

# cranes & access

October 2005 Vol. 7 issue 6

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New Age P22

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**CPA crane  
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P36



**APEX overview**

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## on the cover:

This issue features crawler mounted cranes and access equipment, we will award a prize of a bottle of champagne for the first three readers who can identify the piece of equipment running on these tracks. Employees of the manufacturer concerned are excluded. Email [Info@vertikal.net](mailto:Info@vertikal.net) or fax one of our offices.



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## 31 Spider type lifts are multiplying



## 46 over 5000 access professionals attended APEX last month



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# Your powered access expertise



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# cranes & access

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# c&a comment

## Worse than bureaucracy

Martin Ainscough opened the CPA crane interest group meeting last month by highlighting the increasing burden of bureaucracy in the crane hire industry.

Bureaucracy is an overused word that's often applied to any government interference. In reality the problems so labelled are often not caused by the government at all.

Operator training for construction equipment is a good example, we have a situation where a group calling itself the Major Contractors Group (MCG), insists that everyone working on its members' sites must, in theory, carry a proof of training card from a programme affiliated to the CSCS/CPCS registration scheme. The problem is that this body has its own vested interests, which appear to hinge around generating as much cash as possible rather than simply aiming to get more people properly trained.

The fact that the MCG has insisted on a single record scheme, has made the CSCS a virtual monopoly and the pace of affiliating other training programmes is pitifully slow. For example IPAF one of the most practical and respected training programmes in operation, with well over 100,000 cardholders, is still not "affiliated" to CSCS, why not? It is registered as "not affiliated" which means that it is recognised by the MCG, at least for the moment. Allmi is not yet even "Not affiliated"!

The system has become so cumbersome that the percentage of card carrying staff on MCG sites has stalled, way off of the targeted levels, and in some quarters there is open rebellion against the scheme.

The idea of certifying training bodies to a common standard makes very good sense but surely the idea should be to certify training bodies and their programmes, along the lines of an ISO approval, giving the right to then add the CSCS or MCG logo to its cards? The CSCS and CITB priority seems to be to take as much of the training pie as possible for their own training courses. In the meantime progress towards a fully trained workforce is going nowhere fast.

As if this was not enough, schemes on the cusp of affiliation are told that its trainees will also need to complete the CITB general health and safety test, even if this material is already incorporated into their programme. Until recently the test was charged at £35 (now £17.50).

In our mind this is bureaucracy gone mad and yet it is not government related. So how do we deal with it? The MCG should take a serious look at this whole area and either allow additional systems of record or insist that the CSCS change its remit. If not the whole programme should be referred to the office of fair trading as a monopoly?

Leigh W. Sparrow

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*Palfinger are launching the new heavy duty PK85002 later this month.*



## Palfinger to launch new heavy duty crane

**Palfinger will unveil its latest heavy duty loader crane, the 80 metre/tonne PK85002 at the European Transport Show in Amsterdam on October 14th.**

The PK85002 can be fitted with up to 9 hydraulic boom sections for a maximum outreach of 22.5 metres. If greater heights are required a fly-jib can be added offering up to 36 metres of lift height and 32 metres of outreach.

Palfinger claim that its 7/6 combination, with seven hydraulic boom sections and six jib extensions is the ideal combination for such high and long reach lifting.

The new crane also features 'Powerlink Plus' which allows the knuckle boom to be angled upwards. 360 continuous slew is standard, as is the Active Oscillation Suppression system 'AOS'. Palfinger claims that this actively compensates for jolts and oscillations and as a result loads can be placed much more quickly and accurately.

Full remote controls with an LED display are provided, including those for the outriggers. An option of two base frames is provided, one with a standard truck base frame and the other incorporating an integral base frame.

### Haulotte predict 40% growth in 2006

The newly titled Haulotte-group has confirmed its first half sales revenues, marginally better than its preliminary estimate at €188.7 million. The increase on 2004 is 56 percent. Net earnings (after tax) came in at €18.5 million almost 10 percent of revenues.

Haulotte is forecasting net profits of €30 million for the full year 2005 and anticipates a 35 to 40% increase in revenues for 2006. The order book as of June was 65 percent up on last year and, according to the company, continues to grow.

## Scottish banks, an apology and correction

We are embarrassed to admit a significant error in the September issue of *Cranes&Access*. The article on page eight refers to Manitowoc's Crane Credit division teaming up with the Bank of Scotland.

In the text of the brief article though we refer to the Royal Bank of Scotland and RBoS. The two banks are clearly not one and the same and we apologise unreservedly to the Bank of Scotland who have indeed partnered with Manitowoc.

The Bank of Scotland is a member of the HBOS group and as such is a competitor of the other Scottish bank that includes Royal in its name.

## Mind the edge, mini crane replaces tower crane

A Valla 20e mobile crane is providing increased working efficiency for a specialist glass cladder at the UK's largest ever hospital PFI project. The compact electric powered model was specified by second tier contractor, Scheldebouw as part of its three year contract to clad Manchester's new state of the art 1622-bed Joint Hospital Project. The new crane is being used for the careful manoeuvring and accurate positioning of 2000+ individual 500kg glass panels. The Valla crane is operated by remote control by the contractor's own team from within the building's envelope and eliminates the need to rely on the sites tower cranes.

Mobility was a big reason for specifying the Valla 20e. with a gross weight of under 2,000kg and a narrow, 950mm wide, chassis, the crane is easily hoisted to the relevant level of the hospital by tower crane. Once in situ, it is highly manoeuvrable with tiller steering and a tight turning circle. The crane's three-section boom provides over four metres of height with up to two metres of outreach – ideal to lift panels from a lower deck up into position. The crane is equipped with a hook mounted winch and a full load moment Indicator system.

David Watson, Scheldebouw Site Manager says, "The whole of the exterior at Manchester is being clad, which requires a huge amount of material handling. The Valla 20e is ideal for the job – we see the benefits of manoeuvrability and added safety features with every fit".



*The operator benefits from proximity to the lift with remote control mobility at Manchester 'superhospital'. Note the harness and restraint lanyard.*

A Genie S85 works on the side hoardings of the giant stage in Chelmsford.



Powered access played a significant role in the build up to this year's V-Festival, celebrating its 10th anniversary.

This year's event was held at two locations, Weston Park in Staffordshire and Hylands Park in Chelmsford over a long weekend in late August. The festival attracted acts such as Oasis, Robert Plant, the Chemical Brothers and Texas to name but a few. Since its inception, Edwin Shirley Staging has provided innovative staging solutions for the festival. This year ESS chose Universal Aerial Platforms for its powered access requirements.

'Choosing the right powered access, on time and at the right price is key for achieving our goals, since it assists in so many parts of the job right from set up to final snagging work' stated Vicki Wiseman, Buyer at ESS. 'With Universal's good previous track record with us, combined with competitive prices, large fleet and in-house logistics, we were confident of a first-rate service' we were also able to select the machines we needed from the spec sheet CD ROM supplied by Universal," added Wiseman.

## SGB quits Alloy tower manufacturer

SGB has sold its Youngman business to a four-strong management team. Youngman is one of the top three producers of alloy scaffold towers worldwide, as well as the UK's leading supplier of ladders. The business had revenues last year in the region of £37 million.

The management buy-in /buy-out team is led by Paul Bentley, previously

managing director of Ruberoid Building Products, he assumes the position of Managing director of the new business. He is joined by Chris Owen, formerly Director of Pro-tec Windows UK, the incumbent managing director, John Bungay and financial director Jerry Stapleton. The new venture will trade as the Youngman Group Ltd.



Youngman at APEX not an SGB logo in site.

## JLG post record year

JLG has announced fiscal 2005 revenues of \$1.74 billion, a rise of 45 percent on 2004. Aerial lift whole goods sales rose by 56 percent to \$888 million, this is double the sales of 2003. Telehandler revenues grew by 43 percent to \$512 million, while sales of Gradall excavators were up by barely 14 percent to \$61 million.

Geographical breakdowns show that while the US market increased by 42 percent, sales in Europe were up by 48 percent to \$264 million. Revenues from other markets climbed by almost 75 percent to \$160 million.

## Harsco buy Hünnebeck

Harsco Corp, the US based parent of SGB and Patent Scaffold, has bought German scaffolding and formwork provider Hünnebeck Group GmbH, in a deal worth €140 million. The deal is subject to the normal regulatory approvals being granted and does not include any of the manufacturing operations.

Harsco chairman, president and CEO Derek Hathaway said: "This complimentary union will further

accelerate our strategic growth in our Access Services sector, bringing it close to \$1 billion in annual revenues and substantially expanding its global footprint."

Hünnebeck is one of Europe's largest providers of formwork and scaffolding, with over 60 locations across 12 countries. It has annual revenues of €143 million, 73% of which is generated in Western Europe, with the balance coming from sales in Eastern Europe and the Middle East.

## Crane drops the bath

An 80 tonne Krupp All Terrain crane fell onto a family home in Coniston Avenues Fulwell, Sunderland earlier this month, when, it appears, an outrigger gave way. The HSE was called in to investigate. It seems that the outriggers were set up on excavated ground near a gas main which was fractured in the accident, causing people to be evacuated from the area and delaying the recovery of the crane. The crane was hired under CPA crane-hire terms.

The crane, is owned by Reeds-Bray crane hire of Gateshead and was working with a boom length in the region of 24 metres in order to lift the large tub over the house and in to the rear garden, the load itself was well within the cranes capacity. Fortunately there was no serious injuries.

The 80 Tonne Krupp appears to have been caught out by weak ground conditions.





# Companies fined for fall from platform

Three companies have been ordered to pay more than £15,000 in fines and costs at Bradford Magistrates' Court following an accident in which a worker fell 12 metres to the ground and sustained serious permanent injuries, while another managed to escape by clinging on to scaffolding.

David Gardener, 41, and his colleague Tony Nixon were catapulted from a boom lift when one of its wheels dropped into a hole that was covered with a temporary board. Gardener, suffered a fractured skull, sternum and wrists, in the accident on July 20 last year. He also damaged part of his vertebrae, chipped his teeth and bit off part of his tongue.

Nixon, managed to grab hold of some scaffold as he fell and escaped any serious injuries. Neither of the men was wearing a harness, which would have saved them, and neither of them checked the ground conditions before starting work. According to the local reports neither had received any formal training in the safe use of aerial work platforms.

The accident occurred at the Farmers Boy factory in Cemetery Road, Bradford,

the site is owned by Morrison's which had appointed Laing O'Rourke Northern Ltd as the main contractor. Directors of Pitts Electrical, of Bradford; TGL UK, of Leeds and Chubb Fire, of Middlesex, all pleaded guilty to failing to ensure the safety of employees.

Justine Lee, an inspector with the Health and Safety Executive, who prosecuted, said: "The companies failed to carry out a risk assessment and had failed to plan the job properly "Neither of the men had the correct training to enable them to operate the cherry picker and the companies had failed to ask them if they had.

"Work at height needs to be properly planned, adequately supervised and carried out in a safe manner. This case sends a message to other companies that all work at height should follow these guidelines to avoid prosecution."

Contractors Laing O'Rourke Northern Ltd had sub-contracted parts of the work to the three companies. William Morrison's and Laing O'Rourke Northern Ltd were not prosecuted.



*'Lights camera action'  
Access all around for an  
on location shoot  
for Wimbledon.*

## Access on Set and location

Nationwide Access supplied a number of aerial lifts for technical support to the making of the Feature Film 'Wimbledon'. The machines were used by construction, design, camera, special effects and the lighting departments.

The film, starring Kirsten Dunst and Paul Bettany, was shot in various locations in the UK including London, Norfolk, Brighton, Shepperton Studios and Wimbledon Lawn Tennis Club.

Along with the film's stars, Nationwide Access was on location throughout the shooting process. Smaller electric scissor lifts were used inside the film stages at Shepperton Studios, while diesel scissor lifts and booms were used at Wimbledon. Some of the scissor lifts were used to support four metre square diffusion frames to soften the lighting, while a Genie boom was of



C&a

news

## Low profile hoist tower speeds construction on Beetham Tower

*All Material and personnel hoists run up the aluminium UBS tower.*

**A low profile, high speed hoist system commissioned for the construction of Manchester's 171 metre, 47 storey Beetham Tower, is enabling contractors Carillion to dramatically improve efficiency and speed of elevating materials and personnel to height, with the minimum of disruption to the construction programme.**

Four rack and pinion hoists are attached to an aluminium hoist tower developed by Universal Building Supply (UBS). This innovative system allows material and passenger hoists to be available simultaneously without taking up additional site space. As only the tower is tied directly into the building, cladding can be applied to the whole building apart from the 4.5 metre opening it occupies. UBS originally developed the low profile tower to help with construction of the Canary Wharf Tower and the Swiss Re (gherkin) building. The towers can be built up to 300 metres in height.

Carillion's construction manager Jack Headland commented, "The benefit of the UBS tower is that it makes life so much simpler for us. It reduces loading activities to a much smaller area so it improves working efficiency. It has been a massive advantage to

us on a large project like this."

UBS uses high speed, high capacity Alimak rack and pinion hoists which have dramatically reduced time to hoist materials to and from height. Each of the four hoists can lift up to 2,800kg at 90 metres a minute, so they take only 1.9 minutes to travel the 171 metres from ground to level 47 compared to 6.1 minutes for a standard hoist travelling at 28 metres a minute.

Tony Faulkner, managing director of UBS added, "The savings in time that our hoist systems can achieve have long been recognised in the USA where we are regularly commissioned to install them on many of the high profile high rise construction projects.



*The use of the tower saves space and simplifies logistics.*

particular importance in providing a strong backlight position for Centre Court without needing to drive on the delicate surface.

A 72 metre Bronto was used to replicate the BBC's coverage of the Wimbledon Championships, while a 62m unit was used for camera shots over the practice courts.

On Location numerous scissor lifts booms were used as lighting platforms when shooting scenes of a Jumbo Jet in Norfolk and at a period house near Godalming. Bronto 34 metre cherry-pickers provided high moonlight sources while night filming on the streets of London and Brighton.

The film's lighting gaffer, Alex Scott, explained: "In many cases scaffold towers of up to 30ft are used in the film industry, but they do not provide the same levels of flexibility that can be achieved using scissor lifts and booms." The various machines were selected as they provided safe, high, stable and adjustable working platforms for lighting rigs, cameras and effects equipment. Remote controlled lights are also now being used, with this new technology the lights can be easily controlled from the set.

## Gunnebo to launch new chain shortener

Gunnebo Lifting will unveil a new chain shortener designated the MIG 'Midgrab'. The new product makes it possible to shorten a chain leg anywhere along its length, quickly and safely, rather than having to make the adjustment at the top near the crane hook, which entails many time-consuming upward and downward movements of the hook.

The new EN12195 Norm for load-securing and lashing-products entails new, considerably stricter requirements than before. Gunnebo say that this newly developed system exceeds the latest requirements and is more flexible and user-friendly than anything previously on the market.



Liebherr has sold the 1,500th LTM 1030-2.1 to Foslev of France. (L-R) Hans-Georg Frey MD Liebherr Ehingen, Henri Briere owner of Foslev and Jean Claude Dieta Liebherr regional sales manager.

## New 5 tonne chain hoist due in the spring

GIS the producer of high performance electric chain hoists is extending its new range of low noise aluminium casing electric hoists from 2,000kgs up to a 5,000kg model for shipment next spring. Key changes include a low-maintenance and low-wear sliding clutch that is integrated in the rotor. The multiple disk brake in the drive train is now located after the sliding clutch for maximum safety. The brake is capable of holding the load, even if the sliding clutch should fail.

Compact electric chain hoists are used for transportation tasks in low overhead environments. So GIS has also eliminated the need for a lower chain guide to minimise the space the hoist itself takes up, thus maximising the available hook height. The company claims that the smaller models of new hoist design have gone so well that it has been obliged to increase production, with extra shifts to cope with demand. The new products will be on display at CEMAT in Hanover.

## New Hiab XS model and remote controller fro SAIE

Hiab will be unveiling its latest addition to the XS line at SAIE in Bologna, the new model range will be designated the XS111 offering 10 to 11 tonne/metres of lifting capacity. As with other models in the XS line the 111 has compact dimensions, intelligent electronics and strong close-in performance. Hiab have conceived the unit for tough applications using a range of attachments.

The new XSdrive remote control unit offers up to 24 proportional functions activated by the levers on the unit. It will be available on all XS HiDuo series and will eventually replace the HiDrive 4000. The controller can also be connected by cable as an option



New Hiab XS 111 will be launched at SAIE



Six 12 metre long suspended platforms have replaced 90 tonnes of glass in 11 weeks.

## Water ballast used for big Berlin façade job

In 11 weeks 18 workers changed 90 tonnes of glass, 19 km of glass strips and 35 km of seals. During the same period they used 55,000 screws. However, these statistics only cover the 7,500 square metres of the north and west façades of Berlins highest Hotel, the Hotel "Park Inn" located on Alexanderplatz. Gone is the old grey-bluish hotel and in its place a new mirrored building has appeared.

Six suspended work platforms from Geda are at work on the job each of them 12 metres long with a load capacity of 650 kg. Local conditions dictated the design of special roof mounted carriers and given the limited access to the roof, the normal 26 tonnes of ballast weight for each carrier was not practical. So the contractors use water tanks as counterweight. The huge tanks were raised by winch and filled up with water in situ.

With a number of special design features on this job the local Geda dealer worked closely with the rental company providing and installing the platforms, Hebe&Steigtechnikfirma Behnke & Sängner GmbH.

## £75,000 fine for Crane accident

Express Reinforcements Ltd of Chertsey, was fined a total of £75,000 and ordered to pay £10,771.55 at Guildford Crown Court, after an employee was crushed by the counterweight of a crawler crane. The incident occurred on 11<sup>th</sup> March 2004 at the company's premises at Fordwater Trading Estate, Chertsey. Brian Bennett, a 39-year-old lorry driver from Chertsey, was crushed against a metal bench by the crawler cranes counterweight as it slewed. He suffered cuts, grazes, deep lacerations and a broken right arm.

The company pleaded guilty to breaching Sections 2(1) and 3(1) of the Health and Safety at Work Act 1974. A single breach of the HSW Act carries an unlimited maximum fine. Andrew Christian, HM Inspector of Health and Safety, said: "This incident occurred because the lift was not adequately planned for and the lifting equipment was not positioned to ensure a clear work area. It is vital that all lifting operations are planned and appropriately supervised and carried out safely by a competent person.





John Burton of Bobcat (L) congratulates David Weeks of Barloworld.

## Bobcat appoints Barloworld for London, Herts, Kent and Sussex

Barloworld Handling Limited has been appointed as the new dealer for all Bobcat products in London, Hertfordshire, Kent and Sussex. As part of the expansion Barloworld has earmarked substantial investment in new Bobcat equipment and recruited additional sales and service personnel to run the new dealership. It joins the company's existing Bobcat dealership in East Anglia, covering Essex, Suffolk, Norfolk and Cambridgeshire. Barloworld has 650 mobile service engineers 24 customer support centres with 1,500 staff across the UK.

David Weeks, Bobcat Sales Manager at Barloworld, commented: "The enlarged dealership is a tremendous boost for Barloworld as Bobcat provides a highly complementary fit with the other leading brands we represent such as Hyster lift trucks and Tennant cleaning machines. Our regional headquarters and workshop facilities close to the M25 and the Dartford Crossing are ideally situated to serve markets both north and south of the River Thames."

## Bowers and AFI part company

Malcolm Bowers, Sales Director, major shareholder and founder of AFI has decided to "hang up his spurs" and look for new challenges."

Bowers founded the AFI business as Aerials For Industry back in 1998 with financial director David Ridge. In May 2002 David Shipman and Geoff Gibson, who had both previously been with the Lavendon group, agreed to buy into the business. Shipman took over the Managing Directors role, while Bowers became Sales director.

Bowers told Cranes&Access that after 34 years in the access business it was time for a fresh challenge, perhaps helping manufacturing companies looking to break into the UK access market on a consulting basis.



Full story on [www.vertical.net](http://www.vertical.net) Sept 30th.

Malcolm Bowers has left AFI.

## Jardine donate crane to Myerscough

Crane hirer A Jardine and Sons Ltd has donated a crane to Myerscough College's Crane Academy to help in the training of Apprentice Crane Mechanics.

Myerscough's Crane Academy is a specialist training centre delivering Advanced Apprenticeships in Plant Maintenance, concentrating on crane technology and repair. The Academy concentrates on mobile and crawler cranes, with the hope to incorporate tower cranes in the future.

The course is delivered in block release form while students are employed by a Plant Hire Company and apprentices gain an NVQ II and III in Plant Maintenance. A. Jardine and Sons Ltd, is based in North Lancashire and South Cumbria.

A Jardine & Sons donated this PPM from its fleet to Myerscough college



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## Crane Monitor Improves Overload Protection

An improved Crane Safety Monitor (CSM) from Piab of Sweden is aimed at safeguarding crane operations in ports, shipyards, steel works, paper mills and other applications involving heavy duty cycle work. The CSM not only provides warnings when a crane is overloaded or moving outside of its pre set limits, but also monitors the crane's operational conditions, so that it can calculate the safe working period before the next service is required. The operational data can be monitored continuously. Furthermore, the system is self-checking, with any functional faults detected resulting in an overload indication.

*The heart of the CSM from Piab*



Apart from helping to reduce wear and tear on the crane and wire ropes, the CSM unit can be programmed to read out the actual loads on multiple single hoists as well as the sum of loads when several hoists are being used simultaneously.

Piab is also adding additional measures to provide more accurate overload protection for Portal cranes. The system will be on display at Cemmat in Hanover.

## Lifting on board

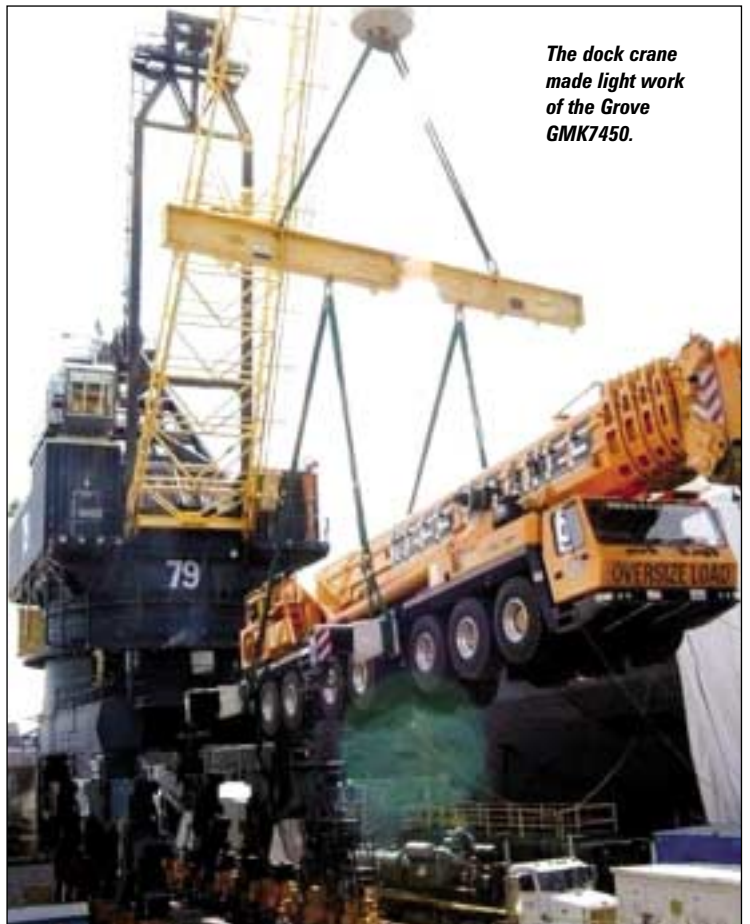
When the US navy needed to replace a mast on board its aircraft carrier USS John C Stennis it need a crane to match the scale of the ship. It hired in a 450 tonne Grove GMK7450 from Ness Cranes of Seattle.

The mast had to be replaced as the mounting of a new antennae would have structurally overloaded the old one. The most complex lift was

placing the crane itself on board, thanks to its weight of over 90 tonnes and its long length.

The first lift on board was the original 32 metre high mast which weighed around 26 tonnes no problem even with 60 metres of boom out. The new mast weighed almost 47 tonnes, and is 35 metres high. The crane was on board for a full month before being removed by the dock crane that dwarfed it.

*The dock crane made light work of the Grove GMK7450.*

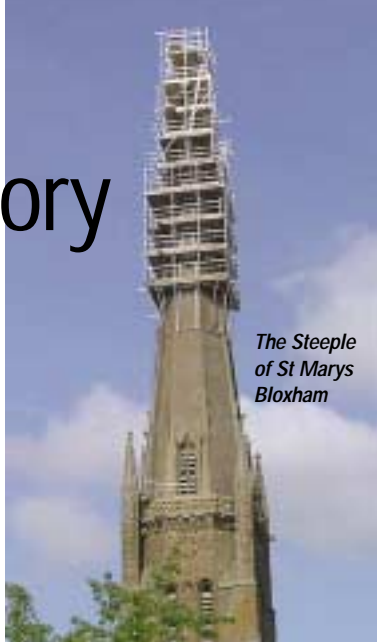




# The worst job in history

A new Channel 4 series: "The Worst Jobs in History", hosted by Tony Robinson includes a look at the job of a Victorian Steeplejack.

The episode was filmed at St. Mary's Church in Bloxham, Oxfordshire and highlights the lack of safety and training steeplejacks encountered back then. Robinson was given a hands-on lesson by Church Conservation Ltd's managing director, Roger Coonie, on the role of the modern steeplejack and how it has changed since Victorian times.



*The Steeple of St Marys Bloxham*

Climbing almost 66 metres to the top of the Church's steeple, Tony, who unfortunately suffers from vertigo, was able to see for himself the massive changes the steeplejack industry has undergone. Injury and fatalities were part of the job for steeplejacks in the 19th century.



*The 60 metre climb is by ladder inside or outside of the steeple.*

These days' steeplejacks are more widely known as Specialist Access Engineers and have their own association, ATLAS (Association of Technical Lightning & Access Specialists) which has helped define the safety standards engineers now use.

Church Conservation Ltd. is currently repairing St. Mary's Steeple using a wide variety of resources including the British Geological Survey in Nottingham. Church Conservation Ltd. will match the existing stone work, helping to protect the history of the 11th century church.

## Premier Equipment used by **Premiership Leaders**



**UpRight International's AB38 electric boom** is a powerful performer. Packed with class-leading compact features, the **AB38 electric boom** with basket rotator has a 13.5m working height, and 6.1m of working outreach.

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## Skyjack SJM3219 bulletins 60 and 77

A number of misleading reports have been circulating regarding a structural failure on a Skyjack SJM3219. The incident which involved a weld failure did occur this summer in the USA and fortunately the two occupants were not seriously injured. The SJM3219 concerned dated from 1996 and was subject to two mandatory service bulletins, one issued in 1998 and the other in 2000 that had not been carried out. The bulletins were very well publicised by Skyjack at the time in addition to its own notifications to all original owners and subsequent follow ups.

In spite of the best efforts of the manufacturer, a number of units remain un-modified and at risk. SkyJack Europe are confident that few, if any, of the units operating in Europe remain unmodified. Grey imports of used machines might be the only exception.

Anyone who is responsible for maintaining aerial lifts should treat such bulletins very seriously, failure to do so could result in a manslaughter charge in the event of an accident. If you have a 3219 of this vintage and it was not officially imported, you should check its serial number with Skyjack. You might also check at the same time that it is properly CE marked!

# Michielsens and Van de Weghe merge crane fleets.

Michielsens and Van de Weghe of Belgium will merge their crane hire businesses into a new crane company trading as Kranen Michielsens. The Van de Weghe family, headed by Roger, will not be operationally involved in the business but will remain as an investor and Roger Van de Weghe will be president of the board of directors.

We understand that 85 of Van De Weghes 115 mobile cranes, will transfer to the new entity. The remaining units will be sold. The new entity has taken on the 150 Van de Weghe employees who were involved with the crane business.

The combined company will run a fleet of 210 cranes, ranging from seven tonnes to 700 tonnes, operating from six depots in Belgium and one in Holland.

The Van de Weghe access, tower crane and forklift rental businesses will remain autonomous and will continue to use the Van de Weghe depots as local bases. These other businesses employ around 200 people.

The new enlarged crane company will be based at a new eight Hectare headquarters in the Antwerp area.

# First Telehandler driver award

David Berwick, from Burton on Trent has become the first person to win Miller Homes' Forklift Driver Awards, after being continually assessed during his work at Miller Homes' Thorpe View development in Ashbourne.

Berwick and his colleagues, entered into the contest six months ago, after Miller Homes and UK Forks created the scheme in partnership, to encourage pride in the job and reduce machine repair costs. The scheme is claimed to be the first of its kind in the UK and requires each telehandler driver to be assessed by their site manager every week. The manager scores each driver for the presentation of their machine, personal presentation, machine operation and lack of damage. The weekly results are



David Berwick with his award, in the background L-R, Louise Greenhoff, a buyer at Miller Homes, Malcolm Ceney, Haydn Davies of UK forks and Stuart Scaife a contracts manager with Miller,

collated every six months and the winner presented with a certificate of recognition and £500.

Berwick has been a forklift driver for 17 years and joined Miller just over a year ago. He says of the scheme: "It's a great incentive and helps to bring us into line with the rest of the site teams, who also have their own incentive schemes. Since it began, I feel that all of the drivers have found a greater sense of job satisfaction in their work."



# Grove open new RT plant in Italy

The Official opening of the new Grove Niella plant in Italy in late September.

Grove has started building Rough Terrain cranes in Italy at a new plant in Niella next to the existing Potain facility. The Grove RT530E is already coming off of the production lines and plans are already underway to introduce small All Terrain models next year. More on the new plant in our next issue.

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- **John Valla**, the son of Valla founder Antonio Valla, has died in the USA. He was a brilliant engineer and played a significant role in building the crane company into the business it is today.
- **Bob Elcome** has resigned from his job at Valla UK. Peter Hird will take over his day to day activities for the foreseeable future.
- **Gil Riley** of **Unic cranes Europe** has given birth to a baby daughter. Olivia Jill was delivered on Monday 5th September.
- **Kevin Bell** has returned to King Trailer after a six monthly sojourn with **Kranlyft** (Kato UK) selling the Maeda mini crane line.
- **Stephen Williams**, has taken over from Kevin Meyers as the Chief inspector of Construction at the **Health and Safety Executive**. Meyers has been promoted to director of hazardous installations Directorate at HSE's Bootle headquarters.
- **United Rentals**, has appointed Martin E. Welch as interim chief financial officer. This follows the dismissal of President and Chief Financial Officer, John Milne last month
- **United Rentals** has reached agreement in principle with its bondholders. It will pay a "consent fee" of \$16.25 per \$1,000 worth of bonds to delay the filing of 2004 accounts to March 2006.
- **The Elevating Work Platform Association of Australia** has formed a telehandler group with the aim of establishing an affiliated association for telehandlers.
- **Loxam**, Frances largest rental company has purchased **Alpina**, the Rouen based specialist access rental company owned by **Patrick Hivet**.
- **BAC Hoogwerkers B.V** has been appointed as the Dutch distributor for **PB Liftechnik GmbH**. The agreement was ratified at APEX. BAC runs a mid sized rental fleet in Holland which includes a number of specialised niche machines, which it also offers for re-rent throughout Europe.
- **Apex/RentX boasts 6,000 attendees**  
The combined APEX/RentX shows attracted 6,000 attendees this year, a modest increase on the show three years ago. However the number of attendees staying for more than one day rose significantly.
- **Dawson-Wam** of Northern Ireland has taken delivery of a 50 tonne **IHI CCH500-3** hydraulic crawler crane for a sewage treatment contract at Pomeroy, Co Tyrone. The crane was supplied by AGD the UK Dealer for **IHI**.

- **Holland Lift** has set up a direct sales and service outlet in France to market its range of specialist self propelled scissor lift platforms. The operation is based at a facility located near Reims in the north east and will be managed by **Mark R.Tracy**.



Mark Tracy

- **Terex** is now offering certain models from its Italian built **Bendini RT** crane range in North America. The models include the 44 tonne RC45 and 60tonne A600 models.
- **The Association of Lorry Loader Manufacturers and Importers, ALLMI** has launched a 10 day Course for instructors. Developed by ALLMI's training standards Committee, the course contains full tuition in Instructional Techniques as well as the additional skills needed for delivering lorry loader training. The course is for candidates with a minimum of two years experience with lorry loaders and who hold a recognised operator's licence.
- **VP** the owner of Telehandler rental company **UK Forks**, and general rental Company, Hire Station, has said that its first half results for the period to September 30th, are satisfactory and in line with expectations.
- **Haulotte** has announced a name change to the **Haulotte Group** and introduced a new modern logo.
- **Ritchie Brothers**, the equipment auctioneers will hold an equipment auction at the Herts county showground near Luton on October 29th, the sale already includes a quantity of JCB telescopic handlers.
- **Ford** has sold **Hertz Equipment Rental** along with the rest of Hertz corp, to a consortium of private equity firms, including Clayton Dubilier & Rice, The Carlyle Group and Merrill Lynch Global Private Equity.
- **First fines for WAHR:** The **Health and Safety Executive (HSE)** has successfully prosecuted a company for breaching the new Work at Height Regulations (WAHR) 2005, after an inspector caught a company working on a roof with ladders in a dangerous manner without having carried out any form of risk

assessment. Michael Mills, trading as **MB Mills General Contractors**, of Cambridge, was fined a total of £3,000 plus costs of £3,517, at Bedford Magistrates Court, in September.

- **Last chance to claim 2004/2005 CITB Grant**  
The UK's CITB has issued a final call for claiming a CITB Grant for training in 2004/2005. The final deadline is 31st October. Registered employers are eligible to claim the CITB Grant even if they pay no levy.
- Marine crane company **TTS Marine ASA** of Bergen, has signed an agreement to acquire Germany's **Kocks GmbH**, Bremen effective October 1st.
- **LEEA, The Lifting Equipment Engineers Association** has moved to new head quarters in Huntingdon. The new premises also include a training centre which will hold courses on the inspection and thorough examination of lifting equipment.
- **IPS** has issued a new parts sourcing catalogue, with a full colour photograph for each of the 2,000 items along with the manufacturers details, it is an invaluable source.



The IPS team launch the new catalogue at APEX

- **Svelt**, the leading Italian producer of ladders, Light Alloy and small tube steel scaffold towers, has placed a consignment stock of products for next day and small quantity UK deliveries with **Alan Drew Ltd**.
- The **Effer Group** owner of Effer loader cranes and **Bizzochi** truck mounted lifts, currently in administration, is strongly rumoured to have been purchased by **CTE** the Italian truck mounted lift producer and Genie dealer for Italy.
- The **SC&RA Crane & Rigging** workshop that was cancelled in September, due to Hurricane Rita, has been rescheduled for November 10-12.

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



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# why bother with Bologna?

c&a

SAIE

**SAIE 2005**  
 SALONE INTERNAZIONALE  
 MULTIMEDIALE DELLA  
 SOLIDITÀ. 12-16 OTTOBRE



*Innovation is everywhere, Telehandler producer Merlo is always good for radical ideas at the show.*

**SAIE, the Italian construction and equipment show, held every year in Bologna, is the largest in Europe this year and promises the usual range of new ideas from the world's most innovative engineers.**

SAIE covers an extensive space with over 1,800 exhibitors, more than 220,000 square metres of exhibit space, spread over 18 halls and six outside areas.

If you are visiting then be warned! Getting lost in the showground is almost a given, and that also makes it one of the most difficult shows in which to find the stand you are looking for. This is particularly true of the outside areas, which are divided up by the large halls where numbers bear no relationship to anything or any order. There are 18 halls and yet the numbers range from 16 to 49. You work it out!

Add to this the fact that the cranes, access and telehandler stands are spread over all six of the outside areas and finding your way around can be a nightmare.

In order to help you we are printing a slightly larger map this year. A good tip is to look at the hall numbers adjacent to the outside area you are looking for and follow signs for that. Hopefully it will help. More than any other show this is one for comfortable shoes.

### So why go to SAIE?

Apart from the wonderful Italian food, wine and the historic city of Bologna,



you will see an amazing variety of innovative ideas. SAIE is also the main mobile crane event in this non-Bauma non-Intermat year. On the Access equipment front, APEX might have been a more dedicated event, but in Italy you will see dozens of small suppliers, lots of new ideas and if you are looking for a low-weight, crawler-mounted boom in the 10 to 20-metre range, or small to mid-range truck mount, this is the place to come!

Telehandlers are also well represented, particularly when it comes to 360 degree models, most of which come from Italy; but the one sector for which SAIE is the holy grail is that of lorry loader cranes. There is no better show for sheer range and variety. All of the main suppliers will be there along with dozens of others. The manufacturers go "hog wild" with their stands, exhibiting just about every product in their range and then some. The majority use SAIE to launch new products and ideas.

A few highlights from each sector.

### Mobile cranes

If mobile cranes are your main interest, this is as Europe's main crane event in



*Italy is becoming an alternative to Japan in for the production of mini cranes.*

2005 and offers the best opportunity to meet up with the manufacturers. Key talking points will be Grove's new Italian plant for rough terrain

*The new Ormig 25tmE 25 tonne electric crane with forks.*





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SAIE is the place to see narrow, low weight crawler mounted booms, no fewer than ten producers will be at the show.

cranes. And if you haven't already seen it, you might catch the 130 tonne GMK-5130 that was due in Bologna last year but never made it.

Tadano-Faun's new G (for global) range of All-Terrain cranes – including the first public showing of the ATF65G, launched this summer – will be displayed in the colours of a local hire company.

Liebherr's entry into the telescopic crawler crane market and its new 72-metre main boomed 200-tonner is still hot news but sadly will not be on display. However the LTM1095-5.1, launched at Conexpo earlier this year will be there, along with the hydrostatic drive, LTC 1055-3.1. Meanwhile Terex has not been sleeping: its improved 160-tonne AC160-2 on five axles, an ideal machine for tower crane erection will not be on show but the AC500-2 will be.

Apart from the main producers, don't miss the smaller companies. This is the best show by far to see pick-and-carry industrial cranes. Ormig, Valla and several other suppliers will be there with a wide range of products. Ormig is launching a new 25 tonne electric crane the 25tmE. Italy is also becoming an alternative to Japan for mini cranes.

### Access

If powered access is your 'bag', SAIE is a great show for truck-mounted platforms, with a vast number of local

producers, most of whom are highly innovative. Companies like Pagliero, which has announced a new 80-metre plus model; Sogace, Oil & Steel, GSR, Cela and many more.

A sector that is becoming increasingly popular in light of the new work at height rules is the lightweight narrow aisle crawler mounted boom lift. You will see a wider selection of these lifts at SAIE than anywhere else in the world.

When it comes to regular self-propelled booms, Italian producers are not the strongest; however, in addition to the market leaders such as JLG, Genie and Haulotte you will see local producers such as Airo and Iteco with new products, along with companies such as Basket, which produce highly specialised and unique models.

### Lorry Loaders

There are more Italian producers of lorry loader cranes than the rest of the world put together. In addition to the big Italian manufacturers, such as Fassi, PM and Effer you will see the international leaders, including Palfinger, Atlas and Hiab along with numerous smaller Italian producers.

### Telehandlers

This is a big show for the likes of Merlo and Dieci the local heavy-weights. Merlo always uses SAIE as a testing ground for its latest ideas. Last year, for example, it showed a unique tunnelling attachment that combined a separate work platform boom with material handling device on the main boom.



*The new Effer 275 features a telescopic hydraulically luffing jib*



Other big producers such as Manitou will also be out in force, although this year JCB, Caterpillar and some of the other general construction equipment producers are giving the show a miss or exhibiting through local dealers.

around 10 minutes. Don't expect any room to move on the bus, as passengers are jammed in like the Tokyo metro. Still there's no need to hold on!

*SAIE is the first public showing of the new Tadano-Faun ATF65G.*



### Other things

Italy is a hot bed for electronics producers and this is a good place to look at remote controllers and overload devices from Italy and elsewhere.. Autec, 3B6, Hetric, HBC and others will all be looking to catch your attention. If you are a manufacturer then the fantastic range of component producers exhibiting, many of them with highly original and cost effective concepts, will be of great interest to you.

### And at the end of the day?

After the show, you first have to get away from the show ground. To do this quickly will be the biggest challenge of your visit. From mid afternoon the queue for taxis is as long as the walk back to town and that is no short stroll! If you are slightly adventurous you might try a bus; lines 26 and 30 go to the city centre, while 10, 35 and 38 go to the main train station. Both cost a Euro and take

In Bologna there's a wide range of superb bars and restaurants to provide refreshment after the ordeal of exiting from the fair and to recover from the miles upon miles you will have walked during the day. Do save some shoe leather though for a leisurely stroll through Bologna's colonnaded streets and picturesque squares after your dinner. It is a beautiful and civilised city at night.

**When:**  
October 12-16th 2005

**Hours:**  
Wednesday - Saturday: 9:00 - 18:00, Sunday: 9:00 - 17:30

**Where:**  
Bologna Exhibition centre

**Admission:**  
Free for overseas visitors on registration

**Getting there:**  
Be warned taxis after the show are a nightmare with lines that don't bear thinking about. The bus is worth the adventure. Cost €1.

*SAIE is also an excellent place to see a vast selection of mast climbers and hoists.*

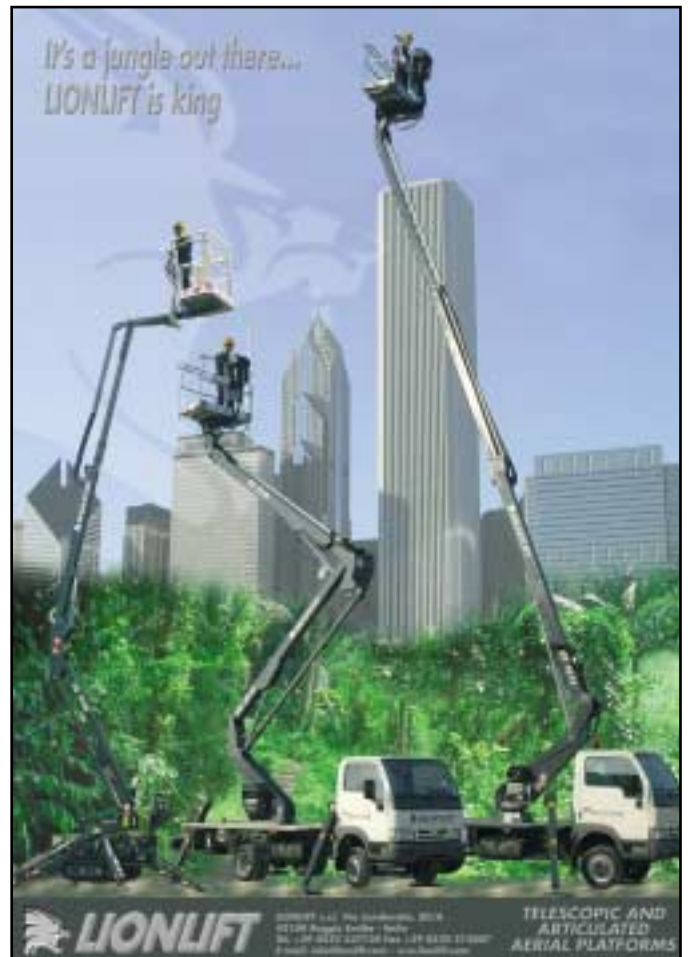


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# IT made easy

Over the years Crane and Access hire "start ups" have grown from the smallest of beginnings to become significant regional or even national players in the industry. As such companies reach a certain size; pressure to get the right systems in place grows. This is particularly true of the IT side of the business, as an operation moves from manual invoicing, accounts and record-keeping to installing computerised systems. We look at how one company, Kimberly Access of Stoke, made the transition and helped develop a system tailored to powered access rental companies.

Established 10 years ago, Kimberly Access now has 30 staff, depots in Stoke, Doncaster and St Helens and a fleet of 600 boom and scissor lifts. Until late 2002 the company was still manually producing hire invoices and statements. At that time there were six employees, the business was growing and resources were being stretched. An IT solution was urgently required.

Company Accountant and Secretary Ian Mayland, had just joined the company at the time: He explains what happened next.

"We made contact with a systems company called Asp hire which already knew the powered access industry and was looking to develop a bespoke IT system that would be very simple to use. We agreed to act as guinea pigs and the system was developed around our operations. Since the system went live at our premises we've given it intensive, in depth field trials, have rolled it out to other depots and have worked with Asp hire to further enhance the software package."

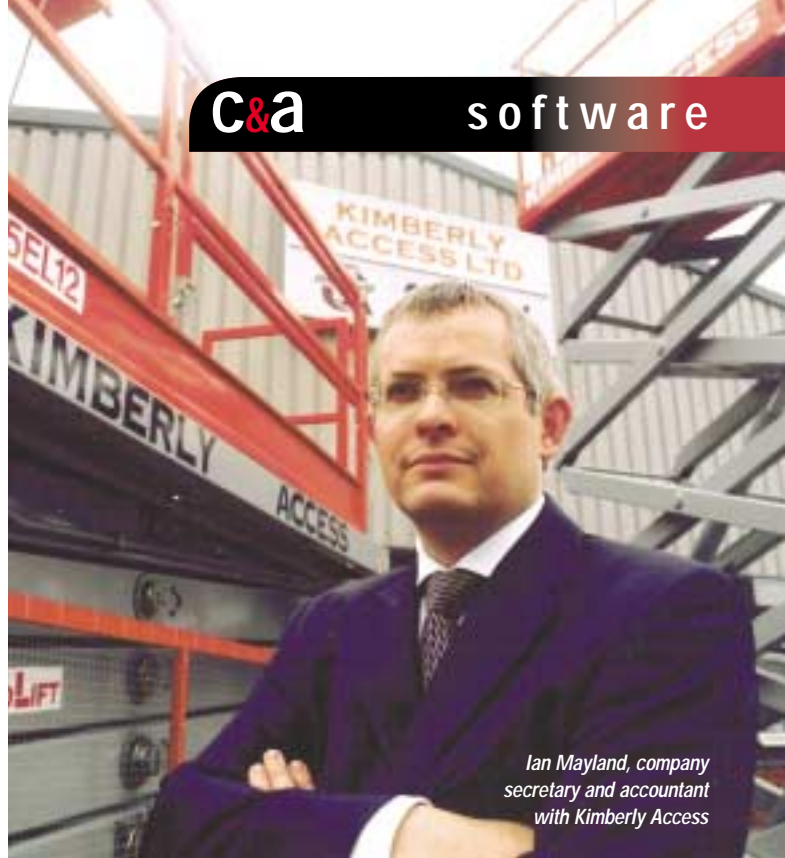
The technical director at Asp hire is Richard Fogg he confirmed that the system has been fine tuned now and



*The Asp hire system is web based and tailored to Access rental completed extensive in-field testing and evaluation with Kimberly. The company now plan to launch it across the plant hire industry.*

Mayland said that before opting to be guinea pigs for Asp hire, Kimberly Access had considered a number of other systems: "However, all were complex and offered far more facilities than you would ever need or use, yet you would be paying for those functions. The system that Asp hire proposed has to be the simplest and easiest to use on the market and is a low cost solution for companies with limited IT resources."

Kimberly Access began to use Asp hire at its Stoke head office and depot before bringing other depots on line as they opened for business. "We are currently three years into a five year



*Ian Mayland, company secretary and accountant with Kimberly Access*

programme of expansion and envisage a further two depots in the next two years and to expand our fleet to 1,000 machines. A typical IT system to support this growth would have cost considerably more than we paid Asp hire" said Mayland.

"The beauty of Asp hire is that it's web-based so there's no complicated software installation to carry out – as a new depot opens, our staff just go onto the internet and in a few clicks they are up and running with the system. Asp hire back up all the data so you don't need to go to the expense of having your own server and you have the reassurance of knowing that your data has been backed up off site in the event of a fire or break in."

As well as handling invoicing, the system will set up and manage customer accounts and hire contracts, and will keep track of a company's hire fleet.

"Every time we expand our fleet we add each machine to the system and give it a fleet number. When a contract is raised the system prints off the machine's inspection certificate and we send this off to the customer to show him that the inspection has been carried out. We inspect our machines every time they come back off hire. The machines are serviced in accordance with the manufacturers'

recommendations and this information is also entered onto the system so that we get automatic reminders about when the next service is due."

The system shows full customer details and also produces delivery and collection notes for Kimberly-Access's in-house and contracted drivers. It identifies rehire machines and shows fleet utilisation both company-wide and from depot to depot.

"We have different levels of access for different staff, for example our engineers only need to look at the fleet listings and the contracts. There's a 'read only' level to prevent any changes being made to data, and there's a higher level that authorises changes being made to hire rates on a contract."

Looking ahead, Mayland is working with Asp hire to find ways to further develop the system: "When the cost of 3G mobile phone technology comes down we are looking at linking mobiles into the system so that our sales reps can call up and look at the customer's details when on site."

"The powered access rental industry is very competitive and you need to sell added value. We are also looking at the possibility of giving our customers limited access to the system so that they can check on the status of their own hires," he said.

# Is this the dawning of a new age for crawlers?

*The new LTR 1100 from Liebherr.*



Crawler cranes have been around since the earliest days of the modern crane. Until recently however their use for routine lift crane work under 150 tonnes appeared to be in terminal decline. The future though for track mounted cranes is looking bright.

**Who would have predicted that in the first years of the 21st century that dozens of the smallest cranes in the national fleet would be mounted on tracks? Or that crane manufacturers would be investing significant sums in developing new crawler cranes or that one of the world's top two crane makers would carry the name of a long established crawler crane company?**

## **Why a telescopic crawler?**

One thing is for sure some of the most exciting developments in the crane business are currently occurring in the crawler crane sector. At the smaller end telescopic booms are finally becoming more popular, with a number of new product launches in the past 12 months. The most notable coming from Hitachi Sumitomo with its 40 tonner and more recently, Liebherr

with its unusual 100 tonner. Both of these cranes are hybrids designed using lower components from crawler cranes and uppers from mobile cranes. The Liebherr in particular uses the highly sophisticated pinned boom from the Liebherr LTM1100, designed and refined to be as long and as light as possible for road mobility. This makes the new crane very strictly a lift crane, and yet the unit, at least in theory, offers the benefits of pick and carry throughout the load chart which can add significant dynamic loading and stresses to the boom structure. In reality it is not practical for such a crane to travel and turn with its heavier loads and certainly not with a long boom extended. So why a telescopic crawler crane? The main benefits over lattice boomed alternatives are of course

much easier transportation, the elimination of boom rigging, the ability to retract the boom when not working, for additional security, the ability to adjust the boom length to suit each load being lifted, thus always working with optimum boom configuration, the capability

to suck the boom in for passage under low overhead obstacles and an increasingly important factor, that of storage space when not in use.

Telescopic crawler cranes are by no means new, they have been built in small numbers since at least the late 1960's when Coles introduced its Hydra crawler 120C as a production unit. While a number of units were sold it was not a success. Since then a number of mainstream manufacturers have produced telescopic crawler cranes from time to time. With the exception of the smaller Mini cranes popular in Japan and increasingly Europe they have largely failed to find a market. Niche producers such as Spandek Inc with its Mantis range have managed to carve out regular business for specially designed heavy duty units and are said to have a 100 tonner on the drawing board. Companies such as Sennebogen and Favelle Favco have also had some success coming at the market with Excavator experience. With more companies offering telescopic crawlers than ever before perhaps their time has finally come?



*An 80 tonne Heavy duty Sennebogen 683 HD telescopic crawler with 42m boom, owned by Van Marercke of Belgium.*



## Good times for UK/Irish crawler hirers

All of the UK based crawler crane specialists we spoke to are having an excellent year. They are seeing renewed interest from contractors who seem to be rediscovering the crawler crane and finding that for many projects they can be more cost effective and versatile than a big tower crane. We highlight two such jobs in our application roundup.

At the top end of the market Crawler cranes dominate and yet it is not so long ago that crane hirers still bought big truck mounted lattice cranes. Such cranes are the rarest of the rare these days. With the use of red diesel on road cranes likely to end soon in the UK, the cost of

moving big cranes around the country will increase substantially, and might give a further boost to mid range crawler cranes. After all, once on site they do offer a number of advantages, from mobility to pick and carry capability to compact dimensions and low ground bearing pressures. With the latest models offering rapid, easy rigging and more compact dimensions, they are now an attractive alternative.

The UK/Ireland crawler crane population hit new all time lows at the turn of the century, but has since stabilised. With renewed interest and a number of large new projects coming on stream such as the Olympics, expect that to change.



A 750 tonne Manitowoc 18000 crawler crane, working with 106m of main boom plus 40m luffing jib, owned by Anhui Electric Power corp of China, is working on a new power station. The heaviest lifts on the job are 10m long four metre diameter tubes, weighing 250 tonnes. Three crane drivers, each working eight hour shifts, keep the crane running around the clock.



## PICK and CARRY

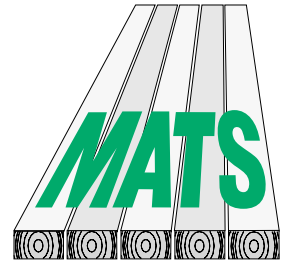
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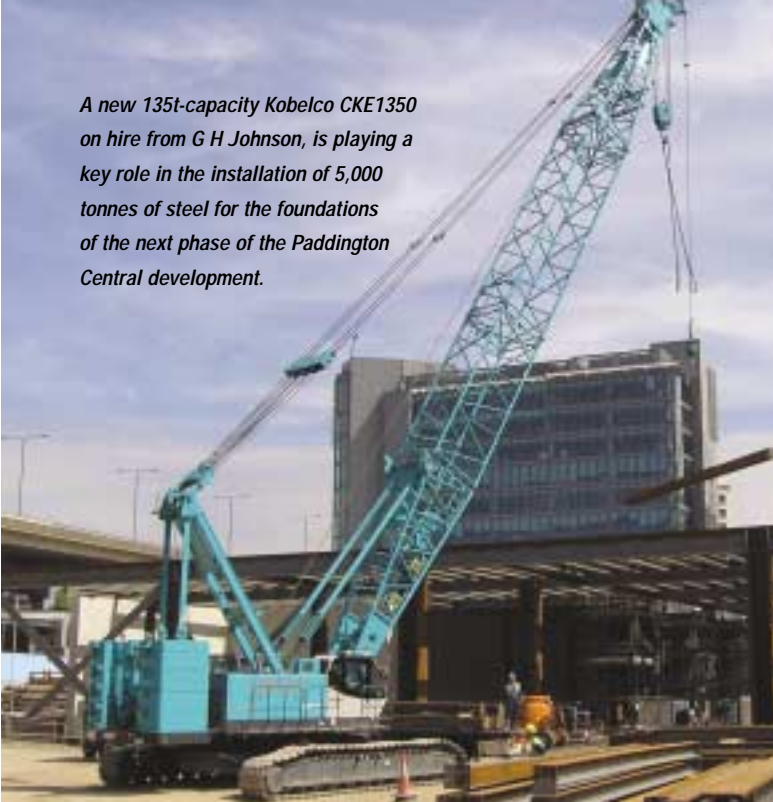
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A new 135t-capacity Kobelco CKE1350 on hire from G H Johnson, is playing a key role in the installation of 5,000 tonnes of steel for the foundations of the next phase of the Paddington Central development.



The 135 tonne Kobelco CKE1350 crawler crane is playing a key role in the erection of the structural steel for the next phase of London's Paddington Central development being constructed by main contractor Bovis Lend Lease for Development Securities PLC. The crawler was selected in preference to three luffing tower cranes, which would have been needed to cover the site, each of which would have required a costly foundation base and its own operator.

The crane is on hire from crawler specialist G H Johnson of Alfreton, to structural engineers William Hare.

The seven-month, £7 million contract for the design and installation of over 5,000 tonnes of steel for a ground level transfer building is well ahead of schedule. The building sits over the future route of an underground tunnel for Cross Rail. A further transfer structure has been constructed at the podium level, above temporary railway sidings, and will form the base for future commercial development.

The site is hemmed in on all sides – between the main railway line into Paddington station, Phase one of Paddington Central, the Grand Union Canal, and the elevated section of the A40 trunk road from which there is just one entrance to the site.

# Hare choose Crawler rather than towers for Paddington development

Structural engineer William Hare has selected a 135 tonne crawler crane for a congested steel erection project in Paddington and is well ahead of schedule.

A slick operation is therefore required to manage the logistical complexities of the contract. With room for just one crane it has to handle both off-loading and stacking of steel sections as they arrive on site, and the whole installation and erection process.

The all-hydraulic Kobelco is equipped with 30.5 metres of main boom and 60 tonnes of counterweight. It has sufficient reach and capacity to unload, stack, lift and install all of the structural steel sections, the heaviest of which, weigh 60 tonnes each.

This crane was selected for the congested site due to its compact (less than 8m square) 'footprint' for

its capacity and its manoeuvrability. The fact that it can be rigged or stripped down by two men in about three hours, without the need for an auxiliary crane was also a factor.

Glyn Johnson of G H Johnson says that he has been so impressed by the crane on this job that he has ordered a second unit for the company's fleet.

This latest phase of the £30m Paddington Central Cross Rail project is due for completion in March 2006. So far, 450,000 sq.ft of commercial offices, 210 private apartments and 95,000 sq.ft of retail/leisure space have already been built. A further 1,150,000 sq.ft of offices and a 200-bed hotel are planned.

## Crawlers chosen for sensitive excavation work

A pre-build study determined that crawler cranes with slurry wall grabs was the least disruptive excavation method for working close to historic buildings.

One of the Netherlands' largest building projects is the construction of the North-South underground line in the centre of Amsterdam. Slurry walls, 120 m long and 48 m deep are being installed at three locations in the Old Town. The job presents a great challenge as the walls have to be erected close to historical buildings. In order to allay concerns over damage from vibration or subsidence, a study was carried out, in order to find the best technology to ensure that no harm would be caused to the surrounding buildings during the construction work. The buildings are being monitored by lasers during the foundation works to detect 'micromotions'.

The study concluded that crawler cranes, fitted with special slurry wall grabs would be the safest excavation method. The contractors, Franki

Geotechnics from Belgium and Cementation Foundations Skanska of Great Britain, brought in four 90 tonne class, Liebherr HS 853 HD and HS 855 HD duty-cycle crawler cranes from their fleets. The cranes are equipped with mechanical as well as hydraulic slurry wall grabs. The heavy duty construction of these cranes including the 25 tonne single line pull of both main winches is ideal for working with the heavy grabs.

The Liebherr HS series of cranes are designed for duty-cycle work the HS855 includes a new superstructure design with a robust extra rigid box design, a larger 400 kW engine and 25 tonne free fall winches. The crawler undercarriage is telescopic, which is a bonus when moving in the congested work area.

*The Liebherr HS855HD duty-cycle crane working with a slurry wall grab in Amsterdam.*



# Tunnel under the Thames

Amec Piling is working on the next phase of the Docklands Light Railway extension which includes boring a new tunnel under the Thames alongside the London City Airport in Silvertown. It is using a crawler crane and grab for part of the excavation work.



*The IHI DCH900, equipped with a heavy grab, is excavating the diaphragm walls to 30 metres.*

The tunnel portals are being constructed with diaphragm walls; Amec Piling has selected a 90 tonne capacity Heavy Duty IHI DCH900 crawler crane equipped with grab to excavate the walls which are up to 30 metres deep in places. The crane has been hired from IHI importer and UK distributor AGD.

The IHI DCH900 is a heavy duty cycle crane specifically designed for this type of work, it is equipped with two x 25 tonne line pull winches with heavy duty clutches and brakes. The grab weighs 12 tons and in addition to removing regular sub soil has to chisel through areas of hard rock in some

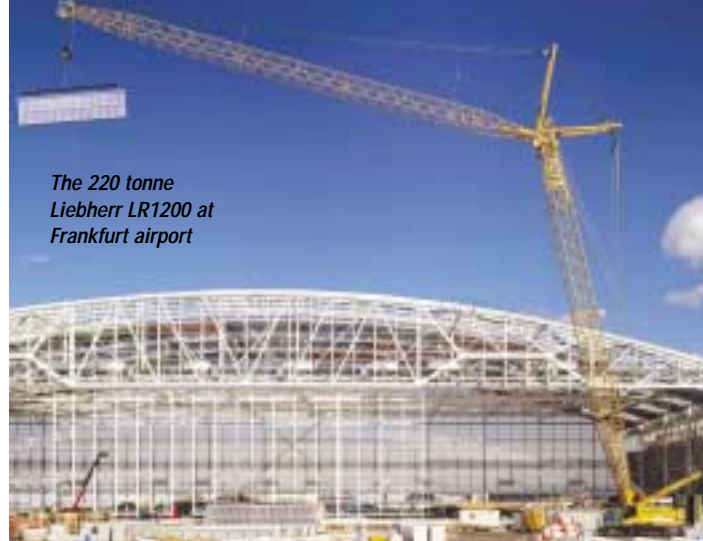
places in order to achieve the required depth. The crane is proving to be equal to the task and has been on site for two months so far, with a further three months of excavation to go.

AGD has also provided an 80 tonne capacity Heavy-Duty IHI DCH800 crane which is fitted with a Soilmec RT3/ST rotary drilling rig belonging to AMEC. The rig is drilling 750 mm diameter piles up to 40 metres deep. In this application the heavy duty 21 tonne capacity winches of the IHI crane are essential for pulling the Kelly bar out of the hole at such a depth.

In addition to the two 'earthworks', cranes, AGD have a further three crawler cranes on site a second IHI DCH800, an IHI DCH700 and an IHI CCH400, all working as service cranes on the contract which is due to run for a further three to four months.



*An IHI DCH800 working with a Soilmec RT3/ST rotary drilling rig*



*The 220 tonne Liebherr LR1200 at Frankfurt airport*

## Crawler chosen for New A380 Hanger

Frankfurt airport is one of the largest in Europe with 50 million passengers a year 460,000 flight movements and 1.6 billion tonnes of air freight. The airport is currently undergoing a major extension which includes a new runway, an additional passenger terminal and a new Lufthansa maintenance hangar for the new A380 long-haul wide bodied aircraft. The first A380 aircraft are due to start arriving in the autumn of 2007, although the hanger is due to go into operations next month. By 2015 Frankfurt will be home to the world's second largest A380 fleet.

With a very strict 53 metre height restriction and a wide variation in the weight and size of building components and the heights and radii at which they were to be placed, the contractor decided on a crawler crane for the lifting work on the new Hanger.

German specialist crane hirer Eisele was called on to provide the appropriate crane for the job. Eisele decided on a new 220 tonne Liebherr LR1200 lift crane for the work. The most challenging part of the job was the hangar roof where the steel elements were 12 metres long, three metres wide and weighed one and a half tonnes. The furthest units had to be placed at a radius of 77 metres. The airports radar system restricted maximum heights to 53 metres so the cranes boom had to be kept at low angles for these long reach lifts,

The LR 1200 operated from a large support area and used its main boom and luffing fly jib during the project. Another feature that appealed for this job was the "Midfall" equipment that allows the crane to carry out two line lifting operations, with additional sheaves mounted within the fly jib.

The compact dimensions and fast self contained rigging and assembly capability of the LR200 proved useful to cope with the wide variety of lifting duties in this project.

## CC8800 at work in Europe

Sarens second Terex Demag CC8800 returned to Europe following its first job in Equatorial Guinea. After completing a petrochemical job in Norway, the 1,250 tonne crawler crane has been working on Wind power projects in the north of Germany. The crane is proving ideal for lifting fully pre-assembled nacelles on to the towers of five MW turbines.

One such project, for Enercon in Emden involved the installation of two x E-112 turbines. One near-shore with the crane positioned on a barge and one on shore. The fully assembled

Nacelles weighed over 200 tonnes and had to be placed on top of 100 metre high towers.

*The Terex-Demag CC8800 prepares to lift a 200 tonne fully assembled Nacelle for placement on its 100 metre tower.*







# Terex-Demag's new 1,000 tonne crawler

Terex-Demag is currently building its new 1,000 tonne capacity CC 5800, the new crane fits into the range between the CC 2800-1 and the flagship CC 8800. The unit offers a maximum load moment of 12,860 metre/tonnes a quick look at the cranes preliminary load charts shows strong lifting capacities in most configurations.

For example in the SSL, Suspended Superlift counterweight, configuration and fitted with 96 metre main boom, the crane can take 300 tonnes out to a radius of 30 metres. The company also claim that the crane will manage its maximum capacity on the 96 metre boom at minimum radius.

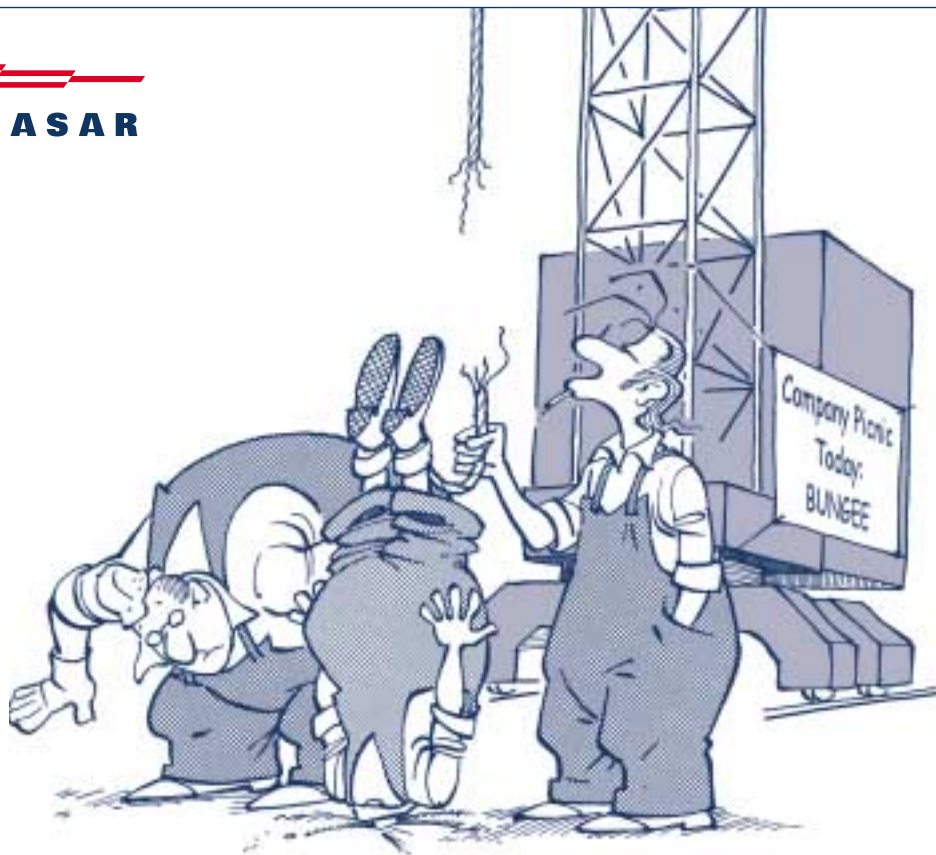
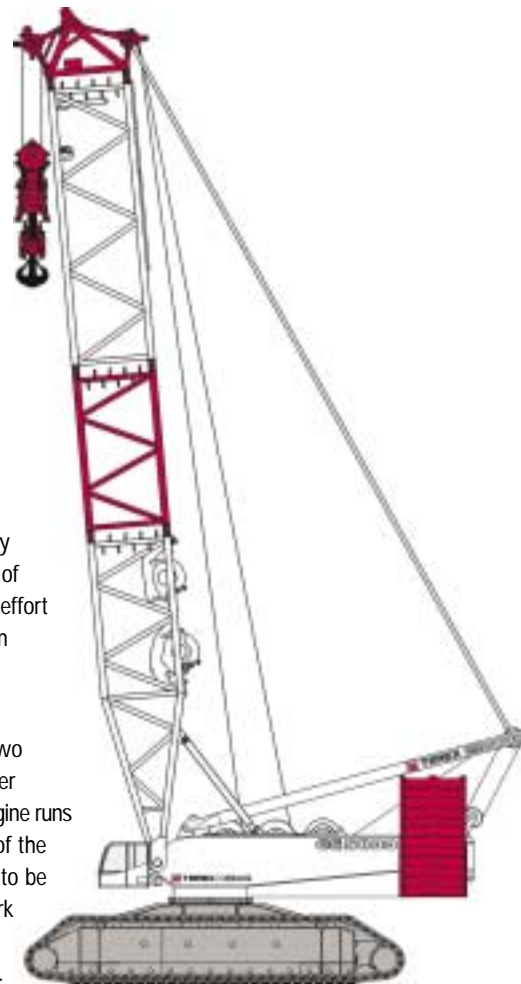
Maximum hook height is more than 200 metres and with a practical working radius of over 150 metres the crane is close to setting new records.

Other technical introductions on this unit include the ability to vary the Superlift counterweight radius, from 12 and 21 metres to gain maximum long reach capacities. The range of luffing jib offsets in SW or SWSL configuration are also significantly greater than existing cranes in the range.

The key feature though that is likely to make this crane stand out from other 1,000 tonne crawler cranes is its overall transport width of only three metres and fast rigging and assembly times.

Terex has also concentrated its effort on simple and easy rigging, with the minimum of assistance. As part of this effort hydraulically assisted boom section pinning will be a standard feature.

The crane is powered by two Daimler-Chrysler six-cylinder engines of 260 KW. Each engine runs completely independently of the other, allowing one engine to be switched off for lighter work duties, reducing fuel consumption and emissions.



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# Can it fit here?



*A nicely designed support platform leaves the road below free for traffic and pedestrians.*

The modern self erecting tower crane is a fantastic piece of equipment. It is amazing how compact a space they can fit into on a congested or awkward site. We bring you a few examples, one of which looks a little suspect.

Two examples illustrate how, pedestrian or even vehicular access can be left completely unobstructed by selecting the right crane and then placing it on a gantry type base.

In the first a classic steel structure engineered for the job, leaves the narrow street below open for all traffic. This format is very common place in southern Germany and Switzerland and yet relatively rare here in the UK or in Ireland. Possibly due to the fact that such self erectors are only now being looked at as a mainstream site handling tool.

The second example on the same theme was spotted in Freiburg, where a local contractor used concrete counterweight blocks to build a platform in order to leave the pedestrian walkway unobstructed. Considering this method looked a little "Heath-Robinson" in its execution, we sent the photo to Liebherr, the cranes manufacturer, for comment. Predictably they said that while the foundation looked a little suspect they could not comment unless they



*Duck!*

saw the calculations and knew the weights involved etc, not to mention the quality of the foundation for the first blocks. The wood panel that acted as an intermediate cover did not impress them.

The third example we have of fitting this type of crane into a congested space comes from Vanson Cranes.

The crane is working in a shopping mall setting. At ground level all shoppers see is a square advertising hoarding taking up a small space and not looking out of place at all. From the upper floors the contents of the box are revealed

it is hiding a self erecting tower crane. Thanks to radio remote controls and the cranes small footprint it can fit into the smallest of spaces.

*On the ground floor all you see is an advertising box.*



*Look down from above and a crane is revealed.*



*A practical solution to keeping the pavement free perhaps, but we thought it looked a bit too home made!*

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# spiders

# multiplying

**The market for self propelled crawler mounted boom lifts with outriggers, often called spider lifts, is growing rapidly as end users find that the compact dimensions great gradeability and low ground bearing pressure are ideal for many different jobs.**

Many years ago while holidaying in a log cabin in Denmark, a man and his brother came up with the idea for an outrigger system for the ultra narrow aerial lifts they wanted to produce. The two constructed a model with the aid of paper clips and eventually managed to turn the idea into reality. The family name of the two brothers was Falck Schmidt, and the machines that they fitted with the unusual outrigger design, became known as Spiders; thanks to the similarity in leg design to the arachnid that crawls around your house.

Today the Spider name is commonly used in many European countries to describe self propelled crawler mounted boom lifts with outriggers. Even when the outriggers bear no resemblance to spider's legs.

### **The number of producers is ballooning**

In the past two years the number of companies producing such products has ballooned, especially

of the smaller units. The concept for these smaller units began in Italy. Although Falck Schmidt robustly defended its patent for the spider leg outriggers, Italian (as well as German) engineers quickly appreciated the benefits and began to copy them. However the concept was, for many years only employed on niche machines, largely for high reach atrium type applications.

Then Oil and Steel and construction equipment producer Hinowa, introduced small 12 metre models with rubber tracks, these small units have themselves, until recently, only occupied a niche sector within the lift market but the new work at height regulations and the sudden explosion in the number of companies producing them, is now rapidly expanding this sector.

Today there are at least 20 producers, 14 of them located in Italy, selling over 50 different models of this type of lift. With such a wide range of products



*The new Basket RQG150 offers up to 8.5 metres outreach,*

on the market and the vast majority of suppliers relatively unknown outside of their home market, the choice is complex.

Hopefully this feature will help highlight the different choices you have when selecting this type of lift, while looking at the type of applications they are suited to.

The market for crawler mounted lifts breaks down at the first stage

*Britain's own manufacturer, Niftylift builds a range of three crawler mounts with nine, 12 and 17 metre working heights. The units have been designed to climb stairs.*



into two different sectors, the big units designed for specialist atrium type work, usually over 25 metres, and the smaller units, most of which are in fact are under 17 metres. The top end of the market remains a very specialised, business, while the bottom end is growing as fast as any sector in the aerial lift market.



*The Bluelift is a relatively new high quality heavy duty lift, with steel platform rather than the usual aluminium.*



*The Oil&Steel Octopussy demonstrates just how compact and tight a package these units can be in transport mode.*



**Why crawler mounted?**

The single biggest factor that has spurred the popularity of this type of lift has been the arrival of relatively inexpensive rubber tracks, now so popular on mini excavators. Rubber tracks allow these boom lifts to be equally at home outside on soft ground or inside on expensive marble type floors where low ground bearing pressure is essential. This is helped of course by the fact that the use of outriggers enables the gross vehicle weight of these lifts to be kept down to the minimum. For example a 12 metre model weighs around 1,400 kgs, less than half that of a self propelled wheeled boom or even a self propelled scissor lift.

These units are also taking market share away from trailer lifts, which in the past have been used for such lightweight applications.



*A Teupen telescopic on an indoor application*

The crawler mounts have the ability to pass through single doorways, are far more compact, in terms of overall length, particularly when the booms are raised. They can travel up fairly steep ramps or even stairs and as we have already said the tracks give very low ground pressures as they spread a similar weight over the full length of the tracks. The original spider type outriggers should also not be underestimated,

they allow the machines to set up on the most extreme of slopes or steps, where it would be very difficult for other lifts to even reach.

When it comes to transportation, they can very quickly be loaded onto a small trailer in the same way as a mini excavator and towed behind a car. Some producers such as Oil&Steel have designed special trailers for their crawler mounted lifts, allowing them to be used from the trailer without unloading, thus combining the full benefits of a trailer lift with the added versatility of a self propelled.

**Take the rough with the smooth**

In addition to indoor work, the small crawlers are well suited to outdoor applications, for example, the new work at height regulations oblige a whole new raft of contractors to consider aerial work platforms in place of traditional ladders. This includes, house painters, gutter, antennae and satellite dish installers and even window cleaners.

Normal self propelled lifts can be pricey given that many jobs might only last a few hours or a day or two at best. Trailer lifts or small truck mounts are a good alternative, but if a lot of the work to be done

is at the rear of a single family home, narrow garden gates, steps or soft ground can prevent them gaining access. In extreme cases access to a rear garden might only be through the house itself!

Clearly alloy towers are a good solution for many such applications, but, if the work requires outreach or the contactor wants to use powered access, the small crawler mount is one of the few products that at least stand a good chance of reaching enclosed locations or other awkward places.

**Tree work**

Another area where the crawler mount has been well accepted is forestry work, the crawler chassis, particularly on the wider based units, can cope with the soft rutted ground and once in place can use its outriggers to level up. The crawlers are even better suited to working on parkland, for local authority work or on golf courses or private grounds, and can be ideal for jobs as diverse as hedge trimming and external light maintenance.



*The units are well suited to urban situations, thanks to the ability to level themselves and their light weight.*





*This new 19m Omme demonstrates the tremendous levelling ability of the spider type outrigger legs.*

When it comes to trimming trees in the street, this type of lift is well suited, although in such cases many contractors prefer the convenience of a van or small truck mount.

Before we leave tree work, the HSE has been quite specific in its guidelines for tree surgeons, the practice of climbing trees in order to prune and trim, should be avoided where possible, and equipment such as powered access used instead. A brief survey we conducted in September however, found that a number of local authorities in the UK continue to award tree pruning work with no reference to the method of access that might be used. In the case of an accident the local authority is every bit as likely to be held liable as the contractor, especially if they have not stipulated that regulations such as the work at height rules and HSE codes of practice should be followed.

### What's available?

If you take a look at the models available it is clear that they break down very roughly into a few key height categories. The vast majority of units under 18 metres are articulated with one, two or three risers, a telescopic boom and an articulating jib. The units over 18 metres tend to be straight telescopic, with large articulating jibs, although one of the largest of them all, the Teupen Leo 50 GT, is an articulating boom.

Concentrating on the smaller units, most producers offer three working heights in the 12, 14 and 16 metre ranges, the vast majority feature overall widths of 800mm or less and Gross weights of between 1,400kgs and 2,500kgs, with outreach of between six and eight metres. Lifting capacities are generally up to 200kgs, with many full outreach is only possible with loads of up to 120kgs. A few units are strictly one man machines with small baskets.

The following companies offer Crawler mounted (spider) lifts.

Manufacturer	Up to 13.5 metres	14 to 16 metres	17 to 25 metres	Over 25 metres
Basket	Yes	Yes	Yes	Yes
Blue lift	Yes	Yes	Yes	No
Cela	No	No	Yes	Yes
CTE	Yes	No	No	No
Falck-Schmidt	No	No	Yes	Yes
Galaxy	Yes	No	No	No
Hinowa	Yes	Yes	No	No
Imai	Yes	No	Yes	No
Italmec	No	Yes	Yes	No
Leader	Yes	Yes	No	No
Leguan	Yes	No	No	No
Nifty Lift	Yes	Yes	Yes	No
Oil&Steel	Yes	Yes	Yes	No
Omme	No	No	Yes	Yes
Palazzani	No	No	Yes	Yes
Polar	Yes	Yes	No	No
Ram	Yes	Yes	No	No
Ranger	No	Yes	Yes	No
Socage	No	No	Yes	No
Teupen	Yes	Yes	Yes	Yes

The crawler mounted lift is as portable as a mini excavator or trailer lift.







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**Determine what you need**

Although the specifications on paper might look much the same, regardless of who produces it, in reality the products vary enormously. Far more so than with more mature lift sectors, such as electric scissor lifts. Some units are lightweight, while others are heavy duty, Working envelopes are quite different due to the wide variation in the lift mechanism designs used and that is just the beginning, the producers themselves range from back yard factories to more full line established companies.

The key is to decide in advance what suits your application. Is up an over reach critical? If so then the units that use two or three risers are the ones to look for, they also tend to be more compact. If outreach is critical the heavier units with single risers or straight telescopic booms are the ones to go for and so on.

If extreme levelling is a desire, then make sure that you select a unit with the more expensive spider type outrigger systems.

**Power**

Power source is a major consideration with this type of lift, most use a Honda petrol engine, although diesel is usually available. An option to consider is some form of electrical power, especially if you plan to use the lift indoors, some machines do have battery power on board, often in a bi energy format, while others offer an AC option, that allows the machine to be plugged into the mains when working indoors and the engine used while outside.

**Where are the big players?**

One noticeable absence in this market sector is the absence of any of the big self propelled aerial lift manufacturers. To some extent this reflects the fact that until a year or so ago this was a small niche and most larger producers are poor at predicting or setting trends. It took more than ten years for the big companies to start moving into small trailer lifts, you can be sure that it will not take as long for them to move into this market.

"If you go down to the woods"



*Once in place the unit sets up, imagine trying to get a wheeled boom into this area.*

*The 42m Falck-Schmidt, owned by Alpina, negotiates a heavily wooded mountain slope in France to reach transmission towers.*





*The R16 can pass through an 800mm gate*

*Once in the back garden the R16 can cover a wide area.*

## Ranger R16 chosen for building maintenance

**DRJones, building contractors of Yeovil specialise in a wide variety of building and refurbishment work, including internal and external decorating, mainly on behalf of local authorities from four branches across the South West. The company recently took delivery of a model R16 narrow tracked access platform from Ranger Equipment of Chesterfield to assist with the painting and maintenance of housing association properties throughout the South West.**

Jones had already experienced some of the advantages of access platforms when hiring them for particular jobs. However, when the company came across the narrow crawler boom concept at an exhibition and discovered its ability

to pass through standard doorways and be towed behind a standard 4x4 vehicle, the decision was taken to purchase a unit outright.

Jones chose the Ranger R16, built by Italmec, which offers a maximum working height of 16 metres with an outreach of up to 6.5 metres. Its narrow tracked undercarriage, only 780mm wide allows the machine to reach almost any working area with ease.

Jones' contracts manager Nigel Gillett said: "The new platform is perfect for our type of work where we often have to gain access to confined back gardens via pedestrian gateways. Once the machine is in place the operator can then usually work on a total of three properties from one position."

### One leg on, one leg off

Within the crawler mounted boom market there are many innovations and product differentiations, one such idea comes from German producer Teupen, it offers a lateral levelling system that allows its machines to level up for traversing slopes, or to set one track lower than the other to cope with a job for example where one track is in the road while the other is on the pavement (sidewalk), a frequent situation with urban tree trimming.

Each track is pivoted from the central chassis on a parallelogram, not unlike the independent suspension on a car. A hydraulic cylinder raises or lowers each track to adjust to a slope, or different levels.

*Teupen offer a lateral levelling system*



# the best yet



This years APEX exhibition, held in Maastricht was by far the best attended so far, both in terms of exhibitors and visitors. We take a look at the news, views and product launches from the show.

**This was the fifth APEX access equipment show since its inception in 1996 and the first under the three year cycle. The combination of a strong market in a non Bauma, non Intermat year seemed to work its magic.**

While the number of companies using the show to launch new products was at an all time high, many visitors expressed a disappointment at the number of "truly new" products on display.

One company that can not be accused of lacking "truly new" product launches was Haulotte; every item on its stand was new, most of them radically so.

It was not only the products that were new the company used APEX to launch a new name, the "Haulotte Group" with a new logo.

The product most visitors were keen to see was Haulotte's first effort at a truck mounted lift. Haulotte has developed a three model line for 3.5 tonne truck chassis, with direct input from its rental company LEV, which operates one of the largest truck mounted fleets in Europe at around 500 units. The three models, the HTB 160, 180 and 200, all of them straight telescopic, offer working heights of 16, 18 and 20 metres.



*The 42 metre Falck Schmidt Falcon sold to Easi Uplifts, for re-rent across Europe.*

Key attributes are compact dimensions, thanks to the use of four section booms, and an optimised working envelope, giving greater outreach for example over the rear. Haulotte has aimed this product range between the lower cost units from the numerous Italian manufacturers and the high specification, higher priced German products. It believes that the combination of a strong standardised product with an attractive price, sold and supported through its company stores will allow it to win market leadership. It is scheduling to build 400 units in 2006 as its first step towards this target.

Other new products included a replacement for the HA26PX, articulating boom, the HA260PX, with a metre more outreach, oscillating axle, more compact dimensions with extendable axles and a new platform overload controller.

Extending the range at the top end Haulotte launched the new HA41PX, its largest platform to date, with a working height of 41 metres. Up an over reach is 16.5 metres, at which height it offers over 19 metres of outreach. Unusually the unit features a four degree tilt alarm in place of the usual five degrees.

A complete surprise was the introduction of a portable push-around aluminium range of lifts that it has designated the Haulotte "Quick-up", seven models offer

working heights of between seven and 14 metres.

Other developments on the stand included a new mast for the Star range of self propelled mast lifts and a 7.3 metre double deck extension platform for its full sized diesel scissors now designated H12, 15 and 18 S, first seen at Platformer Days in August. All offer full 700kgs lift capacity on the extensions, in addition to the ability to carry seven metre cladding panels.

While no other exhibitors matched Haulotte for novelties, many did have

radically new offerings on display, Manitou "previewed" the first of a new electric boom range. The 15AETJ articulating boom, the official launch of which will be at Intermat next year. Key attributes of the new model are its long outreach, with a high pivot height, thanks to a new riser and boom and a Gross Vehicle Weight of under six tonnes.

Genie showed its new 51 ft/15.4metre Z51/30 articulated self propelled boom. The new product is a development of its market leading and long established Z45/25. The base machine has been



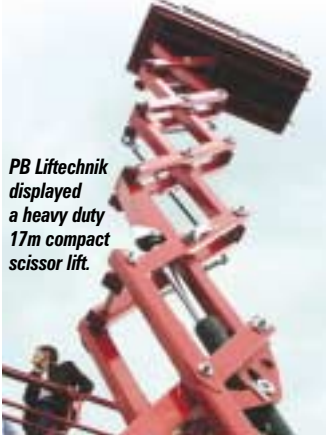
*Matilsa displayed a self propelled boom with its heavy duty levelling outrigger option; the unit on display was sold to Rapid Platforms in the UK.*



*Most visitors were keen to see Haulotte's first effort at a truck mount.*



**PB Liftechnik displayed a heavy duty 17m compact scissor lift.**



refined with the improvements carrying over to the 45. The main difference between the two is the lengthening of the two telescopic boom sections to provide two metres more working height and 1.4 metres more horizontal outreach.

**The newly revitalised Aerial showed a brand new "hot off the line" 19 metre telescopic trailer lift.**



The new model is only being offered in Europe for the moment and has been produced in response to customer demand following the introduction of 51 ft platform height models from JLG and Manitou.

The Genie Z135/70 took the title of largest self propelled lift at the show. Launched in February this new model is already in service with a good number of European rental fleets.

JLG had a wide selection of product on display including the Tow-Pro trailer lift launched earlier this year and its latest telehandlers. In a prominent position though was a rebuilt 60t boom from 1999, which demonstrated the quality levels its French rebuild plant is achieving. Several visitors we spoke to commented that, given the quality of finish and price of the rebuilds they were seriously tempted to invest in such units.

Aichi had suggested that it would unveil details of a new Toyota inspired range of scissor lifts and booms at the show, alas it was not be. However a drawing was on display of its new SP25B, 25 metre 4x4 straight boom which will begin shipping by the end of the year, a key feature is its commonality with the 21 metre SP21A. The 25's boom sections are a little longer and it utilises more counterweight. The result is an 11.7m x 2.43m dimensioned machine with unrestricted working envelope and well proven componentry.

Holland Lift was out to win the award for the most number of machines on the smallest space. It had much to talk about though with three new high reach narrow aisle scissor lifts. The N-195EL12 has a working height of 21.4 metres, with a 1.2metre wide chassis and 500kg lift

capacity, this unit in black was completed just before the show. Meanwhile the company also announced two new 1.3 metre wide machines, the N225EL13 with 24.5metre work height and 1,000kg lift capacity and its bigger brother, the N265EL13, with an incredible 28.5 metre working height and 750kgs platform capacity. Holland lift says it took eight orders for this unit at the show, with first deliveries due in March.

At the smaller end of the market Airo showed a new 4.9 metre work height, single person, self propelled stock picker. The unit features a steel mast and a 90kg capacity adjustable shelf for boxes and the like.

CTE featured a new mini crawler boom lift, the CS135, its first venture into this market. Other such products came from Leader and Sogage with its upgraded Navaho range. Leguan has also ventured

**The new heavy duty crawler chassis for the Leguan 125**



**JLG had the most significant stand and announced record revenues during the show.**

into this growing market with its 125 a 12.5 metre unit, featuring a heavy duty in-house designed and built chassis. We take a look at this type of lift on page 30. At the top end of the crawler market was the new Teupen Leo 50GT.

Aerial, from the UK had a strong presence. On its large stand was a 19 metre straight telescopic trailer lift with entirely different design and styling from other Aerial products. The company claimed that the unit is straight off the drawing board. Fellow Brit, Nifty lift, displayed a new, well finished 15 metre trailer lift, the 150T. While the latest producer from the UK, Ascendant, exhibited its 22 metre truck mounted lift in Facelift livery.

Another new trailer lift was to be found on the Dino stand, its 26 metre 260XTD

lifts and the new Rough terrain models with dual deck extensions were first seen at last years SAIE exhibition in Bologna. The units have been refined and are now in production.



**The new 21 metre lift height N19EL120 one of three new big narrow aisle electrics.**



**Manitou previewed the 150AETJ, the start of a new electric boom lift line.**

offers almost 12 metres of outreach at around six metres lift height. Automatic self levelling is available as is self propelled drive and outrigger setting from the basket. Iteco surprised everyone with a large range of new electric and diesel powered scissor lifts in a totally new corporate livery. The new Micro/mini electric drive scissor

Other new scissiors included a new type of lift from PB Liftechnik, the German based niche producer. The company launched a range of heavy duty, high reach ultra compact units with up to 17 metres working height on a chassis only three metres long and 1.2 or 1.6 metres wide. In spite of the compact dimensions the lifts still offer a lifting capacity of 400 kgs.





The MEC stand was busy throughout the show.

At the other end of the spectrum was the Oxley group with two unusual large platformed self propelled vertical mast lifts. With up to nine metres of working height, available with an air power option, one of the units was displayed with a wheel chair lift, allowing the unit to be used for tasks such as lifting the disabled into aircraft etc...

articulating booms were on display, led by CMC with its unique lift mechanism, which includes a three section main boom, two section top boom and a jib with up to 90 degrees of articulation. The design provides a wide working envelope, from around three metres below ground to 21 metres above with an outreach of up to 11 metres. This is the most compact in this category with an overall length of only 5.3 metres.



Snorkel made a big show, as part of its return to Europe.

tail-swing at virtually any height, while providing over nine metres of up and over reach.

Ruthman made a great deal of its new product launch, the 37 metre T370, the unit offers up to 28 metres of outreach with 500kg lift capacity in a lightweight package.

A number of mast climber producers attended the show, one company,

The 980 mast lift from Oxley



The patented Cicogna, 3.5 tonne truck mounted lift from Leader



Massimo Toni, shows the new fully modular mast climber and hoist system for total versatility in a rental fleet.

Leader also exhibited a patented twin telescopic boom truck mount, designated the Cicogna, with 20 metre work height and 5.7 metre overall length. We understand that RAM, the long established Italian producer, build this unit for Leader.

Finally Pagliero debuted an even more radical design for maximum overreach, its new MX 200 has a three section telescopic lower boom mounted to a low profile superstructure and a three section top boom with pedestal mounted platform. The entire lift



UpRight surprised many with a large stand, including the new self levelling Speed level, and TL50 trailer lift.

While APEX is an access show, two mini crane brands were represented; it seems that access sales and rental companies are more successful with mini cranes than traditional crane hirers. Imai was represented by CTE and details were given of two new models, a one tonne ultra compact unit with a maximum under hook height of 3.4 metres and a five tonne/metre unit, the SPD500C with up to 11metres lift height and 10 metres maximum radius.

The other Mini crane on show was a 295 from Unic cranes Europe sharing a stand with Dakota shine.

Most new product introductions came from truck mount producers, topped out by Bronto with its 89 metre lift, the company also announced that it is



A boom forest from the European market leader includes the new Z51/30.

designing the world's highest lift, with at least a 101metre working height.

A number of new 3.5 tonne truck mounted lifts with dual telescopic

mechanism is constructed from aluminium for minimum weight. The unit measures under 2.5 metres high and six metres long with zero



The new 37 metre Ruthmann lived up to pre show hype.

ASClimber from Spain is headed by Massimo Toni, previously with SAFI, the company has designed a completely modular system, the components of which can be used for both mast climbers and hoists with different tower dimensions.

Iteco showed all of its most recent products in a new corporate livery.





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# Crane meeting stirs emotions

The subject of bureaucracy dominated this year's CPA Crane Interest Group meeting, from fuel regulations to proposed London clean-air rules.

Chairman Martin Ainscough, opening the meeting, asked "What has changed in the last twelve months?" "We have more bureaucracy, which means more cost, but has it made any difference? Are we working safer, are we making more money? Is the industry any better than a year ago? We put up with everything they throw at us, and in my experience, this simply proves that our industry complies, and copes."



Dan Wright of ESDAL presented the web based abnormal load programme

## New web based abnormal load notification

Dan Wright of ESDAL, the Electronic Service Delivery for Abnormal Loads, presented an update on the Internet-based system which held the entire meeting fascinated.

"You currently have to send notification of your movements to the police, the railways, and various other people who are often difficult to identify, it's very easy to get caught out" he said

"The British Waterways Authority alone receives one and a half million movement notifications a year most of them just in case they own a structure on a given route.

The solution he said is the web based database which holds details of every notifiable structure on every route in the UK, with up to date details of who owns every single one of them, and the contact details of the appropriate person. It will put an end to any doubt as to who should be notified about what, because a route traced across a standard map will pick up details of every hazard on that route.

"The idea is to replace all the faxes with the website," observed Wright.

There are thought to be 120,000 relevant hazards already identified, with about another 80,000 to go. These hazards, which probably includes every bridge in the UK, are already registered on the Highways Agency website, and so when a company logs a proposed journey, the software automatically highlights every known hazard on that route.

Logging the route is quite straightforward. The user either enters the address or postcodes for start and finish and the software recommends the route to take, but it also allows for a route to be 'proposed' on something like a join-up-the-dots system.

At the moment a route can be plotted and a list of all notifiable persons who are likely to be affected, printed out. In phase two, next year, simply logging the route will automatically send an email notification to those people.

All a crane owner needs is Internet access and to register for the scheme. Registration forms will be available in a few weeks' time.

## Red Diesel, a loosing battle?

**There is a real risk that the crane industry will lose its fight over the continuing use of red diesel. If so, the best that can be hoped for is a three-year transition period – but there is a small possibility the government may yet be swayed. That was the gist of John Varcoe and Geoffrey Marsh's report on the campaign to keep cranes on the 'excepted vehicle' list.**

The industry had been given the chance to put its views forward, said Varcoe, and had sent in a paper which presented the industry's views.

The major argument has been over whether cranes travelling to and from jobs is 'incidental use' of a vehicle on a public road. The other point is that red diesel is dirty – but that is set to change by 2008.

"We have also pointed out that crane companies will have to install white-fuel tanks in their depots – either that, or fill up at forecourts, which will cause problems to other users.

"So now we have been asked for further information concerning the amount of fuel used on the highway as opposed to on site. "Whether we will win or not, we can't say"

Marsh reported on his meetings with government, "We did not expect much from the Treasury – we know Customs and Excise simply want no red diesel, it saves them the enforcement problem, but we were interested to see what the Treasury says about introducing what is a stealth tax. Our industry is a soft touch which won't cost too many votes. We are

just not like the French, who protest immediately and are then protected by subsidies – perhaps we don't protest enough."

Marsh urged all crane hirers to write to their MPs. "It is up to everyone to do this, and turn it into a political situation if we can, to heighten awareness. I stress – heighten the awareness, because if we do have to educate our customers to pay more, the awareness will already be there."

"If we do get thrown off the list, and we have to turn to white diesel, then we are facing a major cost hike – and this industry is not famous for its ability to pass costs on."

Colin Wood of the CPA was asked about support from other trade associations. He said that the Construction Federation had been warned that crane prices would go up, but the crane industry's poor record of fighting for price increases, caused little response.



Geoffrey Marsh reported on the battle for red diesel.



# The HSE warns on crane hire without a plan

The HSE presentation came from Sue Thompson "There have been 18 fatalities associated with lifting since 1999," she reported. "Information from all spheres of the industry says that better planning of lifting operations is still needed.

"We want to improve the planning of lifting operations, and we want to know that lifting is understood and properly managed. You may say you've got that covered, but we have a lot of evidence gathered after accidents, showing that wrong equipment was used. We believe that many small companies don't have a handle on this or on the role of lift supervisor or appointed person"

Some lifts are still carried out under crane hire rules without planning, by those not competent to perform it. We have visited 21 crane hire companies to check on procedures to assess the competence of customers. We asked what

questions they asked to determine the use of the right crane, whether they looked for a written lifting plan when they arrived on site, and what their operator would do if he thought the site was unsafe.

"We found that there was no need for enforcement action. Operators were well trained and new entrants under close supervision. We found that staff understood the difference between contract hire and crane hire."

What did concern her, she said was the view that some hirers have, that refusing a crane hire when in doubt wasn't realistic and would simply send business down the road to someone else.

"So in some cases, cranes go out under crane-hire and if there is no plan, the operator assesses the situation, and if satisfied, does the job anyway. In effect this is a contract lift without a plan!

This might be a good service to the customer, but it doesn't leave the hirer in a good position. "In the event of an accident on such a lift, the hire company would have a difficult time claiming they were not responsible, if their man on site had worked on his own initiative.

She concluded that apart from this problem, her team had come away "with a picture of an industry making progress. In 2005-6, we are looking at tower cranes, while in 2006-7, every field visit will look at slinging, lifting, and planning."

## Appointed person & Crane Supervisor instructors

Peter Brown reported on the Appointed Persons and Crane Supervisor instructor programmes.

"We have only received 62 applications from instructors, many of them already delivering training. 40 of them were approved to take the test, 28 tests were actually undertaken, and of those only 12 passed" said Brown.

"So why was there such a low pass rate? Not because the standard had been set too high, it seems that many candidates were just not sufficiently prepared. Additionally too many people are being sent for training as Appointed Persons who had never seen a crane before".



## Crane apprentices

Myerscough College, the Lancashire further-education site was the first to open a training facility devoted to the crane and lifting industry.

"We are one year on, and have had a successful year," reported the college's Jack Holden. "We've taken on 36 apprentices – the first were from the Ainscough group, and now another twelve companies have sent apprentices to us.

"A Jardine and Sons have donated a crane and Briggs & Stratton have provided 60 engines to be stripped down and rebuilt. Ainscough has provided components, and JCB Transmissions has provided axles and gearboxes, Liebherr has also donated engines.

Ainscough reported that the first year of an apprentice's training effectively comes out at a zero cost thanks to the grants available. While the second year does cost, by that time, the apprentices are contributing enough to the company for it to be cost-effective.

## Work at Height regulations for cranes

Work At Height regulations, and how they affect mobile cranes was presented by Tim Watson. "Over 50 percent of serious injuries are from falls of below two metres – and there were 2,330 of them in the year 2003-4." This, he pointed out, raises the question of rigging on even the smallest crane, and involves virtually all maintenance and inspection work.

"The ways of minimising risk are to avoid work at height if possible, If not prevent falls by guard rails, and third, minimise the risk or consequences..

"It is up to us to come up with sensible guidelines how we do this, or we will find ourselves in a situation I have actually heard of – onsite safety officers demanding scaffolding around a vehicle before you load it, which is plainly bonkers.

Some companies have already fitted holding brackets for ladders and attachment points for harnesses.

## London and its Clean air rules – Jan 2006!

Although it is a serious issue, there was disbelieving laughter when John Varcoe highlighted clean-air legislation on London sites. The Greater London Authority said earlier this year that it wants all diesel powered construction plant to be fitted with particulate filters and to run on ultra-low sulphur diesel by the end of 2006.

The idea comes from PRECIS (Partnership in Reducing Emissions from Construction Industry Sites) which wants the UK to lead the way by immediately adopting a European directive that requires compliance by the end of 2010.

"PRECIS is a partnership of quangos and researchers which has produced a code of practice," said Varcoe. "Neither the CPA nor the Construction federation were informed – which means they're planning on reducing emissions on construction sites without telling the construction industry!

"London is now proposing that from next year diesel-particular filters are fitted and ultra-low sulphur (red) diesel, which is not yet available in this country be used! "Mobile cranes are on the list of equipment to be fitted with these things, and we have thoroughly condemned it.

"The deadline means that every tender from January 2006 is going to be subject to this, and it is reported that equipment without fitted filters will not be allowed on site.

"There are already moves to introduce it in Birmingham, Bristol and Manchester" More disbelief followed when proposed installations were shown, they appeared totally impractical. The CPA is following a technical line to try and obtain an exception for cranes.



John Varcoe covered Londons new Clean air rules

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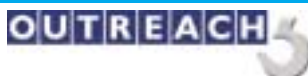
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# Training for attitude

**Editor Ian Boughton, recently attended an ALLMI training course in Devizes and reports back on his findings and impressions.**

What exactly is modern lorry-loader training and assessment intended to achieve? Here is a surprise for deskbound managers – today's kind of training produces a far more well-rounded, efficient member of staff than ever before. Ian Boughton of Cranes&Access experienced part of a two day ALLMI course first hand and was impressed to find that instead of simply being

about putting people in the position to go on site and feel confident about assessing a job and deciding how to do it.

"I try not to even talk about 'failing' anyone," he adds casually. "That's not the point of training. Although part of my job is to assess them, I also want to build them up to the point where they are capable and confident of taking responsibility."



*Dave explains the emergency stop and control panel*

told 'this is how to work a lift', the trainee can now expect to leave an ALLMI training course feeling good about the way he does his job.

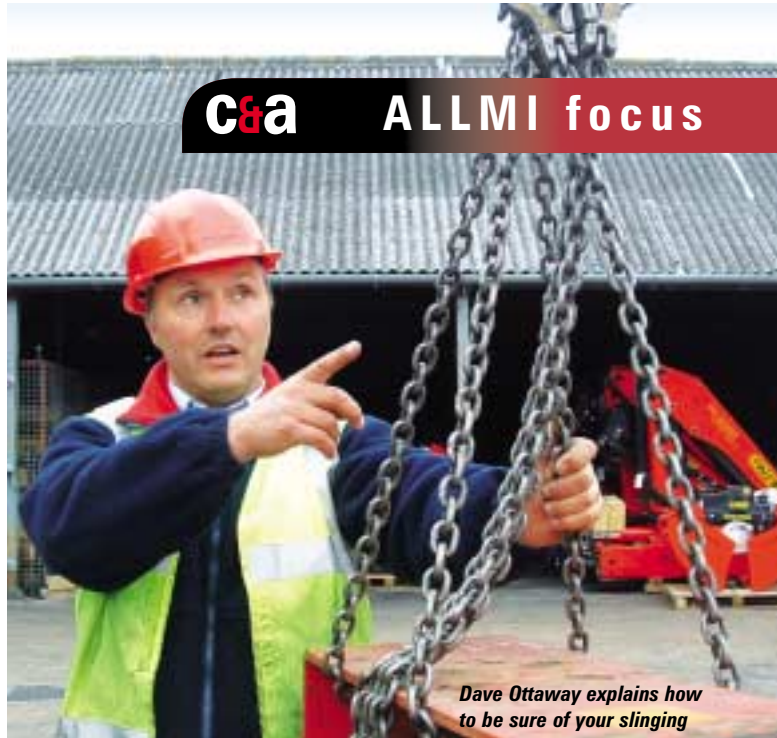
Certainly, training still involves theory and practical work, written papers and practical tests, and there are still certificates and proficiency cards to be won. The ALLMI training manual in itself is a superb piece of work in the conventional way of training. The big difference is that pass-marks and a piece of paper are seen as only part of the end result, second to the main aim of producing a capable and assured operator.

"Training is now about much more than just showing someone how to put a crane up and down," explains assessor Dave Ottaway. "It is now

Ottaway is a training manager for TH White, and is one of the experienced hands qualified to train and assess on behalf of ALLMI. He is politely insistent that the whole point of his job is about making crane operators feel confident to work in practical site conditions.

It's because of this that he dislikes even talking about the concept of one-day or two-day courses.

There is, he says, more to it than concentrating on the number of days, "It's about getting them to go away with the skills that will allow them do their job with confidence. Why does he put such stress on that word 'confidence'?" It is, says Ottaway, because lifting involves a lot of responsibilities, and what a trainee really needs to know is how



*Dave Ottaway explains how to be sure of your slinging*

to cope with the all-round situation of his job. This will almost certainly involve hazards which are not usually covered in exercise books, such as standing up for himself on site.

"There can be massive pressure on site," says Ottaway sympathetically. "If the customer says 'put that load over there', and the driver knows it can't be done, he has to have the confidence to say 'no'.

"It can be intimidating. One operator against half a dozen senior site engineers is a very difficult situation, and as 90 percent of clients have no lifting plan, there's a lot of responsibility placed on the driver. He needs to be confident enough to assess a site and decide what to do, knowing that nobody else can tell him what he should or should not do with his crane.

"A typical line he is always faced with is: 'well, the last guy did it'. This can be very difficult – but if we produce an operator well-trained enough to know that it's impossible or unsafe to put a pack of Sugar Puffs where the customer wants it, never mind a load of bricks, then he can confidently say 'I won't do that, but here's a suggestion...'



This, says Ottaway, is the key to modern training. Trainers who can show that they understand the real world can develop a better relationship with their students, and as a result, students appreciate the real value of the everyday processes, and come to understand how fluency in good basic procedures and best-practice habits will equip them well in the hurly-burly of life on a real site. Training in a peaceful classroom simply doesn't equip an operator to deal with clients, the police, traffic, and uncontrolled kids, when it's pouring with rain and the daylight isn't good.

It is this realistic support which Dave Ottaway believes will best repay the employer's cost of training by producing operators who will do a really valuable job for their company.

Do employers appreciate all this? Do they see the benefits of creative modern training, or do they simply still bellyache about the cost of losing a man for two days?

"It is very important for employers to realise that we are training a guy to get the best out of his crane, which means he is giving the best productivity, and giving the customer the best impression of his company," says Dave Ottaway.

"For the employer, there's a lot more benefit to be had from training than thinking you're paying for it just because you have to!"

*A confident lift - Dave closely watches a couple of tonnes of scrap.*



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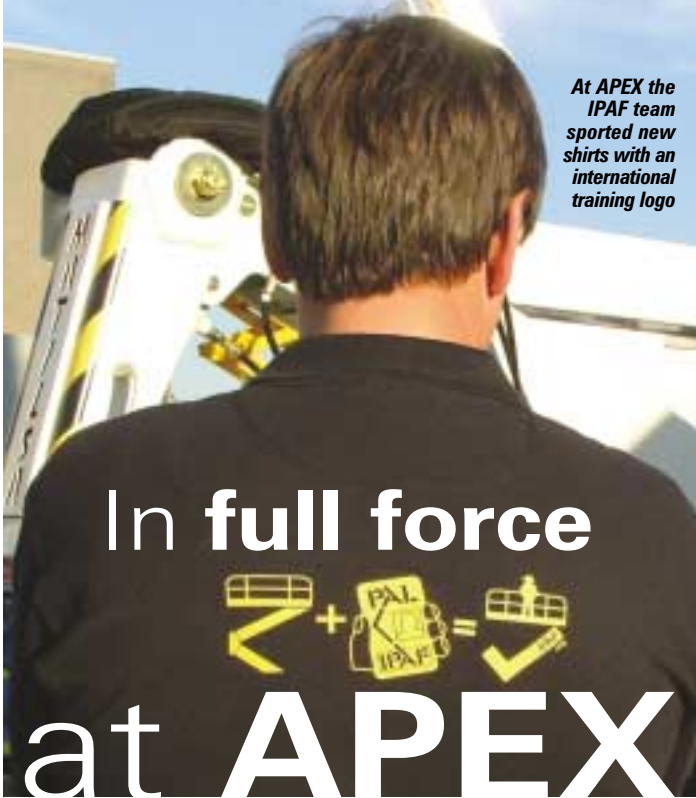
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At APEX the IPAF team sported new shirts with an international training logo

## In full force

  
at APEX

There is a straightforward solution for companies in the powered access business who want to reduce risks: training that teaches platform operators about risk assessment, equipment selection and effective use. IPAF Managing Director Tim Whiteman highlighted the need for training in his talk *Can untrained workers operate aerial platforms?* during the APEX conference in Maastricht last month. "We firmly believe in a voluntary, industry-led training programme backed up by legislation," he said.

IPAF used the event to launch a number of new products and initiatives, including

a training DVD that features digital animations of moving machines and new training courses for mast climbers and telescopic handlers (when used to lift people). These were actively discussed during the meetings of IPAF's Mast Climber (MCWP) and Telescopic Handler Committees. The courses are expected to be launched by year end.

At the Manufacturers' Technical Committee meeting, a working group was formed to establish procedures for manufacturer members in the issuing of product alerts and to provide tools for sharing such information.

## Scottish funds for training

Scottish Enterprise, Scotland's main economic development agency, is subsidising 50 per cent of the IPAF operator training course fees to help Scottish companies train their staff in the use of powered access equipment and mobile elevating work platforms (MEWPs). IPAF is supporting this programme through its network of approved training centres in Scotland. The programme is open to Scottish companies and runs until 2008. More details can be found at [www.ipaf.org/scottish.htm](http://www.ipaf.org/scottish.htm).

## PDS generates high interest

Close to 170 instructors attended the IPAF Professional Development Seminar on the 8th September in Manchester. Chris Gallagher of the HSE Safety Unit addressed how the work at height regulations will affect the industry. The current draft of the BS 8460 Code of Practice for the Safe Use of MEWPs was covered by Tim Watson of the IPAF/CPA Powered Access Interest Group and Chris Wraith of Nationwide Access presented the new IPAF course for the loading/unloading of machines.

The positive outlook for MEWP use and training also came across during the seminar. Training centres without rental activity reported that some 60 per cent

of their customers now come from outside the construction sector. Rental companies with IPAF-approved training centres are still geared towards

construction, which covers more than 50 per cent of training demand.

Rupert Douglas-Jones, IPAF International Training Manager, and Giles Councill, IPAF Scheme Auditor, presented updates on the new operator course, course material and electronic application system. A CD with the updated IPAF training operations manual will be sent out to training centres in October. At the seminar, IPAF again highlighted its call to the industry that sliding mid-rails must not be tied up.

C&A

IPAF news

## IPAF works with the HSE to boost training

"Need to do building maintenance work? Think about using mobile elevating access platforms and don't use ladders for all jobs". With this message, the Health and Safety Executive (HSE) and IPAF are working together to promote safety by giving small and medium-sized construction firms an incentive to get their staff trained. IPAF vouchers that give course participants a £10 discount at participating IPAF-approved training centres are being distributed by the HSE. Participating IPAF centres are listed at [www.ipaf.org/hse.htm](http://www.ipaf.org/hse.htm), and the vouchers are valid until 31 March 2006.

"The benefits of powered access are particularly relevant to specific trades such as decorators, electricians, plumbers, and general building maintenance," said Richard Lockwood of the HSE.

"The work at height regulations make it more important than ever for employers to ensure that their staff have received proper training." The HSE started a trial campaign in September at 14 Dulux decorator sites around the country. If successful, the promotion will be extended to other suppliers and trades.

"IPAF is delighted to be working with the HSE to promote the safe use of powered access by new users," said Tim Whiteman, IPAF Managing Director. "The plan to reach 50,000 painters/decorators over the next seven years will undoubtedly save lives and enable more people to work safely and effectively at height."

IPAF are supporting the HSE's efforts to promote the use of MEWPs with small to medium businesses.



**£10 discount voucher**  
on IPAF operator training  
**Don't take chances on work at height**

IPAF supports the HSE's campaign promoting MEWPs as a safer alternative to ladders at height. The HSE is offering a £10 discount voucher to all IPAF approved training centres. The voucher can be used to pay for the first 10 hours of training. The voucher is valid until 31 March 2006. For more information on the HSE's campaign visit [www.hse.gov.uk/height/](http://www.hse.gov.uk/height/). The HSE is also offering a £10 discount voucher to all IPAF approved training centres. The voucher can be used to pay for the first 10 hours of training. The voucher is valid until 31 March 2006. For more information on the HSE's campaign visit [www.hse.gov.uk/height/](http://www.hse.gov.uk/height/).

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## Lower premium increases in 2004, but don't sit back

The increase in insurance premiums slowed significantly in 2004 to seven percent for employer's liability (EL) and four percent for public liability (PL) and professional indemnity (PI) insurance. In contrast, average rises in 2002 were 50 percent for EL, 30-40 percent for PL and 30-60 percent for PI. These findings are from the Office of Fair Trading's UK liability insurance market follow-up study, to which IPAF contributed.

The OFT noted in its June 2005 report that the lower premium increases should not give rise to complacency. Government and industry must continue to take initiatives to improve the way markets work, in order to promote long term benefits.



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The compact Service Tracker marries up with a rugged Palm held PC



## Keep accurate reports without the paperwork

OEM has launched its Service Tracker system onto the European market. The system maintains service and inspection reports, along with inspection warnings and a wide range of other information tracking, without the need to fill in traditional paper forms.

The product comprises a very compact unit that mounts on to the machine, it records machine usage and maintains a full service and inspection record. The device is used in conjunction with a palm PC, which transfers data using an infra red connection. The data can then be transferred to a company's IT system.

An example of the use of the system is as follows:

A lift, crane, telehandler or other machine is purchased, The tracker, via the palm, prompts the mechanic through each stage of the installation

inspection recording the inputs. The machine then goes out on rental, the delivery driver can record the hand over process step by step including, if desired, the addition of digital photos of the machines condition.

In the case of a breakdown, the visiting engineer records the problem and the steps taken to verify it. When the unit is off-hired, the collection driver can record a simple check and if a problem exists add a digital photo. On return to base the machine is inspected, and once again the device takes the engineer through the inspection with all points automatically recorded as he goes.

The system will also warn of up to seven different service intervals, allowing items with different inspection periods to be phased along with six monthly inspections etc..

## New ever more compact Chargers

Sevcon, the Anglo American producer of motor control systems has entered the mobile battery charger market with both custom units for OEM's and models for the replacement market.

The new chargers, build on technology that has been coming into the on-board charger market for the past five years, but Sevcon has taken it a step further in terms of compact dimensions, performance and price.

The charger is fully sealed and potted to cope with pressure washing and long term climatic abuse. It can automatically handle AC power from 90 volts up to 260 volts with a tolerance level of plus or minus 15 percent making it viable for all markets from Japan to Europe.

The charger also overcomes another problem, the heavily sulphated battery that is totally devoid of power. The charger will "break through" and start charging without risk of short circuiting.

Once running, batteries are subjected to a four phase process, starting with a rapid "Bulk charge" that takes the batteries to the "gassing" stage, it then switches to a "completion mode" until the battery is 80 percent charged to prevent rapid water consumption and protect battery life. Finally comes an Equalising mode to balance the cells and help remove plate deposits. This is a shorter phase prior to the fourth closing phase.

The chargers are fitted with internal timers that prevent damage if the unit is left plugged in for long periods. The retro fit models are distributed through IPS.

The Sevcon charger offers new levels of performance with a compact size and attractive price.



# Scissor lift load limiter

At APEX last month, German company Moba displayed a highly accurate system for measuring the load on scissor lift platforms.

The system, which is ideally factory fitted, is likely to be less costly, more reliable and more accurate than anything currently produced that truly meets the requirements of EN280.

This product effectively makes accurate platform overload sensing on a scissor lift, "state of the art".

The system uses four very simple internal parallelogram load cells, which are mounted under the four corners of the main platform, between the top pivot points and sliding/rolling channels, and the deck. A few millimetres of extra height is required to allow the load cells to move as they are loaded/unloaded.

The four cells are wired into a processor which can then measure the precise load, no matter where it is on the platform and calculates the centre of gravity for the load, warning when this passes outside of the platform for any reason.

The Moba load cell for scissor lifts is highly accurate and offers a wide potential of extra features.



The system intelligently monitors the input from all four cells and can detect a fault or abnormal input, thus creating "redundancy" or fault detection at a much lower cost than building dual circuits into each load cell.

While the system is less costly than the components suggest, at between €500 and €700, it is still a high percentage of a small scissors cost. The Moba system does though, offer users and manufacturers a range of additional features that might help justify its cost. For example, the system maintains a record of maximum loads applied to the platform, thus in the case of overload damage, it provides irrefutable evidence, allowing the damage to be invoiced to the end user. Such data can also be used as part of the six monthly inspection. The system will also detect negative loads, and can be made to cut out should the platform hang up on an obstacle. Theoretically it might also be set so that any change in the load during lifting, suspends the lift process, thus helping prevent the crushing of personnel against overhead beams etc, which still claims several lives each year.

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Fax: +44 (0)1327 311224

## EXCON

Indian construction equipment show  
November 30-December 4, 2005  
Bangalore, India  
Phone: +91-44-52444555  
Fax: +91-44-52444510  
E-mail: excon2005@ciionline.org

## CeMAT 2005

October 11-15, 2005 Hannover,  
Germany  
Tel: [49] 511 89 31130  
Fax: [49] 511 89 32654  
e-mail: cemat@messe.de

## SAIE 2005

Italy's premiere construction  
equipment exhibition  
October 12-16, 2005  
BolognaFiere, Bologna, Italy  
Tel: [39] 051 282111  
Fax: [39] 051 6374013  
e-mail: saie@bolognafiery.it



## Batimat

French building and construction show  
7 - 12 November, 2005 Paris, France  
Tel: +33 1 47 56 51 84  
Fax: +33 1 47 56 51 93  
e-mail info@batimat.com

## The Hire Show

January 25-26, 2006  
Excel, London, UK  
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Fax: +44 (0) 8451 276113  
e-mail: thehireshow@btopenworld.com



## The Rental Show 2006

American Rental Association  
show and convention  
6 - 9 February, 2006 Orlando, USA  
Tel: + 1800 334 2177  
Fax: + 1309 764 1533  
e-mail info@therentalshow.com

## Intermat 2006

International construction  
equipment show 24 - 29 April, 2006  
Paris-Nord Exhibition Centre Paris, France  
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Fax: [33] 1 4968 5475  
e-mail info@intermat.fr



## SED 2006

UK Site Equipment Demonstration  
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Fax: (44) (0) 208 652 4804  
www.sed.co.uk

## Bauma China

Bauma in Shanghai  
November 14-17, 2006  
Shanghai, China  
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Fax: +49 (0)89 5107506

## Bauma 2007

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## Construction and Mining Expo

Construction & Mining Expo Perth  
April 6-8, 2006 Perth, Australia  
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Fax: +61 (0)3 9567 4261  
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LIBRARY PICTURE  
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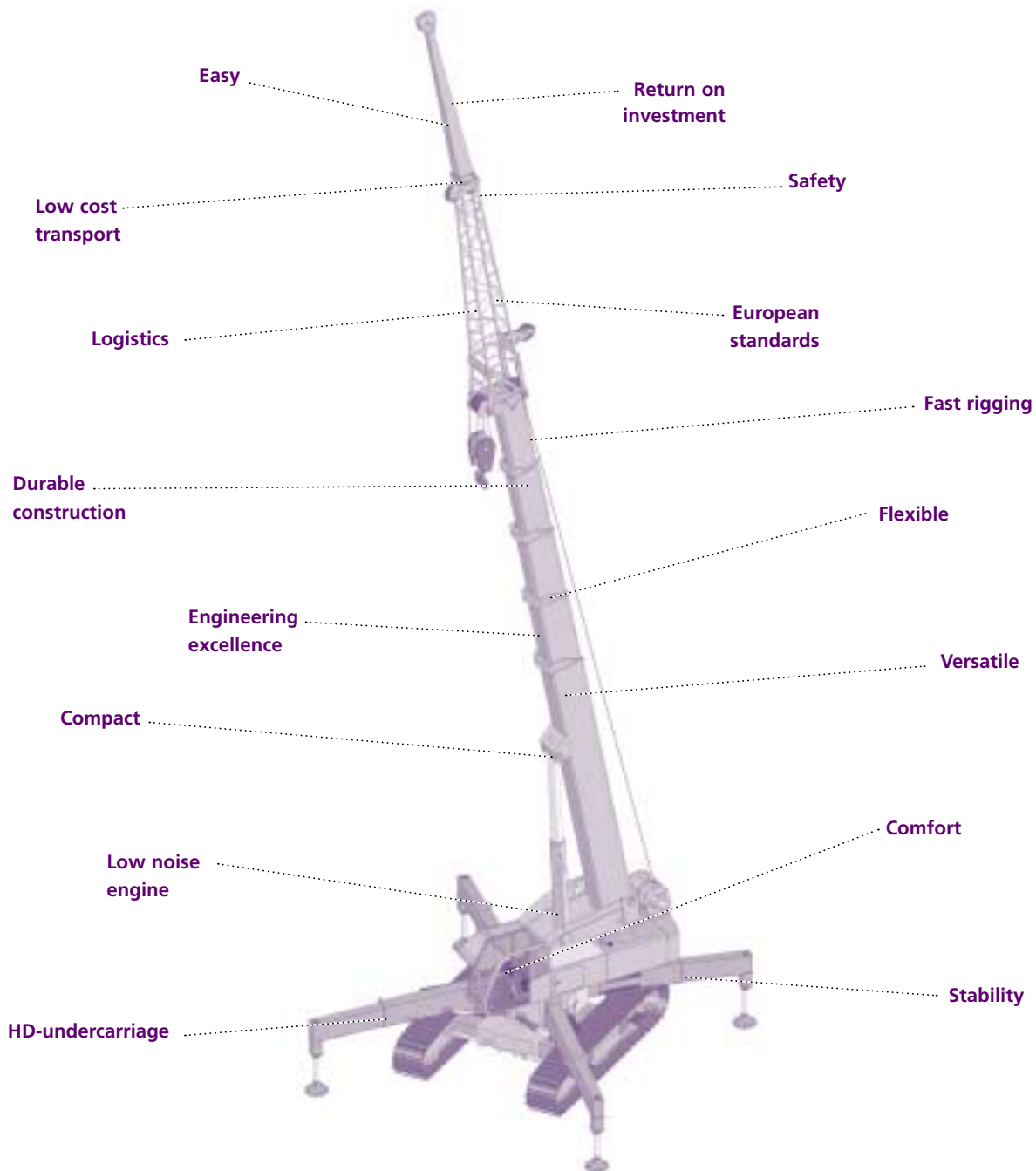


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