.co.uk</a>
Lifting Equipment Training	<a href="http://www.letltd.co.uk">www.letltd.co.uk</a>
Loxam	<a href="http://www.loxam-access.co.uk">www.loxam-access.co.uk</a>
Lyte	<a href="http://www.lyteladders.co.uk">www.lyteladders.co.uk</a>
Mainline Access	<a href="http://www.mainline-access.co.uk">www.mainline-access.co.uk</a>
Mentor Training	<a href="http://www.mentortraining.co.uk">www.mentortraining.co.uk</a>
Mr Plant Hire	<a href="http://www.mrplantire.co.uk">www.mrplantire.co.uk</a>
Nationwide Platforms	<a href="http://www.nationwideplatforms.co.uk">www.nationwideplatforms.co.uk</a>
Norfolk Training Services	<a href="http://www.norfolktraining.co.uk">www.norfolktraining.co.uk</a>
Rapid Platforms	<a href="http://www.rapidplatforms.co.uk">www.rapidplatforms.co.uk</a>
Southern Crane & Access	<a href="http://www.southerncranes.co.uk">www.southerncranes.co.uk</a>
TH White	<a href="http://www.thwhite.co.uk">www.thwhite.co.uk</a>
Terex Atlas (UK) Ltd.	<a href="http://www.atlascranes.co.uk">www.atlascranes.co.uk</a>

### Wire Rope & Cable

Teufelberger Seil	<a href="http://www.teufelberger.com">www.teufelberger.com</a>
TMC Lifting	<a href="http://www.tmc-lifting.com">www.tmc-lifting.com</a>
Casar	<a href="http://www.casar.de">www.casar.de</a>

### Winches & Hoists

Rotzler	<a href="http://www.rotzler.com">www.rotzler.com</a>
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### Tyre suppliers

Mitas Tyres	<a href="http://www.mitas-tyres.com">www.mitas-tyres.com</a>
OTR Wheel Engineering - OTR Europe	<a href="http://www.otrwheel.com">www.otrwheel.com</a>

### Traffic Management

Atlas Traffic Management	<a href="http://www.atlastm.co.uk">www.atlastm.co.uk</a>
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Outriggerpads.co.uk





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Grove GMK 5200



Liebherr LTM 1070/1



Liebherr LTM 1120/1



[www.crane.fi](http://www.crane.fi) [office@crane.fi](mailto:office@crane.fi)  
Mobile + 358 400 699469



## Crawler cranes from stock



SCX900 90t 2008



SCX800 80t 2009

Sumitomo LS238	100t	1992
Hitachi-Sumitomo SCX900-2	90t	2007
Hitachi-Sumitomo SCX900-2	90t	2008
Hitachi-Sumitomo SCX800-2HD	80t	2009



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[www.ab2000.co.uk](http://www.ab2000.co.uk)



September 2016



V20130 - Skyjack S33219 - 2007  
Electric - 7,8 Mtr. - 185 Hrs.  
€ 3.950



V19912 - JLG 2646ES - 2006  
Electric - 9,8 Mtr. - 343 Hrs.  
€ 5.500



V19528 - Genie GS2669DC - 2013  
Electric - 9,9 Mtr. - / Hrs.  
POA



J19853 - Haulotte Compact 10 - 2012  
Electric - 10,14 Mtr. - 303 Hrs.  
€ 8.950



V18954 - Hollandlift N-140EL12 - 2009  
Electric - 16 Mtr. - 494 Hrs.  
€ 27.950



V19906 - Haulotte C100X - 2006  
Diesel 4x4 - 10,2 Mtr. - 2002 Hrs.  
€ 7.250



V19136 - Mec 4191RT - 2009  
Diesel 4x4 - 14,5 Mtr. - 1739 Hrs.  
€ 17.950



V19859 - JLG 4394RT - 2005  
Diesel 4x4 - 15,11 Mtr. - 2215 Hrs.  
€ 14.500



V19904 - Haulotte H18 5X - 2008  
Diesel 4x4 - 18 Mtr. - 1577 Hrs.  
€ 16.000



V19889 - Liftlux SL 245-12 - 2010  
Diesel 4x4 - 26,5 Mtr. - 65 Hrs.  
€ 55.000



V20055 - Genie AWP-20RTDC - 2013  
Electric - 8,12 Mtr. - / Hrs.  
POA



V20061 - Genie IWP-20SDC - 2011  
Electric - 8,1 Mtr. - / Hrs.  
POA



V19342 - JLG Toucan 10E - 2011  
Electric - 10,1 Mtr. - 393 Hrs.  
€ 13.500



V20198 - Haulotte HA12IP - 2005  
Electric - 12 Mtr. - / Hrs.  
€ 12.500



V19930 - JLG M600JP - 2008  
Bi-Energy - 20,39 Mtr. - 959 Hrs.  
€ 28.500



V18017 - ATN Zebra 12 - 2012  
Diesel 4x4 - 12,2 Mtr. - 1568 Hrs.  
€ 17.950



V19891 - JLG 450AJ - 2005  
Diesel 4x4 - 15,72 Mtr. - 3400 Hrs.  
€ 15.500



V18715 - Haulotte HA16SPX - 2006  
Diesel 4x4 - 16 Mtr. - 3638 Hrs.  
€ 14.500



V19158 - Manitou 200ATJ - 2012  
Diesel 4x4 - 20 Mtr. - 1675 Hrs.  
€ 42.500



V19157 - JLG 600AJ - 2011  
Diesel 4x4 - 20,29 Mtr. - 2343 Hrs.  
€ 41.500



V20241 - Haulotte H16TPX - 2014  
Diesel 4x4 - 15,44 Mtr. - 44 Hrs.  
€ 31.500 - Demo



V19634 - JLG 460SJ - 2007  
Diesel 4x4 - 16,02 Mtr. - 2943 Hrs.  
€ 19.750



V18727 - Haulotte H25TPX - 2005  
Diesel 4x4 - 25,3 Mtr. - 4797 Hrs.  
€ 17.950



J19153 - Genie S85 - 2007  
Diesel 4x4 - 27,9 Mtr. - 1737 Hrs.  
€ 51.000



V19213 - JLG 860SJ - 2007  
Diesel 4x4 - 28,21 Mtr. - 3323 Hrs.  
€ 45.000

More information?

Tel: + 32 56 772 666 ■ sales@vertimac.com





**15.9**  
metre

**3000**  
hours

**15+**  
units  
available

**4WD**

**Genie Z-45/25 JRT**

**2007**      **€26950**





**12.52**  
metre

**650**  
hours

**6**  
units  
available

**4WD**

**Genie Z-34/22N**

**2005**      **€16500**





**42.9**  
metre

**4000**  
hours

**3**  
units  
available

**4WD**

**JLG 1350 SJP**

**2008**      **POA**





**12.5**  
metre

**1500**  
hours

**20+**  
units  
available

**4WD**

**Skyjack SJ-7135 RT**

**2007**      **€12500**





**11.58**  
metre

**400**  
hours

**8**  
units  
available

**4WD**

**Genie GS-3246**

**2006**      **€8500**





**20.22**  
metre

**3000**  
hours

**6**  
units  
available

**4WD**

**Genie Z-60/34**

**2006**      **€32000**





**14.00**  
metre

**400**  
hours

**6**  
units  
available

**Tracked**

**Hinowa 14.70 III S**

**2014**      **€27950**





**13.00**  
metre

**2000**  
hours

**2**  
units  
available

**Tracked**

**CTE Traccess 135**

**2010**      **€21000**





**29.70**  
metre

**3800**  
hours

**1**  
units  
available

**4WD**

**Manitou MRT 3050**

**2008**      **€129000**





**8.7**  
metre

**1500**  
hours

**5**  
units  
available

**Tracked**

**Maeda MC285 CRM-E**

**2007**      **€39000**





**16.80**  
metre

**1200**  
hours

**3**  
units  
available

**Tracked**

**Maeda MC 405 CRM - E**

**2009**      **€89000**





**16.35**  
metre

**2200**  
hours

**4900kg**  
capacity

**Tracked**

**Maeda LC 785**

**2007**      **€95000**



All Prices in Euro



Height for Hire International Sales  
**Patrick McArdle**  
Sales Manager  
+353 (0)87 797 5919  
tel: +353 (0)1 835 2835  
fax: +353 (0)1 835 2781  
patrick.mcardle@heightforhire.com

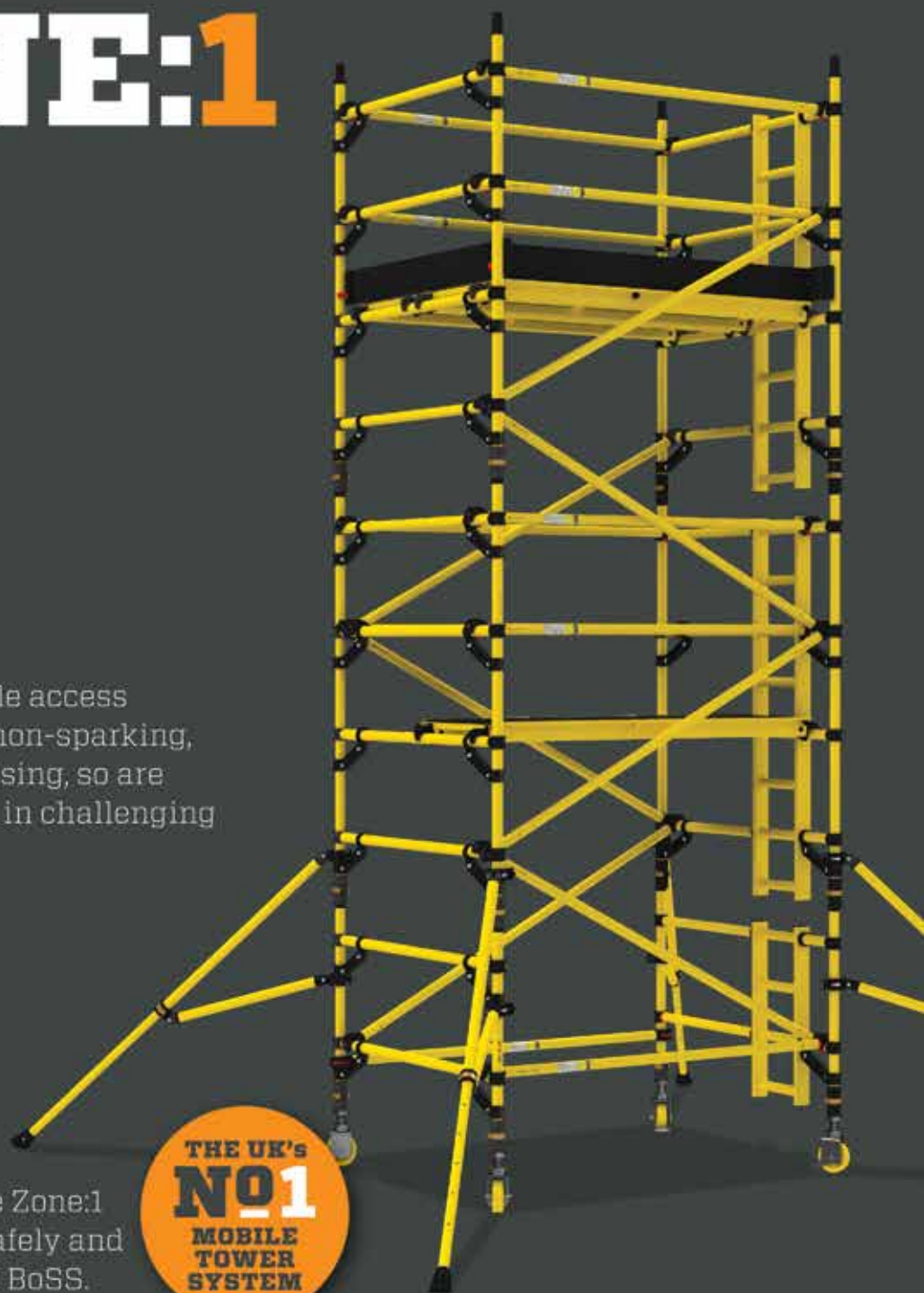
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