



cranes & access

June 2017 Vol.19 issue 4

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Telehandlers
**Truck mounted
platforms**
Loader cranes
Show reviews

...Ashtead acquires Plantfinder...New Manitou telehandlers...Sennebogen 30 tonne tele crawler...

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On the cover:

A colourful SafetyLiftinGear stand showed a wide selection of lifting, material handling and load restraint products at the recent Vertikal Days show.



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The right machine for the job

For as long as I have been with Cranes & Access we have advocated the use of the 'right machine for the job'. Over the years this has meant encouraging the use of aerial work platforms rather than a suspended man basket or a basket on a fork lift - unless they are the only method of carrying out the work.

This month's issue features telehandlers and in particular the largest currently available - Magni's 46 metre RTH 6.46. The fact that Magni has managed to produce such a machine at this stage of its

development is a credit to the design and manufacturing skills of Riccardo Magni. However, as we all know these large 360 degree telehandlers are generally used as substitutes for a crane or aerial lift. Given our stance on using the 'right' machine for the job, is this correct?

As the saying goes 'there are more ways than one to skin a cat' and it would be wrong to condemn a machine that can easily and safely carry out a particular task just because it is different - after all not so long ago powered access and spider cranes would have fallen into that category. From an equipment point of view there is nothing wrong with 360 degree telehandlers carrying out lifts or pick & carrying suspended loads. Where there may be an issue is the different treatment they tend to receive compared to a crane in terms of lift planning, application of regulations and on-site paperwork requirements.

This is most likely due to the fact that over the years safety officers and industry associations have introduced rules for cranes following specific incidents. The telehandler on the other hand began life as a glorified fork lift, developing into a jack of all trades and one of the most popular pieces of equipment on site. With shorter booms and a more forgiving nature they do not attract the same attention as cranes. However over time, telehandlers have become larger, more powerful and more sophisticated. And yet even the largest 360 degree models are treated in the same way as the average site telehandler, although they are totally different beasts.

Magni's 46 metre unit is roughly equivalent in performance terms to a 30 tonne Rough Terrain or City crane, so from an operational point of view shouldn't it be treated as a crane? Or perhaps small cranes like these need to be treated more like telehandlers? Discrepancies like this eventually lead to the greater use of the equipment that is easier or cheaper to buy or rent, rather than because it is the right machine for the job.

The big 360 degree telehandler is a marvellously versatile piece of equipment but it should be chosen because of what it can do, not because it attracts less paperwork and scrutiny.

Mark Darwin

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

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Ashtead's A-Plant acquires Plantfinder...

A-Plant - the UK division of Ashtead - has acquired access rental company Plantfinder (Scotland) for £24 million in cash. The all-share purchase deal was completed at the start of June and includes the assets of Clyde Security Containers.

Plantfinder had revenues last year of £10.5 million with pre-tax profits of £1.4 million. Total assets amounted to more than £15 million. It operates from locations in Dundonald, near Kilmarnock and Newbridge to the east of Edinburgh, and runs a fleet of 1,800 aerial lifts and telehandlers. This will take the A-Plant fleet of aerial lifts to over 5,000 units, making it the fourth largest in the UK.

The company was established in 1988 and is owned by Caron and Lawrence Dalgleish. A-Plant said that Plantfinder will continue to trade under existing arrangements with the current management remaining in place. The business will though be integrated into the A-Plant organisation.



...while Sunbelt takes MSP

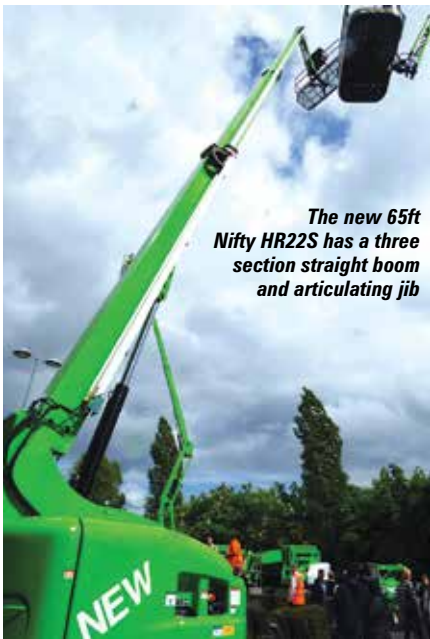
On the same day on the other side of the Atlantic, Ashtead sister company Sunbelt Rentals acquired the business and assets of Delaware-based access rental company MSP for \$23 million in cash. MSP operates from a location in Newcastle, Delaware and serves an area that includes Delaware, parts of Pennsylvania, New Jersey and Maryland, running a fleet of Genie and JLG aerial work platforms and telehandlers, along with lighting towers and some earthmoving equipment.

The company was founded in 1998 when Michael Cassidy became frustrated with the service provided by local rental companies, as he began using aerial lifts in his business - Cassidy Painting. So he started buying his own booms and scissor lifts, which generated requests from other contractors for his machines, and so the rental business was established. The MSP name came from the first letters of his children's names - Michael, Shannon and Patrick.



65ft Niftylift hybrid stick boom...

Niftylift has launched its first straight telescopic self-propelled boom lift, the 65ft HR22S 4x4 Hybrid. The all-new boom lift features a three section boom and jib with 150 degrees of articulation. The unit will weigh 10 tonnes or less when fully equipped, and yet offers an 18.8 metre working outreach and 280kg unrestricted platform capacity. Features include the company's well-proven full hybrid electric/diesel power pack, four wheel drive with oscillating axle and 40 percent gradeability.



The new 65ft Nifty HR22S has a three section straight boom and articulating jib

Dimensions are also compact with an overall stowed length of 8.97 metres, and minimal tailswing. Overall width is 2.49 metres, with an overall height of 2.7 metres. The company's Siops built-in secondary guarding system and non-marking rough terrain tyres are standard. The new controls are digital with on-board diagnostics and the machine is telematics ready.

And the conclusion?

Just glancing at a few key specification points, the new product does very well, with class leading outreach, platform capacity, overall weight, power choice and jib articulation. Its tailswing also looks to be out in front, although we found that methods of measuring it vary widely, which is why it has not been included. Not everyone will want a hybrid of course, so price and residuals will play a key factor in decision making.



Tailswing on the Nifty HR22 S is minimal

...and a 62ft electric boom lift

Niftylift also launched the HR21E last month, a new all-battery electric version of the updated 62ft HR21 articulated boom lift, with direct electric drive, 13 metres of outreach, 250kg platform capacity, 150 degree articulating jib, 30 percent gradeability and an overall weight of 6,640kg.



The new 62ft Nifty HR21E all-battery version of the updated HR21



The HR22 S has a full hybrid power pack

So how does the new Nifty telescopic stack up?

Make	Model	Work Ht	Outreach	Capacity	GW	Width	Power	Jib artic
Nifty	HR22S	22m	18.8m	280kg	10,000kg	2.49m	Hybrid	150°
JLG	660SJ	22.3m	17.95m	230kg	13,150kg	2.49m	Diesel	130°
Genie	S65	21.8m	17.6m	227kg	10,450kg	2.49m	Diesel	135°
Haulotte	HT23RTJ	22.5m	18.3m	230kg	13,320kg	2.47m	Diesel	133°
Skyjack	SJ66T	22.12m	17.9m	227kg	12,800kg	2.44m	Diesel	125°
Snorkel	660SJ	22.3m	18.0m	272kg	10,660kg	2.38m	Diesel	135°
Manitou	220TJ	22m	17.6m	230kg	11,850kg	2.49m	Diesel	133°
Manitou	220TJ+	22m	17.8m	350kg	13,800kg	2.49m	Diesel	133°

30 tonne Sennebogen telescopic crawler

Sennebogen has confirmed the launch of a new 30 tonne telescopic crawler crane the 633, its own version of the machine it produces for Grove - the GCH30 - unveiled in February.

The new crane features a 25.2 metre three-section full-power boom designed for heavy duty and cycle work. A 6.5 to 13 metre bi-fold offsetting swingaway extension which takes the maximum tip height to 40.2 metres - or if you prefer a hook height of 38 metres. All capacities are through 360 degrees and the unit can pick & carry its full load chart. Load charts are also provided for slopes of up to four degrees. The crane has three track widths with a retracted overall width of three metres.

The crane features a new Multicab II which tilts by 15 degrees and includes full climate control and air-sprung heated seat as standard. Views of the winch, rear and the right side are displayed on the seven inch in-cab screen which also displays the output from the Sencon control and diagnostics system. Power comes from a Cummins Tier 4f diesel with exhaust after treatment.



The new 30 tonne Sennebogen 633

New Manitou MRT telehandlers

Manitou has launched two new 360 degree telehandlers, the 30 metre MRT 3050 and 24 metre/seven tonne MRT 2470 which share a high degree of commonality.

The 30 metre/five tonne MRT 3050 has a maximum horizontal reach of 25.8 metres with a capacity of 350kg, and offers an outrigger spread of 6.25 metres - compared to 7.1 metres on the MRT 3255. The outriggers are also equipped with a new strain gauge system to accurately measure the pressure on each jack, with the results show on the in-cab display screen. Equipped with a Mercedes Tier IV Final diesel, matched to a two ratio hydrostatic transmission, the MRT 3050 has a maximum speed of 40kph.

MRT 2470 offers a hefty seven tonne lift capacity at up to 6.5 metres radius, and is aimed at the heavy high-rise construction market. The new model shares chassis, outrigger spread and new counterweight design with the MRT 3050. It also uses the same engine and two speed hydrostatic transmission, along with a 'shift on the fly' option, allowing buyers to choose between a manual or automatic transmission.

Cab access on both units is helped by a wider footboard aligned with the cab, while optional electric steps offer an extra step that slides out when the stabilisers are deployed. Both machines can be raised 230mm when the stabilisers are completely deployed. For indoor applications a bi-energy - diesel/Electric - power pack is available.



(L-R) Unimog's Bernhard Dolinek with Versalift's Andy Bray and Cameron Burnett at Vertikal Days

New Versalift Unimog

Versalift and Mercedes-Benz Unimog have worked in partnership to develop a new 15 metre work platform, the Versalift LAT-38-150-H with 1kW low voltage insulation, mounted on a 7.5 tonne Unimog U218 2,800mm wheelbase Unimog chassis.

The new model, which had its worldwide unveiling at Vertikal Days is aimed at work on or around low-voltage power lines in difficult to reach areas. While Versalift has mounted platforms on Unimog chassis for many years this is the first time that the two companies co-operated on the development of a new model. It is now being made available for trials.

Versalift UK director Andy Bray said: "The new demonstrator ticks a lot of boxes as an entry-level, Unimog-based alternative to less flexible equipment such as tracked spider lifts which have to be towed into position. For low voltage line work, perhaps by tree care teams clearing foliage, it's a highly attractive proposition."

Unimog head of special trucks Bernhard Dolinek added: "This compact but highly capable and efficient new product offers utility companies the opportunity to benefit from the design and engineering excellence of two market leaders, at a surprisingly low price."

Four more 100t Kobelco cranes for Delden

UK-based sales and rental company Delden Cranes has ordered four more 100 tonne Kobelco CKW900-G lattice crawler cranes. The order, placed at Vertikal Days, adds to the four units purchased last year.



(L-R) Willy and Sean Nyland of Delden Cranes with Mark Evans and Kazuhisa Kakinaga of Kobelco at Vertikal Days.

New Road Rail boom

Platform Basket has unveiled an all-new 40ft self-propelled articulated Road Rail boom lift, the RR14 EVO 3.

The new machine offers up to 14 metres of working height and is aimed at the maintenance of electrical catenaries and lighting systems along rail tracks. Features include four wheel drive and steer, with a maximum travel speed on tracks when stowed of 19kph. The new model is based on the existing RR 14 EVO and includes Platform Basket's well proven superstructure levelling system. The short sigma-type dual risers



Platform Basket's new self-propelled Road Rail boom lift, the RR14 EVO 3

stow within an overall height of three metres. Two digital display screens are provided, one on the platform controls and one next to the lower controls.

The machine includes a standard spring loaded pantograph system with a choice of blades and a highly sensitive encoder to measure the distance between the track and the overhead cables. The results are displayed on the two display screens, while a larger screen mounted to the side of the superstructure is available to display the measurement results to those working alongside. A standard manual winch helps fit and remove the pantograph, while a new light weight trailer with a 2,200kg payload, can be towed behind the boom lift.



The new machine features short dual risers and four wheel drive and steer

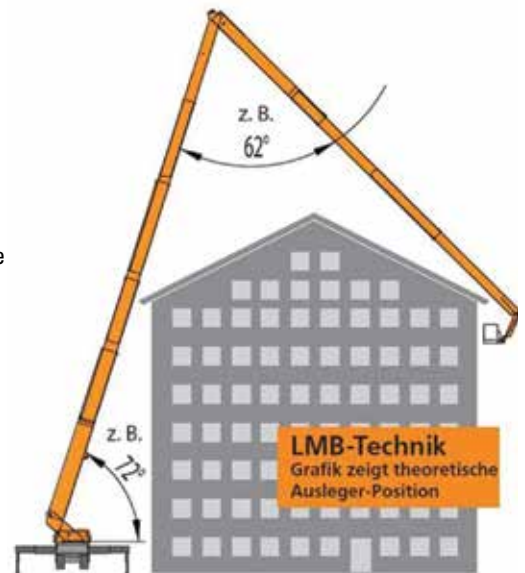
Ruthmann to go higher

German truck mounted lift manufacturer Ruthmann is to change its policy on platforms over 75 metres. The company said that given the current situation in the market and delivery times for 90 metre truck mounted lifts it senses sufficient demand for a third producer to enter the market. The company has set itself the challenge to have a product ready to show next spring at Intermat.

Ruthmann is being typically coy about the precise working height of the new machine, labelling it the T9XX HF, indicating that it will follow the specification and design configuration of its new High Flex models, including a long upper boom/jib and extreme platform rotation, complete with a short articulated end jib.

The design will allow the main - or lower - boom to operate at elevations as low as 72 degrees, rather than requiring it to be locked into its maximum elevation before operating the 30 metre upper boom or jib. This, says the company will allow it to achieve an outreach of at least 39 metres. The lower boom will need to be electronically locked into position in order to reach the maximum working height.

The new lift is likely to be mounted on a standard chassis from Scania, MAN or Volvo with a total weight of between 48 and 52 tonnes and an overall length of 14.99 metres. While we will not see the final product until 2018, Ruthmann says that the first units have already been ordered by Felbermayr and Hüffermann with a third unit sold in Eastern France - possibly to Joly Location?



Ruthmann is looking to build in greater versatility into the new machine to reach challenging areas.



The first Ruthmann T900XXHF has been ordered by Felbermayr.

Finnish rental partnership

Finnish platform rental companies Jalo & Jalo and Janneniska have formed a rental partnership for truck mounted platforms. Jalo & Jalo will focus on models over 3.5 tonnes and up to 80 metres, while Janneniska will provide 3.5 tonne truck mounts and units over 80 metres. The two companies will cross rent to each other in order to offer their customers a full product line.

As part of the agreement Janneniska will transfer 16 mid-range Bronto platforms to Jalo & Jalo, which has also ordered two new 56 metre Bronto Skylift S56XR truck mounted lifts. The first has been delivered, with the second due later this year. The company currently has 50 truck mounts in its fleet, most of them Bronto.





Vertical Days 2017

The first Vertical Days to be held at Silverstone was the largest to date and widely accepted as the best so far.

The ground - all hard standing - probably made the largest difference although not being hostage to incidents on the M6 motorway may also have played a part. An estimated 500 to 600 cranes, aerial lifts and telehandlers were displayed, with around 2,650 visitors attending - some of them for both days. The weather also played its role with the sun shining for both show days. The consensus is to return to Silverstone in 2018 and discussions are underway, with mid-May as the target for the 12th event next year. A full pictorial review can be found on page 41.



Part of the access exhibits

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Skyking to distribute Ascendant

UK manufacturer Ascendant Access has appointed Skyking as the sole UK distributor for the Ascendant range of vehicle mounted lifts.

Skyking, now part of the Martin group, will sell new machines and provide replacement parts and after-sales service for all of Ascendant's van and light truck mounted platforms in the UK. Ascendant will continue to sell its tracked and specialist machines direct to customers in the UK and handle its own export sales.



Skyking is to distribute Ascendant truck and van mounted lifts in the UK.

Terex updates Demag AC100-4L

Terex Cranes has updated its four axle 100 tonne Demag AC100-4L, with improved lifting performance especially at high main boom elevations. The new crane includes the IC-1 Plus control system which calculates the optimum capacity based on every crane configuration including slew angle and actual individual outrigger settings, particularly useful when working short rigged and with reduced counterweight. The updated crane also incorporates many of the latest design concepts from the new Demag five axle crane family, and increases the level of parts and component commonality with other Demag All Terrains.

The crane maintains its 2.55 metre overall width, even with larger 445/95R25 tyres, its 59.4 metre main boom and 19.1 metre bi-fold swingaway which can be extended with an extra eight metre lattice insert for a maximum tip height of 81.6 metres. The AC 100-4L carries the 19 metre swingaway, blocks and up to 4.3 tonnes of counterweight within the 12 tonne axle weights. Power comes from Euromot 4/Tier 4 Final diesel with a Euromot 3a/Tier 3 option where permitted.



The updated Demag AC100-4.1



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MEC restructures international sales

California-based MEC Aerial Work Platforms has restructured its international operations following the departure of Jim Tolle, who has started his new venture GMG. Pat Witte, vice president of business development, will assume all responsibility for international sales and plans to revamp MEC's international sales strategy and operations, building a new international sales team.



Pat Witte

Witte joined MEC last year from Riwal, where he was senior manager global accounts. He had previously spent 14 years as vice president national accounts for Genie with responsibility for the Hertz Equipment business. "This will be a fresh start for MEC internationally and I look forward to building the team that can deliver on our global goals," he said. President David White, added: "Our goal is to strengthen our offering and support for current customers while bringing our differentiated line to new customers. This strategy in North America has been successful and we strive to replicate that success tailored to the varied international markets."



More PB's for Quick Reach

UK-based rental company Quick Reach has invested in a number of PB heavy duty narrow and Rough Terrain scissor lifts. The majority are high, narrow - 1.2 metre wide - battery electric machines, including the 50ft S171-12E with an indoor rating, 400kg platform capacity and the 68ft S225-12ES with indoor/outdoor rating, 450kg platform capacity and automatic levelling jacks.

The company has also ordered the 2.4 metre wide 82ft diesel 4x4 S270-24D 4WD, which is driveable at full height, has auto-levelling jacks and a 1,000kg platform capacity with a 1.8 metre by almost eight metre extended platform.



The PB high narrow scissor lifts are proving popular in the UK



The Giraffe boom lift was handed over to London Zoo

Lavendon raises £47,000 for Savannah Project

UK-based rental company Lavendon has completed its two year charity project - the Savannah Project - helping raise more than £47,000 for the Zoological Society of London.

The occasion was marked with an event held at Whipsnade Zoo in Bedfordshire, together with the official handover of the hand-painted giraffe boom lift, which has spent the last two years in Nationwide Platforms' fleet, raising awareness and funds for ZSL throughout the UK. All the rental proceeds have been donated to the charity. The boom lift will now be permanently located at London Zoo to carry out various site and building maintenance tasks.

BVT unveils new truck mount

Polish aerial lift manufacturer Beckmann Volmer Technology has launched and shipped the first unit of a brand new 23 metre truck mounted platform, the HTJ-23.

The first unit has been delivered to Polish energy company ZE Wojciechowski Szambelan. The HTJ-23 provides 17 metres of outreach and a platform capacity of 300kg. It has been designed for mounting on a 7.5 tonne chassis. The new platform - mounted on an MAN 13.250 4x4 chassis - was delivered to ZE Wojciechowski Szambelan based in Mogilno in central Poland.



The new BVT HTJ-23 on a 7.5 tonne 4x4 chassis for Polish energy company ZE Wojciechowski Szambelan

Boels acquires IQ-Pass

Boels Rental has acquired the entire share capital of IQ-Pass, a Dutch company providing temporary access control technology, management and security systems for offices, industry, construction, maritime and offshore projects. IQ-Pass was founded in 2008 and currently operates in the Benelux region and Germany. Boels plans to expand that to many of the other countries in which it currently operates.

Mammoet acquires George Young

Mammoet has acquired Philadelphia, Pennsylvania-based rigging, machinery installation and heavy hauling company George Young from the Young family.

No details of the transaction have been released. George Young was established in Philadelphia in 1869 and covers the North Eastern part of the USA from locations in New Jersey, Pennsylvania, Delaware and Puerto Rico. The business will continue to operate as before, but will be rebranded 'George Young Mammoet'.



Maxim acquisition of Coast Crane goes ahead

Shareholders of Essex Rental Corp have approved the acquisition of its Coast Crane subsidiary by Maxim Crane Works.

The all-share purchase deal is worth \$72.5 million and was agreed in April but was subject to shareholder approval and the absence of a better offer from a third party before closing. The acquisition was funded with the proceeds from Second-Priority Senior Secured Notes due to mature in 2024 issued by a Maxim crane affiliate. The company will now begin integrating Coast into its own operations.

MAXIM
Crane Works, L.P.

COAST CRANE
COMPANY

TVH to handle Custom parts

TVH and Custom Equipment have confirmed a parts distribution deal for the Custom Hy-Brid range of low level self-propelled and push around aerial work platforms in the UK. The move is part of Custom Equipment's plan to improve its market coverage and penetration in Europe, particularly in the UK where the company already has a significant machine population.

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UK-based **Vp**, owner of **UK Forks**, **Higher Access**, **Hire Station** and **TPA** has reported a 19 percent rise in full year revenues to £248.7 million with pre-tax profits 11 percent higher at £30.34 million. Capital expenditure increased 25 percent to £57.6 million and net debt was 14 percent higher at £98.9 million. The company highlighted its international division where revenues improved 70 percent to £28.7 million, with operating profits up 58 percent to £1.9 million.



UK rental group **HSS** has appointed **Steve Ashmore** as its new chief executive, replacing John Gill, who has stepped down after 19 months in the job. His departure follows recent results in which revenues increased 10 percent, but pre-tax losses jumped 25 percent to £17.4 million.



UK rental company **Speedy** has reported full year revenues of £369.4 million, up 12.2 percent on the year with contributions from the UK, the Middle East and the Lloyds British Testing acquisition, which completed in December. Revenues in the UK and Ireland improved 11 percent to £342.9 million, while the International division improved 29.9 percent. The company also cut its rental fleet by more than 11 percent helping improve utilisation and cut net debt. Pre-tax profits were £14.4 million, compared to a loss of £57.4 million last year, while net debt was 41.5 percent lower at £71.2 million.



Manitex - owner of **PM/Oil & Steel** and **Valla** - has reported first quarter revenues of \$67.85 million almost 21 percent down on last year due to the inability to ship product and the disposal of the Italian port and marine handling businesses. Revenues in the Lifting division which includes Manitex, PM/Oil & Steel and Valla, were 28 percent lower at \$37.5 million, with an operating loss of \$395,000 compared to a profit last year of \$3 million. The order book at the end of March was \$60.5 million compared to \$49 million at the same point last year and up from \$38 million at the start of the year.



Telehandler and general equipment manufacturer **Wacker Neuson** has reported record first quarter revenues of €338.5 million, seven percent higher than last year, while pre-tax profit slumped 17 percent to €13.1 million. The Compact Equipment division - which includes telehandlers - grew seven percent and now represents 52 percent of total revenues. Order intake improved 11 percent pushing the order book up 22 percent.



Skyjack has reported record first quarter results, with revenues jumping almost 41 percent to \$286.9 million, on higher sales of booms, scissor lifts and telehandlers along with gains from beneficial currency movements - Skyjack reports in Canadian dollars. Operating profits leapt 63 percent to \$45.8 million thanks to higher margins and a better product mix, but also due to comparison with a bad quarter in 2016 when the company wrote off a large bad debt expense.



Finnish international rental company **Ramirent** has reported total first quarter revenues 12.7 percent higher than last year at €164.6 million with strong improvements in rental, services and equipment sales. All countries, apart from Denmark, reported solid growth with Denmark declining just over three percent. Pre-tax profits for the period more than tripled to €10.9 million. Capital expenditure increased around three percent to €41.6 million while net debt increased 18.3 percent to €340 million.



Manitowoc Crane has reported a 28 percent drop in first quarter revenues to \$305.8 million, while last year's pre-tax loss of \$85.8 million was cut to \$10.8 million. Order intake picked up considerably in the quarter rising 17 percent on last year, pushing the order book to \$506.3 million - up 56 percent on the quarter and slightly higher than in the first quarter last year. The company is maintaining its forecast for full year revenues to come in between eight and 10 percent below 2016.



Tadano has reported full year revenues of ¥179.7 billion, (\$1.6 billion) down 14 percent on the prior year, while net profit slumped almost 40 percent to ¥11.9 billion (\$104.9 million). Looking in detail at the revenue numbers, **sales in Japan** slipped 2.6 percent to ¥102.3 billion (\$901.9 million) with mobile crane sales falling 11.9 percent to ¥45 billion (\$397 million).

Loader crane sales fell just under three percent to ¥18.1 billion (\$160.4 billion), while at the same time aerial work platform sales jumped 19 percent to ¥23.2 billion (\$204.6 million). **Export sales** - almost entirely made up of mobile cranes - dropped off dramatically falling 28.6 percent to ¥64.6 billion (\$569.8 million), making total sales of Tadano mobile cranes worth ¥109.6 billion (\$996.8 million).

Worldwide revenues from parts and services slipped three percent to ¥27.2 billion (\$240 million). The company is forecasting that revenues in its new fiscal year will be roughly flat, possibly with slightly higher mobile crane sales offset by lower loader crane and aerial lift revenues.



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Rival/JLG electric booms for Naboen



Naboen has purchased three Rival/JLG 1200SJP

Dutch sales and rental company Rival has sold three of its new 120ft battery electric JLG 1200SJP conversions to Norwegian general equipment rental company Naboen.

The company operates from nine locations throughout Norway with a fleet of more than 11,000 items including 1,200 aerial work platforms. The company is experiencing increased demand for 38 metre working height boom lifts with lower noise levels and zero emissions. The Rival 1200SJP matches the standard JLG diesel powered model, but with the engine replaced with battery pack, drive motors and battery charger. The new model was unveiled in Amsterdam last month.

Kobelco merges in Japan and India

Kobelco is merging its used crane business in Japan and manufacturing and distribution operations in India to "maximise the effects of the consolidation with Kobelco Cranes, such as the improvement of management efficiency, strengthening of product development capabilities and enhancement of global expansion".

In Japan the company is merging Kobelco Construction Machinery International Trading and Kobelco Cranes Trading with the construction machinery company taking over the crane business.

In India the company is merging its two subsidiaries Kobelco Construction Equipment India and Kobelco Cranes India, both of which are responsible for manufacturing, selling and supporting their respective product lines. Essentially the crane business will close with the construction operation taking over its activities.



More 13 tonne Katos

More European crane companies have added 13 tonne Kato CR-130Ri City-type All Terrain cranes to their fleets including Emsley Crane Hire and Coppard Plant Hire in the England, Bob Froom & Sons in Guernsey and Mentner Krane in Germany - all delivered by European master distributor Rivertek. The CR-130Ri has a 24 metre, six section main boom with a two stage, 3.6 to 5.5 metre hydraulic luffing jib.

Some of the latest 13 tonne Kato CR-130Ri deliveries.



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- **JLG** director of sales Middle East/Africa **Ewan Macangus** is retiring, **Ian Hume** has joined the company to take his place.



Ewan Macangus



Ian Hume

- **Manitou** is to acquire a majority stake in **LiftRite** its Perth based dealer for Western Australia.

- Abu Dhabi tower crane specialist **NFT** has moved into a new 74 acre mega yard.

- Croatia's **Petrokemija** has purchased a refurbished **Liebherr LHM 180** mobile harbour crane.

- UK-based **GTM Heavy Rentals** has joined the **Access Alliance**.

- Crane tyre supplier **Magna Tyres** has appointed **Arjen Sibon** as sales manager.

- **Sparrows group** has won a contract for the inspection of all lifting equipment at **CertainTeed**'s US facilities.



Arjen Sibon

- German access rental company **MA-BO Arbeitsbühnen** has taken delivery of three **Palfinger** platforms.

- **Versalift UK** has appointed **Lee Simmonds** as senior training instructor.



Lee Simmonds

- Denmark's **UN Mobilkraner** has added Norway to its **Grove** crane distribution territory.

- French rental company **Action Lev** has taken a new **Demag AC 160-5 All Terrain** crane.

- UK-based **Coppard Plant Hire** has taken a 13t **Kato CR-130Ri All Terrain** crane.

- **Manitowoc** has appointed **Jerome Carre** and **Jenny Chong** to its **Potain Asia** customer service team.



Jerome Carre



Jenny Chong

- The **I.U.O.E. Local 150** training centre in Wilmington, Illinois has taken delivery of a new **Liebherr LTM 1095 5.1**.

- Bahrain contractor **Modern Mechanical, Electrical and Transporting** has ordered six **Demag** and **Terex All Terrain** cranes.

- German rental company **BHV Lift** has taken delivery of two **Teupen** spider lifts.

- **Oliver Kark**, CEO of Germany's **Starlift**, has stepped aside due to an urgent family issue.

- German rental company **Beyer** is spending €12 million with **Manitou**.

- **Skyjack** has promoted **George Fitchett** and **Mark Estock** to senior vice presidents of



Mark Estock



George Fitchett



Matt Tavianini

- major accounts, **Matt Tavianini** as regional vice president Northeast and **Josh Howard** as business development manager, East Region.

- New Zealand rental company **Map Hire** has taken a new 90t **Kobelco CKE900G-2** crawler crane.

- German rental company **Wiesbauer** has purchased a 500t **Demag AC 500-8 All Terrain** crane.

- **Maxim Crane** has opened a new Heavy Transportation and Rigging location in Bithlo, Florida.

- **Skyjack Financial Services** has promoted **David Waldron** to managing director and **Alan Dengo** to regional vice president, East and Northeast Regions. **Harry Botts** joins the company as regional vice president, Central and West.



Harry Botts

- UK rental company **Wight Access Hire** has taken a 15m **Hinowa Lightlift 15.70**.

- Germany's **Bremerhaven Waterways & Shipping Office** has taken a 50t **Liebherr LTC 1050-3.1**.

- German aerial lift manufacturer **PB** has appointed a new plant manager - **Thomas Ziegler**.



Thomas Ziegler

- Australia's **Bothar Boring & Tunneling** has purchased three **Demag/Terex** cranes as it expands in the Middle East.

- UK rental company **Quinto Crane** has purchased a 20t **Kato CR-200Ri All Terrain** crane.

- Scottish CCTV company **VWS** has taken an **Aldercote VZ130P** van mounted lift.

- UK-based **EnerMech** has won a five year contract for offshore crane operators in Malaysia.

- **Magni Telescopic Handlers** has appointed **Maruka Machinery** company as its exclusive distributor for Japan.

- **Snorkel UK** has appointed **Dave Roddy** as business development manager for UK-West and Ireland.



Dave Roddy

- France's **Mediaco** has ordered a **Liebherr LG1750** lattice truck crane.

- French aerial lift manufacturer **Klubb** has appointed **Broker Maszyn** as distributor for Poland.

- UK rental company **Wilson Access** has taken delivery of two 17m **Hinowa 17.75 Lightlift** spider lifts.

- UK-based **The Safety Maintenance Company** has opened in Warrington and appointed **Janine Sibson** ops manager.



Janine Sibson

- **Unic Cranes** has appointed **Everest Elevateurs** as distributor for its spider cranes in Eastern France.

- Guernsey-based **Bob Froome & Sons** has ordered two **Kato All Terrain** cranes.

- **Tadano America** has appointed **Exact Crane and Equipment** as a dealer for Ohio, Michigan and Kentucky.

- **Terex Utilities** has appointed **Clint Weber** as general manager worldwide.



Clint Weber

- Norway's **Nordic Crane Vest** has ordered nine **Demag All Terrain** cranes.

- India's **Bothra Shipping Services** has taken the first **Liebherr LRS 545** reachstacker in India.

- North Carolina-based **Pinnacle Cranes** has taken two new **Link-Belt** telescopic crawler cranes.

- **JLG** has appointed **Tjitske van Hellemond** as director of marketing for Europe, Middle East and Africa.



Tjitske van Hellemond

- **IPAF** technical & safety executive **Chris Wraith** is to step down following six years of service.



Chris Wraith

- **CMC** has appointed **Equipment Service** as its spider lift distributor for Germany and Austria.

- UK-based sales and rental group **AFI** has opened a new location in Bahrain.

- Germany's **MSG Krandienst** has ordered a **Spierings SK597-AT4** mobile self-erecting tower crane.

- UK-based **Smart Platform Rental** has taken six **Ruthmann** platforms.

- Swedish rental company **Stockholms Højdliftar** has purchased a 70m **Bronto Skylift S70XR**.

- German rental company **Baumaschinen Schmittinger** has taken a 52ft **PB S175-19E** scissor lift.

- UK rental company **Star Platforms** has ordered 250 new scissor and boom lifts.

- Belgian rental company **Altitop** has taken delivery of 10 new **JCB** telehandlers.

- **Manitou** is to bring its sub-contracted North American parts operation in-house.

- French rental company **Serviloc Nacelles** has taken two more **Unic** spider cranes.

- Italian manufacturer **Barin** delivered an **AB 20/SL** underbridge inspection unit to Spain's **Drace Infraestructuras**.

- German crane company **HKV Schmitz & Partner** has taken a **Liebherr LTM 1500-8.1 All Terrain** crane.

- French rental group **Kiloutou** has acquired **Tora**, a rental company in Lille.

- **Lavendon** finance director **Alan Merrell** is leaving the company. **Tom Murray** will replace him.



Alan Merrell



Tom Murray

- Belgian rental company **Michielsens** has ordered a 700t **Demag AC 700-9 All Terrain** crane.

- Dutch rental company **Dolco Verhuur** has purchased two **Hoeflon C6** spider cranes.

- Dutch rental company **Bac Verhuur** has taken delivery of its second 135ft **Genie SX-135XC**.

- **Link-Belt** has appointed **Stevenson Sales & Service** distributor in central/northern Illinois and northwest Indiana.

- **Lance Lotz** has been appointed branch manager of **Maxim Cranes** new Tampa, Florida location.

- US-based **Northern Construction** has taken a **Liebherr LTR 1100** telescopic crawler crane.

- UK **Rope & Sling Specialist (RSS)** has opened a facility in Warrington and appointed **Gerry Harper** as northwest regional manager.

- Russian crane rental company **Topkran** has taken delivery of a 750 tonne **Liebherr LTM 1750-9.1 All Terrain** crane.

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Little and large



The tracked or wheeled JCB Teleskid

As the popularity of both super compact, heavy weight and 360 degree telehandlers continues to grow, manufacturers are devising new models with the ability to cover an increasing variety of applications.

Since the start of the year, there have been several exciting new model launches widening the scope of work over and above the 'normal' everyday construction site telehandler. We take a closer look at the largest 360 degree telehandler currently available - the 46 metre Magni RTH 6.46 - and the new JCB Teleskid which claims to be the first skid steer/compact track loader with a telescopic boom to see how they compare against other equipment in their respective sectors.

Telehandler v Rough Terrain crane

Italian manufacturer Magni Telehandlers has come a long way since setting up the company in late 2012 and unveiling its first machines at Bauma 2013. From the beginning the company made a conscious decision to concentrate on the more niche product sectors

with two main product lines - 360 degree and ultra heavy-duty telehandlers. The company also produces other speciality machines - variations on the material handling theme - including the five tonne capacity boat-carrying Boat Eagle and the Rickilift which is used to help cultivate and harvest dates from palm trees up to heights of 18 metres.

The variety and ingenuity of these products make sense when you realise that company founder, managing director and chief designer is engineer Riccardo Magni - originally the man behind the Manitou 360 degree telehandlers. Magni is also expanding his engineering prowess working in partnership with Dingli in China designing a range of innovative boom lifts specifically for the European market.

Magni went to the top of the 360 degree telehandler market early on with the launch of the 35 metre, five tonne RTH 5.35S in late 2014. Early last year it added the world's highest reaching telehandler - the 39 metre RTH 5.39S - that many



The 46 metre Magni RTH 6.46



The five tonne capacity boat-carrying Magni Boat Eagle

The Magni Rickilift used to help cultivate and harvest dates from palm trees up to heights of 18 metres



thought would or should be the maximum height for a telehandler. However at Conexpo in March it quietly unveiled an even higher model, in the form of the record breaking 46 metre RTH 6.46 SH. But are these massive machines really telehandlers as originally conceived? Probably not. Very large 360 degree telehandlers - over 30 metres - tend to be used as a replacement for and operated like a crane when on site carrying out individual lifts or setting up centrally and making use of its large reach and slew to distribute and place materials.



Are the larger 360 degree telehandlers a crane, access platform or telehandler?

These large 360 degree telehandlers are not generally used for their pick & carry abilities but with a capacity of up to six tonnes the RTH 6.46 SH can also carry out these tasks. However its sheer size, weight and cost means that there are more cost-effective ways of carry out that sort of work. Most regular fixed frame telehandlers offer capacities of up to six tonnes, with most being in the four to five tonne bracket. When more capacity is needed Magni - and an increasing number of other companies - has its range of ultra heavy-duty versions, the largest being the 45 tonne HTH 45.14.

The 46 metre telehandler will probably spend most of its time on duties previously carried out by 25 tonne truck cranes or more normally these days by a small capacity All Terrain, telescopic crawler or Rough Terrain crane. Unlike most modern All Terrains the Magni can pick & carry its six tonnes capacity. But why use a very large 360 degree telehandler when there are lots of cranes that are specifically designed to lift suspended loads?

Rightly or wrongly, large 360 degree telehandlers are increasingly taking over some of the lighter work duties from these smaller mobile cranes.

They have carried out the work much to the indignation of the crane rental fraternity which maintains that while a large telehandler can do certain lifting tasks it is not necessarily the best equipment for the job. They are also often put to work without going through the same planning disciplines - Contract lift or straight Crane Hire - increasingly required of cranes.

Versatility

Telehandlers are one of the most popular and most versatile of all the items of construction equipment currently available, particularly with the wide range of attachments now offered. Given their growth in capacity and reach they are muscling in on other equipment in addition to mobile and self-erecting tower cranes, such as high-reach self-propelled or mid-range truck mounted aerial work platforms primarily because they are increasingly easy to source, relatively cheap to rent and able to carry out a wide range of tasks - unloading, pick and carrying, lifting and as a work platform. They are often rented for longer durations and thus available daily on site, saving on manpower, supervision and associated 'red-tape' costs over a crane. Having a site telehandler carry out suspended lifting duties has upset many crane rental companies who often lose out on certain routine building site activities such as installing



The tracked and wheeled versions of the JCB Teleskid

roof trusses, placing lightweight steelwork and chimney stacks on housebuilding projects and even lifting air conditioning units etc.

There are also many specific applications such as working on or near an airport or near a railway line where cranes have to jump through so many hoops to even get on site, while a telehandler is simply 'waved through'. However the telehandler's versatility and 'jack of all trades' ability also makes them rife for unsafe use which over the

years has resulted in a significant number of serious accidents and fatalities particularly when carrying suspended loads.

The two most significant hazards associated with telehandler operation are lateral stability and visibility. As a load on the forks of a telehandler is lifted, the centre of gravity of the whole machine rises. This does not really matter if the machine is working on level ground, is equipped with chassis levelling or in the case of 360 degree models

Are telehandlers taking the place of cranes on site?



Carrying a suspended load is particularly dangerous for a telehandler



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with outriggers. However if the machine travels or manages to lift on a cross slope, the centre of gravity will move towards the tipping line as the load is raised increasing the risk of overturning. Lateral stability is particularly an issue when lifting and travelling with suspended loads as the load may swing, adding to the potential instability.

Restricted visibility when the boom is raised or when large loads are carried, plus poor workforce/public segregation have been identified as a major cause of

accidents involving pedestrians and telehandlers particularly because of the telehandler's manoeuvrability around site. Because of this, telehandlers are often fitted with additional aids - sirens, mirrors, cameras as well as more hi-tech solutions - to improve visibility and the operator's awareness of people in the vicinity. Manufacturers have also done a great deal to improve visibility on new models. In last month's issue of Cranes & Access (Vol 19 issue 3) we looked at the growth of proximity warning systems to alert site pedestrians



A Genie GTH-4018



Compact telehandlers are very versatile on site

who may stray too close to equipment particularly telehandlers. One system - SiteZone - uses Radio Frequency Identification - RFID - to alert the operator whenever anyone is in the immediate vicinity. The fact that the telehandler constantly moves around both the site and adjacent public roads is part of the problem. Because of these issues a Good Practice Guide in the Safe Use of Telehandlers in Construction has been produced in the UK by the Strategic Forum for Construction which addresses planning for safe use, roles and responsibilities, inspection, maintenance and thorough examination and training.

The advice in this document is straightforward, comprehensive and easy to adopt.

Lift types

Where the telehandler and crane differ is in the process of carrying out a lift. When renting a crane in the UK for example clients have two options - the CPA straight Crane Hire where the crane and operator are supplied by the rental company but the client is responsible for planning the lift, selecting the correct crane, arranging for slinging and signalling as well as supervising the lift until finished. They must also provide a competent and appropriately



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The 35 tonne capacity Grove RT540E Rough Terrain crane

trained Appointed Person to oversee the process. As soon as the hired crane leaves the public highway, it is completely the client's responsibility as well as being responsible for creating a risk assessment and method statement and complying with BS7121 and LOLER. Basically, complete responsibility is taken by the customer including all loss or damage to the crane during the rental period.

The second is the contract lift where the client appoints a crane rental company to carry out the lift and take on all the responsibilities such as planning, selecting a suitable crane, providing an Appointed Person, then supervising the lift, including arranging slinging and signalling. With the contract lift the customer still hires a crane but beyond this the crane rental company takes on the majority of responsibilities including covering any loss or damage to the crane and associated equipment. Crane companies even have an onus placed on them by the UK Health & Safety Executive to determine if a customer has the ability to meet all of the requirements to safely plan and carry out a lift under the Crane Hire terms.

Given the additional responsibilities of the regular crane hire lift it would seem to make

sense to use a contract lift even if there are higher upfront costs. However, according to our latest survey of the 'Top 30 crane rental companies' just one third of all crane lifts carried out in the UK are contract lifts - a figure that has been surprisingly constant.

But what about the telehandler?

As with all lifting equipment, the safe operation of telehandlers depends on a number of factors including its correct selection and maintenance, the planning and supervising and the competence of the operator. It is essential that site managers ensure that all telehandler operations are planned, supervised and carried out safely by competent people. But are lifts planned in the same detail as a crane? They should be as the same fundamental rules apply, but in reality telehandlers are often treated differently. Like it or not, there are significant differences in using a crane and a telehandler on site in most European countries.

All too often telehandler lifts are almost spur of the moment decisions - "can you put those trusses on that roof for us mate!" - and its success is down to the competence and experience of the operator. If the telehandler is already on site it is called on to do the lift.

Training for the telehandler operator also tends to be less rigorous than for a crane operator and while there may be a slinger and signaller on site there is not the same pressure to have a designated Appointed Person or someone to supervise the basic lift. Is it safe or right that a large 360 degree telehandlers such as the 49 metre RTH 6.49 can carry out a lift without all the planning and checks that a crane has to adhere to?

360 degree benefits

The benefits of a large 360 degree telehandler are however hard to overlook. Compared to a crane it is quick and easy to set-up and operate, they tend to have a decent pick & carry capability which only a Rough Terrain or telescopic crawler crane can compete with, although when comparing lifting on its stabilisers the AT crane has substantial advantages. As we have also mentioned,



Kato's 35 tonne CR-350Ri





The performance of the Kato, Grove and Magni are surprisingly well matched

operator training is less demanding for a telehandler, which many will see as an advantage, although it should be remembered that basic telehandler operator training does not include the lifting of suspended loads, the lifting of persons or the use of other attachments! If such tasks are to be carried out the employer must ensure that the operator is suitably trained and assessed as competent in these additional areas. In addition, basic operator training for fixed frame machines does not cover 360 degree machines.

How the Magni RTH 6.46 compares

Comparing the new Magni with the Grove RT and Kato City-type crane it is surprising how similar the overall performance figures are. True, the Magni has a maximum capacity of six tonnes compared to the 35 tonnes of the other two, but it has the best capacity at full height of 2,500kg, it is a more

compact machine but has about the same outrigger spread. It is slightly heavier at 30 tonnes but all are around the same weight.

So should you use a large 360 degree telehandler rather than a small crane? As the chart below confirms many performance characteristics are very similar between the three machines. But if the telehandler is to be on site all the time, there would have to be the work to justify its high rental cost or purchase price? Rough Terrain and telescopic crawler cranes tend to be based on site for longer periods to carry out intensive lifting duties and only removed when completed. A smaller capacity/reach telehandler may be one of the first machines onto a new site and may be the last taken off. This certainly would not be the case with the larger 360 degree models which would really have to earn their keep lifting enough loads to make it worthwhile.

How does the 46 metre telehandler stack up against a crane?

	Magni RTH 6.46	Grove RT540E	Magni RTH 5.30S	Kato CR-350Ri
Max capacity	6,000kg	35,000kg	4,999kg	35,000kg
Max boom length	43.5m	31m (33.6m tip)	27.5m	32.5m
Max lift height	45.64m	47m with ext.	29.9m	47.3m with jib
Max reach x capacity	33.5m x 200kg 33.0m x 300kg	33m x 600kg	25.85m	34.5m
Cap at max height	2,500kg	2,400kg	2,000kg	1,350kg
OA Length	8.85m	11.94m	7.78m	9.77m
OA Width	2.54m	2.61m	2.50m	2.62m
OA Height	3.22m	3.23m	3.09m	3.56
Ground clearance	390mm	368mm	320mm	397mm
Total weight	30 tonnes	28.78 tonnes	21.83 tonnes	28 tonnes
Max outrigger spread	6,223 x 6,750	6,047 x 6095 max	5,310 x 5,500	6,800 x 6,836mm
Drive x steer	4 x 4	4 x 4	4 x 4	4 x 4
Max speed		40 km/h	40 km/h	49 km/h
Boom	7 section	4 section 31m		6 section
Pick & Carry	6 tonnes	12.3 tonnes	5 tonnes	9.5 tonnes

Ridiculous to the sublime?

At the other end of the scale, JCB launched its new Teleskid earlier this year, a cross between a tracked or wheeled type skid steer loader and a telehandler. Available in North America with either tracks or wheels and only wheels in Europe, it has a lift height of four metres, a forward reach of 2.4 metres and can dig below ground level to a depth of one metre. So although an unusual concept, what other machines offer similar performance?

Telehandler specialist Manitou has also launched its smallest telehandler model, the MT 420 H with super compact dimensions with an overall height of 1.9 metres, an overall width of just 1.49 metres and an overall length of 3.6 metres. The MT 420 is the smallest in the Manitou MT range and is perhaps the modern incarnation of the company's 'Buggyscopic', a machine that Manitou deleted from its line-up seven years ago.

Comparing the two machines it is clear that the JCB does what it says on the tin - a skidsteer with telescopic boom. This does give it additional appeal for some applications, however the MT 420 appears to have it beaten in almost every single category. Not only is the MT 420 more compact and lighter but it has a greater lift capacity, lift height and reach, and

has a faster travel speed of 25kph compared to the 20 kph of the wheeled Teleskid. Manitou says that the design target with the MT 420 was to reduce preventative maintenance which it claims is now less than €1 an hour. Maintenance intervals have also been extended with hydraulic oil changes every 2,000 hours, with costs lessened by reducing the volumes - i.e. cooling fluid is now 8.6 litres, engine oil 10.2 litres and hydraulic oil 55 litres. The design has also used many of the main components of the MT 625 keeping costs down and improving maintenance commonality.

Another option is the Giant 4548 HD compact telehandler from Tobroco Machines of Oisterwijk, the Netherlands. The company has a range of several compact machines including mini skid steer loaders, compact loaders, telescopic wheeled loaders and telehandlers. With good capacity, lift height and forward reach - the best here - it is also significantly the lightest at under three tonnes. The company says that it is also working on a new model with a six metre lift height and 2.5 tonne capacity.

So why use the Teleskid?

According to JCB the Teleskid can do the work of four machines - a telescopic handler, masted forklift, compact loader and a skid steer. True its telescopic boom will allow operators to load trucks without a ramp, reach over kerbing and



JCB tracked teleskid



Manitou MT 420 H



Manitou MT 420 H

The JCB Teleskid takes on the Manitou MT 420 and Giant 4548

	JCB Teleskid 3TS-8W	JCB Teleskid 3TS-8T	Manitou MT420 H	Tobroco Giant 4548 Tendo HD
Maximum capacity	1,676kg	2,000kg	2,490kg	2,870kg with counterweight
Lift height	3.7m	3.8m	4.28m	4.8m
Forward reach	2.25m	2.25m	2.65m	3.2m
Capacity @ full reach	590kg	726kg	900kg	585kg - 710kg with counterweight
O/A length	3.8m	3.8m	3.63m	3.85m
Wheels/Tracks	Wheels	Tracks	Wheels	Wheels
O/A height	2.1m	2.1m	1.9m	1.97m
O/A width	1.8m	2.0m	1.49m	1.57m
Weight	4,472kg	5,722kg	4,260kg	2,950kg
Travel speed	20kph	12.6kph	25kph	25kph
Drive/steer	4x4	tracked	4x4x4	4x4x4
Engine	JCB EcoMax	JCB EcoMax	Kubota 3A	Kubota



Tobroco 4548 HD

dig below ground, all with clear visibility of the attachment, however both the Manitou and Giant can carry out similar duties. In fact it is only the dig depth of 910mm that differentiates the JCB, but then again is that a feature that many would find useful?

The Teleskid certainly has the most powerful engine but is also the heaviest. The wheeled Teleskid

may have its followers but both the Manitou and Giant have as good if not better performance.

The tracked Teleskid however is more unusual but at 5.7 tonnes is a hefty beast especially compared with the Giant 4548 HD. It is though good to see another innovative addition at this end of the market and it will invariably prove a popular machine.



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The Ruthmann TBR 250 has a high tensile steel four section boom

If one equipment sector has had to reinvent itself it is the 3.5 tonne truck mounted platform. Just when you thought it had reached its limit, the latest launches have surprised yet again with new designs and innovation producing improved performance yet still within the increasingly restrictive 3.5 tonne GVW limitations.

From a performance point of view, manufacturers of 3.5 tonne truck mounted platforms must keep advancing just to stand still - the introduction of each subsequent engine emission legislation has seen to that. As engines become cleaner they require more components and so become heavier. The increased chassis weight leaves less spare capacity for the platform superstructure, add this to tougher implementation of the weight rules and the result often requires a redesign using weight saving materials - plastics, lightweight high-strength steel etc - to produce a platform with improved performance yet light enough to fit onto the heavier truck, complete with driver (and possibly passenger), a tank of fuel, outrigger pads and - if possible - spare capacity for tools etc all within the 3,500kg GVW.

Demand for 3.5 tonne truck mounts is still growing, driven by the

increasing numbers of operators unable to drive larger class vehicles on a standard B-Class driving licence. However manufacturers have once again taken up the challenge to produce platforms with greater working heights, increased safety and new performance features in spite of the associated constraints. Recent exhibitions such as Apex and Vertical Days have seen the launch of new models with improved performance mounted on 3.5 tonne vehicles, as well as some smaller, more compact platforms on lighter chassis aimed at inner city and urban applications.

Pausing for breath

Last year the introduction of platforms with working heights over 25 metres had calmed down with manufacturers concentrating on expanding the 'bread & butter' mid-range platforms particularly in the 20 to 25 metre range. However the increased availability and use of ultra-high strength steels and intelligent weight-saving designs



Ruthmann currently tops the 'working height table' with its 29 metre TB 290

and redesigns has resulted in lighter booms. These factors, along with dramatically improved load management systems, have resulted in a new wave of higher reach 3.5 tonne platforms. Several manufacturers have introduced lifts with working heights of 25 metres and above - all said to be absolutely road legal from an operational weight point of view.

Ruthmann currently tops the 'working height table' with its 29 metre TB 290 launched just before Palfinger's new 28 metre P 280 B last October. The TB 290 can now take its maximum 230kg to a

working height of 28.6 metres. This was initially available to 26 metres but was increased after Palfinger unveiled its full capacity P280 B. The straight telescopic 290 has evolved from Ruthmann's 27 metre TB 270+ and has a maximum outreach of 16.2 metres.

Palfinger's upgraded 28 metre P 280 B on a Mercedes Sprinter Euro 6 chassis was launched at the end of last year and uses an aluminium boom with a 230kg platform capacity which it can take to its full 27.6 metre working height. The Palfinger just manages to improve on Ruthmann's maximum outreach with 17 metres with the same 100kg in the platform. Palfinger says the aluminium boom is both light and stiff, thanks to its thicker side walls compared to the latest thin-wall ultra-high tensile steel booms.

25 metre battle

Both Palfinger and Ruthmann have also recently launched 25 metre platforms. On the surface both look similar, but the main difference is the boom - the Ruthmann TBR 250 has a high tensile steel four section boom, while the Palfinger P 250 BK has a five section aluminium boom - now common on the Palfinger Italia platform range. Both feature 185 degrees of jib articulation and



Palfinger's 28 metre P 280 B



The Palfinger P 250 BK has a five section aluminium boom

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A Ruthmann Steiger TB 290

230kg platform capacity and both claim class-leading 16.5 metres of outreach with 100kg in the platform and 170 degrees of platform rotation. The Palfinger is based on the 21 metre P 210 BK and offers below ground level reach. The company has also incorporated the premium outrigger system from its larger machines as standard, complete with auto-levelling, automated variable positioning and axis ground clearance monitoring. Ruthmann says its TBR 250 - which can set up on slopes of up to five degrees - is the ideal substitute for similar sized platforms mounted on 7.5 tonne chassis.

The Italian connection

A year after forming Ruthmann Italia - following the acquisition of a 60 percent stake in the Marti Group, owner of Italian spider and truck mounted lift manufacturer Bluelift/Ram - the company announced its first new model which is a joint collaboration between the companies. The 24 metre Ruthmann Ecoline RS240 is the largest platform in its new, more cost-effective Ecoline product line-up.

The RS240 has a working height of 23.6 metres and when mounted on a 3.5 tonne Nissan Cabstar for example, is less than seven metres long and 2.56 metres high. Platform capacity is 250kg with which it can manage 8.3 metres of outreach. This increases to 9.1 metres with 200kg and 11.4 metres with just 100kg in the platform. One of its main features is a new, patented easy to set-up three lever levelling system which always gives equal weight on each of the outriggers negating any torsion in the chassis.



ECOLINE RS 240 first sale to Nolo Rico of Italy

Socage 28 metre

Socage launched a 28 metre platform about three years ago but freely admitted that it was too heavy for road use in most European countries, with Italy being more 'flexible' on these things. It has gone back to the drawing board and launched a new weight compliant 28 metre platform - the forSte 28D E with X chassis. Viewed from above the extended outriggers form almost an X arrangement, however the four outrigger beams are all joined to each other in a reinforced rotated square arrangement with each outrigger forming one side of the square around the boom turret. This strong structure is attached directly to the chassis and does away with any cross bracing and reinforcement resulting in weight and cost savings.

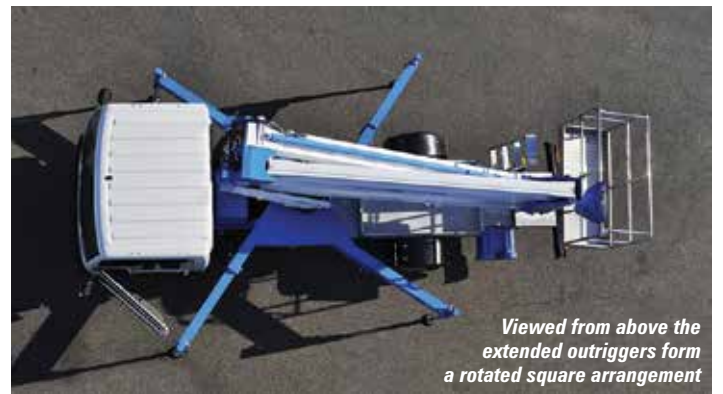
The E (electric) series of platforms - which includes articulated and telescopic platforms with or without a jib - use electric controls, mounted on the new X-shaped chassis. Socage says that nearly all the structural components now use lightweight high tensile steel. Socage also has a new Series 4 range of articulated and telescopic models, with working heights from 15 to 24 metres. These also feature the X-shaped chassis with manually extendable outriggers to keep weight down, reduced height and longer outrigger extensions resulting in a better balanced platform.



The new Multitel MS100 on Nissan NT400 Euro 6 chassis



The 28 metre Socage forSte 28D E with X chassis



Viewed from above the extended outriggers form a rotated square arrangement

Unusual and different

Of course there will always be new products that are a little different - most recently this has been seen in the mega platform MS100 truck mount from Multitel Pagliero developed in partnership with Skyworker Trade of Switzerland - imagine a big scissor lift platform on the end of a boom, mounted on a 3.5 tonne chassis and you won't be far wrong.

Although unusual it is far from being a new idea, there are already a few of these 'large deck' truck mounted platforms in regular production, such as the Sky Aces Tunlift (now a Palfinger Italia product) and the Comet Solar which prove invaluable for certain applications such as tunnel work, street lighting maintenance and tree trimming. The Multitel MS100 is based on the company's existing lift mechanism with a large profile, two-section

telescopic boom topped by a 3.3 metre long, 1.85 metre wide platform giving a working height of 10 metres with a platform capacity of 400kg. The work platform can also move laterally by up to 500mm either side, reaching around 450mm beyond the width of the chassis, which is 1.9 metres wide including stabilisers. This allows the operator to get closer to the point of work. The lift is mounted on a 3.5 tonne Nissan NT400 Euro 6 chassis and can work up to six metres without setting the stabilisers. An optional hydraulic friction drive allows it to travel at speeds of up to five kph at this height.



The large platform can traverse either side of centre by up to half a metre

The growth of the pick-up

When the end of the Land Rover Defender was announced a couple of years ago, there were many who wondered in what form the 4x4 based aerial lift would continue. By the time Land Rover production finally ceased in January 2016, a few alternatives had already emerged, but the sector has since bloomed with numerous manufacturers now offering platforms on 4x4/pick-up chassis, growing the market by building on the popularity of the 4x4 pick-ups in general.

The UK has been one of leading markets for this type of platform although its popularity is now spreading over a number of countries. One of the first companies to move away from the Land Rover was Cumberland Platforms (CPL) which launched the 13.2 metre Socage A314 on a 3.5 tonne Isuzu D Max 4x4 chassis. The fully hydraulic A314 boom was previously mounted on the Land Rover Defender, Toyota Hilux, Unimog and Transit 4x4. At the end of 2015 the company achieved National Small Series Type approval

on its 4x4 Toyota Hilux A314 platform which covered both the platform conversion and the vehicle being uprated to 3,500kg with off-road tyres.

Earlier this year CPL was appointed UK dealer for Palfinger Platforms Italy which included truck mounted lifts on chassis up to 3.5 tonnes. At the launch, the company unveiled a new platform - the Isuzu P130A using a Palfinger boom. The 13.1 metre P130A with up to six metres of outreach on the Isuzu D-Max chassis. Using four A frame stabilisers with a 2.23 metre wide footprint, the platform has a 240kg capacity and five degrees of off-road levelling.

CPL says that the switch to the Palfinger boom has resulted in a stronger, smoother and more stable platform. Working height and outreach are similar and the controls are identical making it easier for operators to switch between the two platforms. Other improvements include moving the lower controls to just behind the cab on the passenger side which is beneficial in an emergency. The boom has been relocated to the right hand



The CPL Isuzu P130A uses a Palfinger boom

side of the truck giving UK operators access from the kerbside to enter the platform at deck level.

Of the 175 platforms CPL delivered in 2016 most were mounted on the Isuzu D-Max chassis, although the company recently become the first access company to be certified in the new Toyota Converter programme for the P130A Hi-Lux platforms.

With CPL taking on the Palfinger Italia distributorship, Socage appointed Access Platform Sales (APS) as its UK dealer. APS - which also builds and distributes the Aldercote van mounts - will offer the 13.2 metre Socage A314 pickup mounted platform with 7.2 metres outreach as well as four truck

mounted booms mounted on the 3.5 tonne Nissan Cabstar chassis - the 19.5 metre Socage 20TJ, the 20.5 metre Socage 21DJ, the 24.5 metre Socage 25D and the 28 metre Socage 28D.

New pick-up from CTE

CTE has also launched a new pickup mounted platform - the 14.7 metre Zed 15.2 - which can be mounted on either the Isuzu D-Max 4x4 or the Toyota Hylux 4x4 pick-up chassis. The platform has 6.3 metres of outreach and a platform capacity of 230kg with an outrigger footprint of 2.76 metres square. Gross Vehicle Weight is said to be three tonnes. The patented H-stabilisation system employs connecting rods to extend the beam and jack in a single



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The 14.7 metre CTE Zed 15.2

motion. Slew is 360 degrees, while the 1.4 metre wide platform has 120 degrees of rotation.

All electrics and hydraulic hoses are routed on the inside of the boom to protect from falling objects or snagging on obstacles. An optional fiberglass bucket platform with 200kg capacity is also available. CTE has also been busy with its truck mounted platforms, launching its all electric 16.6 metre B-Lift 17E with 11.3 metres of outreach and 250kg platform capacity and heavy-duty battery pack that recharges while travelling. At the higher level it unveiled a new larger MP 7.5

The CTE Zed 15.2 has 6.3 metres of outreach and a platform capacity of 230kg



tonne truck mount - the 32 metre MP 32.19 with twin telescopic booms with slew ring between the two, plus a two section telescopic jib with almost 180 degrees of articulation. The unit offers a 300kg platform capacity, and up to 19 metres outreach at an up and over height of over 12 metres.

First Klubb pick-up

French van mounted lift manufacturer Klubb has also entered the market with the 13.8 metre articulated boom lift mounted on a Renault Alaskan pick-up with two or four wheel drive options. The all-new KAT 42 was unveiled in September and offers up to 6.4 metres of outreach at an up & over height of five metres with a 200kg platform capacity and 360 degree

slew. The new model uses a single parallelogram riser and telescopic aluminium boom with a fibreglass basket/bucket. Simple hydraulic controls with internal hoses, wiring and protected components to help cope with extreme climatic

conditions and tough work applications.

Versalift compact

Another company with a wide range of platforms on 3.5 tonnes or less is Versalift. Its latest is a compact platform - the nine metre LT-23-90-TB - mounted on a two wheel drive Fiat Doblo WorkUp chassis which has an overall weight of just 2.5 tonnes it manages up to 4.2 metres of outreach with its 120kg/one-man fibreglass platform without the need for outriggers. Aimed at mainland Europe - particularly France - Versalift says that a capacity upgrade and optional detachable



The all-new Klubb KAT 42

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AERIAL PLATFORMS

The new Versalift LT-23-90-TB on a Fiat Doblo WorkUp chassis



tow bar will also be available.

The WorkUp has compact dimensions with an overall length of less than five metres with 250kg of spare cargo capacity after allowing for driver, passenger, aluminium lockers and fuel etc.

Versalift has also introduced a new 13.3 metre LAT135-H Low Voltage platform mounted on either the Euro 6 Toyota Hilux or Isuzu D-Max pickups. Both are updated to 3.5 tonnes GVW and incorporate a system that keeps the rear suspension airbags at optimum pressure. The new double A frame stabiliser system, allows narrow setup making it ideal for working in restricted areas or within the single lane of a road. Being updated the unit has an improved payload and adequate space for lockers on the deck of the vehicle. The LAT135-H Low Voltage offers up to 6.1 metres of outreach, and a platform capacity of 230kg. Technology within the platform's boom structure, bucket controls and fittings, enables dielectric flash-testing whilst the bucket is mounted to the platform.

The company has also launched an upgraded version of its largest platform on a 3.5 tonne chassis - the 24.2 metre articulated twin telescopic VTX-240 - available on either the Iveco Daily or Renault Maxity Euro 6 chassis. A Mercedes-Benz Sprinter version should be

available soon. Performance of all three is very similar with its maximum 220kg platform capacity available at full height and the maximum outreach of 12.5 metres with 80kg. The unit has advanced electro-hydraulic FPC controls with variable outreach, auto set-up and stowage and on-board diagnostics in the platform. Versalift says that all units feature enough spare payload to accommodate a driver, passenger and a full tank of fuel, while remaining well within the 3.5 tonne GVW limit.

The unit has also been very successful in the Netherlands with Rotterdam-based rental company Doornbos a lead customer. The VTX-240 features a three section telescopic riser/lower boom that elevates to the vertical and a three section top boom giving it an up and over height of 11 metres. It also has a useful 3.5 metres reach below ground level.

New GSR models

Other new platforms include the 24 metre GSR B240PX - a Euro 6 articulated truck mounted lift which is now in production and ready to ship. Featuring a dual sigma-type riser and three section telescopic boom it offers 12.3 metres of outreach and an up and over clearance of around eight metres. Maximum platform capacity is 250kg with 140 degrees of platform rotation. The new addition to the company's PX range includes inline vertical stabilisers which are said to be extremely simple to operate, service and maintain. Chassis available include the Nissan NT400 or Mercedes Sprinter MB311 chassis.

New CMC telescopic

CMC has launched a new 22 metre telescopic truck mount on a 3.5



The VTX-240 features a three section telescopic riser/lower boom that elevates to the vertical and a three section top boom giving it an up and over height of 11 metres

tonne Euro 6 Nissan chassis - the PLA220 - which uses an innovative Maximum outreach is 15 metres with 80kg in the platform, although maximum capacity is 220kg. Jacking can be inboard or with front outriggers extended to provide the maximum performance though 360 degrees. A 25 metre version - the PLA 250 which has a very similar design - should be launched later in the year and features 24.8 metres

working height and similar outreach.

And finally Oil&Steel has two new truck mounts - the 21 metre Scorpion 2112 J with a maximum outreach of 12 metres with 120kg platform capacity, or 10 metres with its 230kg maximum. The other new model is the 20 metre Snake 2010 Plus H on a short wheelbase chassis, resulting in an overall length of 6.9 metres. Maximum outreach is 10.2 metres with 120kg, while maximum capacity is 230kg.

The 24 metre GSR B240PX



CMC's new 22 metre PLA220



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Top three continue to dominate



For several years now the loader crane market has been dominated by three companies - Palfinger, Hiab and Fassi. Despite this domination, fortunes of each company have varied during this time. About 18 months ago we took an in-depth look at Hiab and its concerted effort to rebuild its image and market share following long-term declines. The company was optimistically focussing on re-taking its position as the number one producer, having slipped to second or third place. Having the generic name for the product but not being market leader may be galling but it did not make the task any easier.

18 months on and Hiab continues to gain market share as its ongoing efforts to rebuild the brand are clearly working as the benefits of its renewed operational independence really gather momentum. This follows the decision in 2012 of owner Cargotec to decentralise its separate businesses after an earlier centralisation strategy. The company has stepped up the pace of new product introductions along with a stronger focus on innovation.

It has not regained its number one position yet, primarily because

both Palfinger and Fassi have also been busy with organic growth and acquisitions as well as continuing to introduce innovative products and improve customer service and support.

However the progress back towards market leadership is impressive with financial performance improving at a steady pace. This is continuing into 2017 with Hiab's first quarter results hitting new records. Total sales were €270 million - 10 percent higher than in the same quarter 2016 - and order intake of €288 million, while operating profits jumped 23 percent to €39.5 million.

New routes to market

Hiab is also undergoing a major review of its distribution strategies around the world, for example moving away from direct sales operations in some markets towards distributors such as the appointment last year of Multico to take over its sales and support in Singapore and Malaysia.

In the UK Hiab's relatively new UK and Ireland managing director Rogier van der Linde is developing Hiab's strategy to become a more customer-focused, competitive organisation through changes in its working methods to improve quality and efficiency and move closer to customers and business partners/dealers. A key area will include improving service by dividing the market into eight 'dealer pockets', either company owned outlets of independent dealers, each with a main hub type workshop supporting a larger number of authorised service centres.

"We also believe we can better support our customers by investing in direct services in key high-density areas including the Midlands and London and are looking at the best

way to serve these regions. As well as this new way of working we will be investing in infrastructure and implementing a service and fleet management tool," said van der Linde. "I believe that after-sales support is absolutely critical for our customers, so our future plans will focus on driving improvements in our footprint, as well increasing co-operation with our service partners to become the number one partner in the industry."

One recent change is the appointment of London-based loader crane repair and maintenance specialist Hydraulic Fleet Solutions which will provide both mobile and workshop crane maintenance and repairs and mobile emergency services to Hiab equipment located in the West London area and within the M25.

Easier installation

Hiab has also launched two new initiatives to make crane installation and operation easier and more efficient - Hiab Frameworks and Crane Tip Control. The Frameworks programme offers pre-manufactured, ready to install modular sub-frames that match the truck selected by the customer. The installation package comes complete with pump, tanks and auxiliary stabilisers and the frames are bolted to the chassis with all stress calculations already carried out and tested. Initially the system will be available for several heavy cranes for Volvo, Renault, Scania and DAF chassis, but will be extended to other models in the future.

Hiab claims that using Frameworks is much easier to install and can reduce the installation time by up to 75 percent which means the crane is ready for use much faster which is of great benefit for installers, bodybuilders and end customers.

Over the past few years Hiab has been rebuilding its brand



The X-HiPro 558 is the latest loader crane from Hiab



The new Crane Tip Control (CTC) feature is available on Hiab's HiPro control system and is said to simplify loader crane operation. The crane operator is now able to control the specific movement of the crane tip/hook with three controllers - vertical, slew and horizontal - and the software then activates the individual boom functions such as first boom up or down, second boom up or down and telescope in or out, rather than the operator having to combine and synchronise multiple controllers to make the movement happen. The operator can activate or deactivate the feature by simply pressing a button on the controller. The system was developed because of customer demand to be able to move the crane tip along a perfectly vertical path without using a hoist - a function that normally demands a highly skilled operator to do efficiently. The software is almost certain to improve productivity and result in smoother operation.

The new Hiab X-HiPro 558

The latest loader crane from Hiab is the X-HiPro 558 which it claims is the strongest crane that will fit on a three axle truck. The new 55 tonne/metre crane features a maximum capacity of 10.8 tonnes at 4.6 metres radius and maximum

tip height of 17 metres. Maximum horizontal reach is 14.5 metres at which it can handle 3.15 tonnes. The overall weight with outriggers is around 5,500kg depending on configuration, which says Hiab is up to 20 percent lighter than other cranes in this class. The X-HiPro 558 is designed for lifting heavy and bulky loads and provides 20 percent more lifting power than other cranes of equivalent size.

Loader crane innovation

Last year we reported on the loader crane sector saying it was the most innovative of all the equipment segments in terms of structural fabrications and electronics etc... But what makes the loader crane manufacturers so innovative? It is probably down to the long-term pressure to reduce weight while increasing performance and improving productivity, driven by large sophisticated customers that deliver and therefore load and unload thousands of products a day - all with operators whose primary job is driving the truck?

Both Hiab and Palfinger have organised digitalisation 'Hackathons' in Sweden and Austria respectively where participants spend several days developing innovative ideas.

In March Palfinger organised Austria's largest Hackathon to date with more than 24 teams competing to further develop their ideas



Hiab is hosting its event CargoHack3 in Hudiksvall, Sweden - in collaboration with Industryhack, a pioneer of industrial innovation challenges - at the end of summer. The goal of Hiab's 'Time for Elevation' is to explore new opportunities in digitalisation and connectivity to ensure easier and safer intelligent load handling.

"Open innovation is key for discovering new ideas and increasing the speed for developing new offerings," said Jan-Erik Lindfors, vice president of Hiab new business solutions. "The Hackathon is a step to collaborate with enthusiastic entrepreneurs and digital minds to shape the future of our industry. We want to see innovations that simplify the user experience, making the customers' life easier is most important."

Hiab organised two other internal Hackathons last year to innovate on augmented reality, safety and productivity, robotisation and new business modelling. It says that as a result of the two events it has seven patents pending.

Palfinger Hackathon

In March Palfinger organised Austria's largest Hackathon to date with an open invitation accepted



The Hackathon concentrated on topics such as automation, virtual and augmented reality and 3D printing.

by more than 100 participants grouped into 24 teams competing to further develop their ideas. Many of the participants came from Austria but there were also a good number of international teams, including students from universities of technology, universities of economics and business and universities of applied sciences, as well as by young start-up companies. During the two-day event Palfinger challenged the participants to come up with ideas for various subject areas including virtual reality, augmented reality, mixed reality, semi-automated loading and unloading, digital assistance systems and Palfinger as a service.

Topics such as automation and sharing concepts as well as the necessary connectivity of products, data and ideas were discussed. Palfinger has been focusing on digitisation opportunities and changes for some time. In 2016, the company set up an internal unit to concentrate on these topics, with the first projects implemented in areas such as automation, virtual and augmented reality or 3D printing.

Hiab is organising its CargoHack3 event in Hudiksvall, Sweden at the end of summer



Palfinger chief executive Herbert Ortner said: "Our aim is to establish this open form of innovation using external talents, but also making use of internal resources to promote it and create the necessary structures." Palfinger plans to establish a branch in Vienna in 2017, engaged purely in the development of new ideas and partnerships.

Record revenues at Palfinger

As we have already mentioned, the main reason why Hiab has not re-taken its historic market leadership spot is that Palfinger has also performed well over the same period. This year the group also posted a record first quarter and forecasts the trend to continue through the year. Total revenues were up 13.5 percent to €361.9 million with most of the growth coming from its dominant European loader crane business and Russia. Pre-tax profits for the quarter improved a more modest 7.6 percent to €29.2 million.

Palfinger Sany JV

One area beginning to make a contribution is the Sany Palfinger SPV 50/50 joint venture which was agreed in 2012 which produces and sells Palfinger loader cranes for the Chinese market. Earlier this year the joint venture launched its new range of articulated and telescopic loader cranes in Malaysia which included four new models, one straight telescopic, the 17 tonne SPS 50000 and three knuckle booms, the SPK 36080 MH, SPK 42502 MH and SPK 8500.

The SPS 50000 weighs over 6,000kg and is designed for four axle trucks. It features a 21.6 metre five section boom and lifts 17 tonnes at three metres, or 800kg at 21 metres radius. At its full height of over 22 metres it can pick 3,150kg. The SPK 42502 has a maximum load moment of 42.3 tonne/metres giving it a maximum lift of 14.3 tonnes on the short boom model, while the longest, six section boom option provides up to 16.8 metres of reach. The SPK 36080 MH has a maximum load moment of 34.8 tonne/metres, providing a maximum capacity of 8.5 tonnes and a maximum reach of 12.1 metres. Finally, the lighter duty 7.6 tonne/metre SPK 8500 - designed for two axle trucks - can handle loads up to 3,300kg and a maximum reach of 9.6 metres and weighs 920kg.

Palfinger completes Solid range

Palfinger has also launched six new models in its 'Solid' range with load moments of between five and 19 tonne/metres. The PK 13.501 SLD 1 and PK 13.501 SLD 3 have load moments of 13.1 tonne/metres. The PK 14.001 SLD 3 is 14 tonne/metres and the PK 14.501 SLD 5 offers 14.5 tonne/metres. The cranes are available with up to five hydraulic extensions for an outreach of 14.8 metres.



The first showing in Europe of the Palfinger Sany range was this 20 tonne metre SPS 20000 seen at Bauma last year

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The 14 tonne/metre Palfinger PK 14501 SLD 5.

The new cranes have been designed as simple, robust and reliable units with an eye towards the road maintenance and municipality market. Replacing the SLD series the new cranes have a higher lifting capacity with similar or lower overall weight. They are also equipped with High Speed Extension, boosting boom extension speed by up to 30 percent. The new cranes are all equipped with Single Link Plus for working close to the truck while providing articulation of up to 15 degrees above the horizontal. The crane fabrications are blast-hardened with cut wire pellets, electrostatically treated with a zinc phosphate Cathodic Dip Protection coating and finished with a two-pack paint.

Fassi' 'Continuous Innovation' programme

Fassi has also been working hard to keep ahead of the industry's heady pace of development. A look at all the acronyms available on its loader cranes provide some insight into this which include FSC - Fassi Stability Control, LLV - Load Limiting Verification, WL - Walvoil Distributor Bank, IMC Integral Machine Control, GAS Grab Automatic Shake and CPM Crane Positioning Monitor to name just a few of the many available.



For the North American market Fassi has introduced the SE range - F600SE.44 aimed at the dry wall installation.

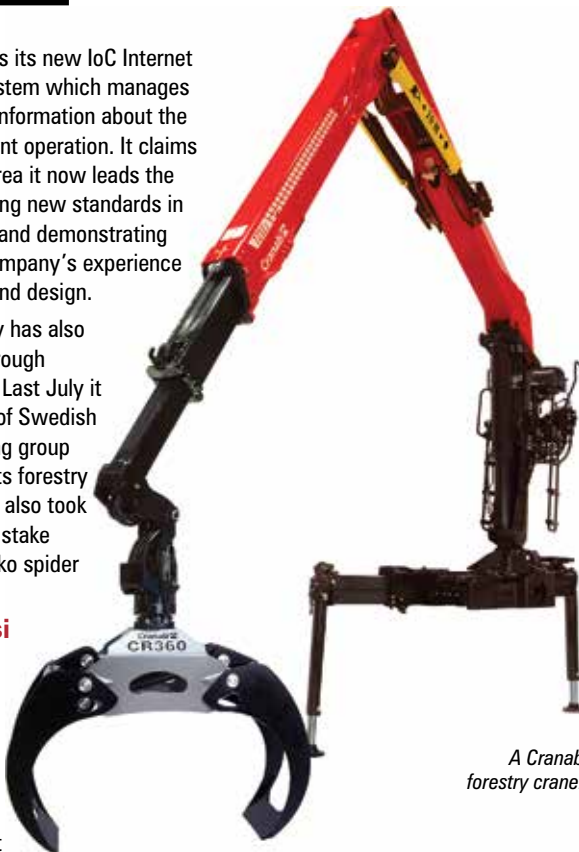
Fassi also has its new IoC Internet of Cranes system which manages all available information about the crane's current operation. It claims that in this area it now leads the market "setting new standards in technology" and demonstrating the Italian company's experience in research and design.

The company has also expanded through acquisitions. Last July it took control of Swedish manufacturing group Cranab and its forestry cranes and it also took a 33 percent stake in Italian Jekko spider cranes.

New Fassi models

Fassi has been busy, particularly at the larger end of the market where it has a long history among the big three of leadership. However its latest new products include smaller to mid-range models, including the 84 tonne metre F1150RA and the F600SE - principally for the North American market.

The F1150RA - from its XHE range - replaces one of its best sellers over the past 12 years, the F1100RA. The compact F1150RA - as with all XHE cranes - is fitted as standard with a seven inch colour touchscreen displaying a large amount of information including sensor readings, percentages or pressures caused by the load on the outrigger rams, oil temperature and stability. The crane is also fitted with



A Cranab forestry crane.

a version of Fassi's stability system FSC/SII which Fassi says 'exploits the improved efficiency of the innovative angle sensor combined with a moment limiter'.

The F1150RA.2.26 XHE-dynamic has six hydraulic extensions and a maximum hydraulic outreach of more than 16 metres. When combined with the L616 hydraulic extension, the crane provides the same lifting capacity but with an outreach of 27.5 metres which can be increased to more than 33 metres with manual extensions.

For the North American market Fassi has introduced another model to the SE range - the F600SE.44 - aimed at dry wall installation, designed to withstand severe working conditions with strong load charts. As with

other SE models it has extensions on the main boom as well as the jib resulting in working heights of up to 30.48 metres. To keep the crane compact, the jacks on the telescopic extensions are positioned inside of each arm.

The F600SE.44 is part of Fassi's own patented Internet of Cranes (IoC) system - which manages all available information about the crane's current operation, providing the crane's operator (or service centre) the same advantages of a car equipped with smart software to remotely manage its efficiency. Features include 360 degree continuous slew, the innovative FX901 control system with seven inch touchscreen colour display that allows the operator to view detailed information about the outrigger set-up and the crane work, digital RCH/RCS remote control and the new V7 radio control units as standard and Automatic Dynamic Control (ADC), which verifies all the crane's functions and maximises the speed of movement in accordance with the load.



The F1150RA replaces one of Fassi's best sellers over the past 12 years, the F1100RA.



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Modified Fassi for Advanté

UK temporary office and welfare accommodation supplier Advanté has added a new specially modified loader crane to its fleet - a 78.5 tonne/metre Fassi F820 mounted on a 32 tonne Scania with a payload of 7.5 tonnes. The unit features twin front stabilisers allowing the lifting of the accommodation units - each weighing up to seven tonnes - through 360 degrees. The crane has a maximum reach of 30.45 metres with an eight section boom and two manual extensions and was ordered with a winch.

Advanté, Fassi dealer Walker Crane Services, Fassi UK and Scania were all involved in devising the front stabiliser solution which involved attaching a military-style NATO beam to the front of the chassis behind the front bumper onto which the extra pair of stabilisers are mounted. The ability to lift safely over the front of the vehicle, as well as over the side and rear, is expected to make deliveries quicker and easier, particularly in London, where space is often limited.



New Atlas crane

German loader crane manufacturer Atlas has unveiled a new 4.6 tonne/22 metre loader crane, the 290.2E. The crane boasts eight hydraulic extensions and can lift up to 4.6 tonnes or 620kg at its longest reach of 20.74 metres.

The 290.2E has a total weight of 5.3 tonnes and offers a slewing range of 410 degrees. The first company to take delivery of the new crane on a four axle truck is Luxembourg-based Delvaux from Atlas dealer Carrosserie Comes.

Martin Williams for Effer UK

Sole Effer distributor in the UK - Martin Williams (Hull) - which took over from Atlas UK at the beginning of last year - has added to its facilities and is hiring additional staff to cope with the high level of enquiries. The company has extended one of its buildings and added a 50 metre crane bay and has taken on a further 10 to 15 specialist staff specifically for the Effer products.

Martin Williams was established in 1990 by Martin Williams carrying out accident repairs and resprays for

cars and vans before expanding into commercial vehicles and bodywork and then the loader crane business.

Today it employs around 110 and operates from a sevenacre site at Burstwick, in Holderness to the east of Hull.

Martin Williams sold the first Effer 955 8S +6S with a combination of the manufacturer's CroSStab outriggers on the rear and V Stab behind the cab, providing the full load chart though 360 degrees slew. The crane has a maximum hook

height of 37 metres with telescopic jib, and can handle up to 24 tonnes, with the jib removed.

Effer 955 8S +6S with a combination of the manufacturer's CroSStab outriggers on the rear and V Stab behind the cab



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Knuckle pile driver

German foundation and sheet piling contractor Göllnitz Umwelttechnik has taken delivery of an Atlas AK300.2V knuckle boom loader crane for piling work. The crane - mounted to a Mercedes-Benz Actros chassis - can lift a maximum of 4.5 tonnes and has a maximum radius of 20.5 metres. It has been specially equipped with a pile driver and pulling attachment to lift beams of up to 12 metres in length and drive or retract them as required.

Göllnitz Umwelttechnik managing director Alf Göllnitz said: "Although it is unusual to use a loader crane for driving piles but we have been successful in doing so with Atlas loader cranes for 20 years. One of the main advantages is that we can get to any working site very quickly."



The AK 300.2V shown pulling double-T-beams from a foundation pit in Hamburg, Germany



The Mercedes-Benz Actros chassis features a 17 metre Versalift VDT-170-F platform with a 9.4 tonne/metre Palfinger PK 10002-SH loader crane

Belgian crane platform combination

Belgian transport service provider Publilux has taken delivery of a custom-made combination truck with loader crane work platform.

The two axle 19 tonne Mercedes-Benz Actros chassis features a 17 metre Versalift VDT-170-F platform with a maximum outreach of 11 metres and maximum platform capacity of 230kg, with a 9.4 tonne/metre Palfinger PK 10002-SH loader crane, which has a maximum outreach of 14 metres and can lift from 450kg to 2,050kg. The combination unit was designed by Time International in Farsø, northern Denmark and delivered by Belgian Versalift dealer HDW Belux to the customer in north east Belgium.



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Silverstone success

The first Vertikal Days to be held at Silverstone - located inside the Formula One track - was a resounding success! Both the record number of visitors and exhibitors agreed that the new venue exceeded all expectations. Even the weather played its part with two days of glorious sunshine and temperatures in the mid-20's quite a contrast with some of the previous 10 Vertikal Days events and for the UK in May.



As opening time approached hordes of visitors gathered at the entrance, eager to see the comprehensive mix of lifting and access equipment and find out about the latest products being launched. The new venue - near Copse Corner and the historic pits within the circuit - provided a much larger area able to accommodate the space hungry show, and was made more interesting by the subtle soundtrack of car engines racing around the track day on first day. The evening networking event, attended by around 800 people was held in the new Silverstone Wing complex, located above the new Grand Prix pits. Many enjoyed the sunshine on the balcony overlooking the pit area, listening to the live band or finding the 'quiet' room for more serious conversations.

All the feedback on the new exhibition area and layout was very positive, particularly as parking was relatively close and the good local roads made it very easy for visitors and exhibitors to get in and out of the show.

With several exhibitions already this year, most major exhibitors had plenty of new models to show. With more than 120 exhibitors representing over 260 manufacturers there were also several worldwide debuts, including the Faraone Elevah 65ES Move, the 13 metre CPL Palfinger P130A pick up mounted platform, the Reedyk PC4405 pick & carry crane, Niftylift's all electric HR21E, the Artic Raptor 184 articulated tower crane and an all-new tower crane cab from Linden Comansa. New market entrant AmerParts launched a new multi-purpose retrofit battery charger and finally GMG launched



City Lifting showed the new 36 metre and eight tonne capacity Artic Raptor 184 for the first time



Faraone Elevah 65ES Move was a world debut - the machine features a one metre platform outreach and weighs less than one tonne



CPL showed off the new 13 metre CPL Palfinger P130A pick up mounted platform with 240kg platform capacity

both the company and unveiled a range of slab scissor lifts.

Both visitor and exhibitor numbers hit a new record and with a buoyant mood within the industry and at the show it was no surprise that many deals were done - some of them totally unexpected. The number of individual visitors totalled 2,660 with many attending both days and there were also far more overseas visitors, possibly due to the more southerly location?

With so much news generated at the show a pictorial round-up covers the most in the space available but all new models will be featured in subsequent issues of Cranes & Access.



Promax Access unveiled the Reedyk PC4405 with a three tonne capacity and nine metre lift



Queues of visitors entering the show

GT Lifting showed this C6 Hoeflon spider crane



A Sogace 20D truck mount



Fiber Max crane pads on the NMT Crane Hire stand



NMT Crane Hire had a busy stand



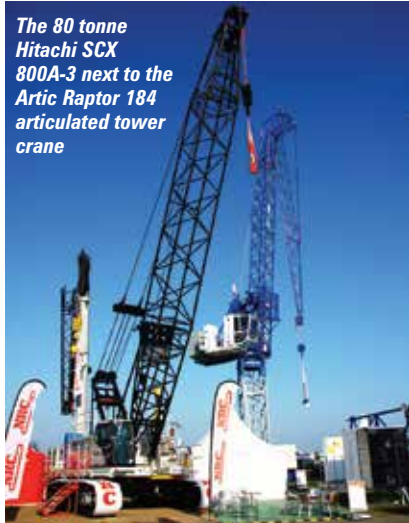
The Mantall stand



ATN with its 23 metre Mygale spider platform



Alimak Hek showed both mastclimbers and hoists



The 80 tonne Hitachi SCX 800A-3 next to the Artic Raptor 184 articulated tower crane



The elebia stand in the Marketplace



Haulotte showed off its latest platforms



The Outrigger Pads display



SKM Asset Finance celebrated 20 years with a specially brewed Vertik Ale



The Hird Group showed PM loader cranes, Oil&Steel Snake truck mount, Valla, Winlet glazing robot and Wienold MFC 750 floor crane



Welcome to Vertikal Days



HTC Wolffkran showed this Wolff 166B luffing jib tower crane



Pam Penny of The Vertikal Press drawing a winner at the SKM Asset Finance stand

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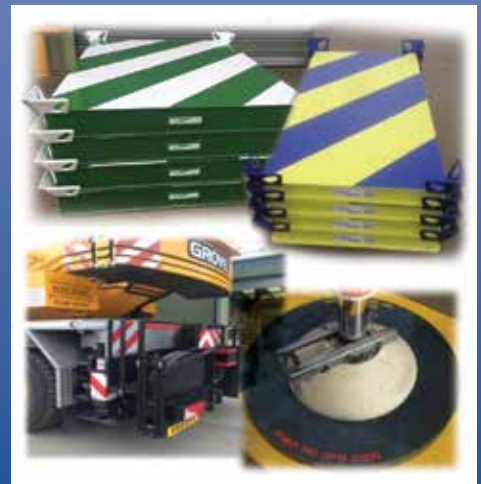


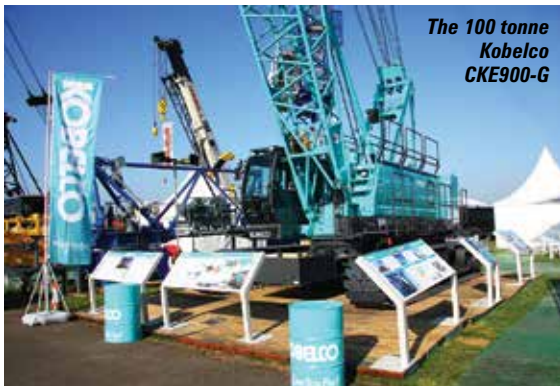
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**The 100 tonne
Kobelco
CKE900-G**



IPS Parts store



Instant UpRight stand



**Montarent brought its M21-4WDS
wheeled self erecting crane**



The new Hinowa Lightlift 13.70



**Liebherr LTM 1090-4.2 with 60 metre
main boom had its European premier**



The Snorkel SL26SL



Teupen Leo 21GT



The Lifting Gear UK stand



**Dingli displayed a scissor lift selection
and the 11.2m AMWP11-5-8100
mast boom**



**Tim Ward of Niftylift
explaining machine features**



The APS stand



**The networking event with many
on the balcony overlooking
Silverstone's pit straight**



**Versalift had a full stand including the first showing
of the VDT170-F on a five tonne Mercedes Sprinter**



Part of the crane section



**The TVH/IPAF cocktail reception was
held in the F1 pit area of the Silverstone Wing**



Lunchtime



Record numbers of visitors on the first day



Part of the large Multitel stand



Skyjack scissors and booms



The global unveiling of the new Linden Comansa tower crane cab



Carl Cooper of Hird closes a deal for two Valla cranes with Alun Lane of VML/Vanguard Group



New products from Sterling GP included its first step-frame low loader and a low-profile roll-on, roll-off body on a 12 tonne Daf chassis



The Osprey stand in the Marketplace



Cesab forklift trucks



Power Towers display



(L-R) Willy and Sean Nyland of Delden Cranes with Mark Evans and Kazuhisa Kakinaga of Kobelco close a deal for four more 100 tonne CKE900-G crawler cranes



Multitel 25 metre SMX 250 tracked spider



Tadano showed several cranes including this ATF 70G-4



The big Genie booms - including a 180ft SX180 - cross the F1 track



Airo scissors including the XLP5E sold to Quick Reach



Skyking's new 12.5 metre A12.5 VM van mount



Booms and scissors on the Genie stand



Rivertek showed a full line-up of Kato city cranes



The Macs Trucks stand



Part of the Terex stand



Dave Rees of NRC (L) with Dean Holmes of JN Bentley taking the keys of the 80 tonne Hitachi SCX800A-3



The Kranlyft stand



The new 20 metre Ruthmann Ecoline RS200



Varioballast system on the Liebherr LTM 1450-8.1

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(L-R) Michael Tolle of GMG, Alan Russon and Jim Tolle of GMG confirm that Russon will handle GMG sales in the UK and Ireland



Liebherr LR 1110



and the winner of the TVH draw is... Nick Goodridge of NEG Services



JCB had several scissors from its new access range and claims 800 sales worldwide to date



SafetyLiftinGear had a wide selection of lifting, material handling and load restraint products



GSR B240PX truck mounted platform



Berry Cranes taking the 100th Liebherr LTM1060



Modulift's outdoor stand



GGR and the five tonne Sunward mini crawler crane



A good selection of mats on the Crowland Cranes stand



The first day was exceptionally busy



Falcon Tower Crane Services erected this Jaso J118HPA luffing jib tower crane



Hematec with the 15m Helix 1508, 12m Helix 1205 mast booms and the 500kg Helix K 12500 mast boom-industrial crane



A happy Robert Bird, md of Ladybird following the sale of a Potain HUP 40-30 to CJ Trading



The new Versalift Unimog



An eight tonne Maeda MC 815 sold to Lift on the Kranlyft stand



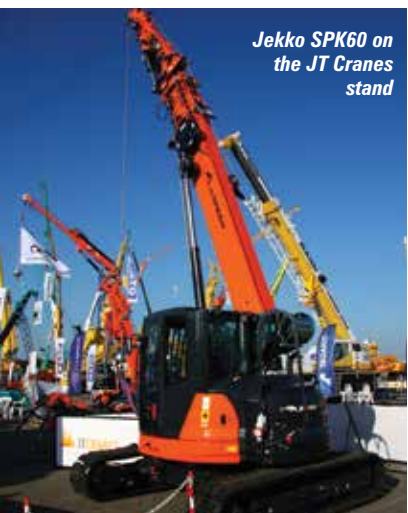
JLG Toucan 10E L and the 12E Plus mast booms



Airo platforms attracted a lot of interest particularly the X10EN which has a 1,500mm deck extension with 400kg capacity



Dinolift's new Dino 280RXT



Jekko SPK60 on the JT Cranes stand



Crowland Cranes had many compliments on its refurbished 1965 Allen Model T664 which has a capacity of six tons



City Lifting's Liebherr LTM1350-6.1

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New models from Amsterdam

Amsterdam in the spring may not have been every exhibitors dream given the close proximity to other major shows, but the turnout and new product launches made Apex 2017 better than anticipated.

The show was split between indoor and outdoor and with dull, rainy weather in the mornings and sunny afternoons both sets of exhibitors were reasonably happy with the visitor traffic. With several shows over the past few months it was a surprise to see so many new products - some that were totally unexpected.

Best machines?

We are always asked what is the most interesting exhibit at a show - and Apex was no exception. There were a good few depending on your interests.

Firstly, the new 27ft Catamount 25.10 telescopic crawler boom was right up there as it is built by a new company with no access manufacturing experience and aimed at a niche sector. Owner Caspar van Woerden sees an opening in the market resulting from the demise of the small Hitachi and Aichi crawler booms which are very popular in the Netherlands for working on the large horticultural glasshouses, cladding work and any job involving soft ground.

The first impression of the machine is that it has been put together very well with a three section, zero maintenance octagonal boom. The platform is also very solidly built as is most of the machine. Weighing just 2,55 tonnes it is light enough

to be towed behind a 4x4, but platform capacity is only 150kg with an outreach of 5.2 metres and 5.7 metres with 80kg. Overall dimensions are 4.5 metres long, 1.76 metres wide and 1.58 metres high. What is surprising is that the whole machine is fabricated in house. There are plans to produce a larger 33 to 40ft version weighing 5,500kg. A unit in the 66 to 76ft range may also be added in time, as well as hybrid power.

The next lift of interest was the 12 metre Xiraffe from Co.Me.T. The weird looking machine has a 4x4 chassis with up to 15 degrees slew either side of centre and can be levelled by four spider outriggers. Outreach is 4.5 metres and platform capacity 150kg. The machine is one of the few in the market offering a ride-on, go anywhere chassis spider-type outriggers for levelling on uneven ground - a sort of more compact and complicated Niftylift SD. Up and over reach is five metres and features include 230 volts and compressed air to the platform, engine stop/start and floatation tyres.

Dinolift also launched a semi self-propelled All Terrain boom in the shape of the 28 metre 280RXT. The 86ft boom lift weighs less than five tonnes, including four wheel drive and steer, self-levelling outriggers



Dino 280RXT



Palfinger v Ruthmann

Palfinger and Ruthmann literally had the 'biggest' news involving large truck mounted platforms. Palfinger launched an updated version of its WT1000 now the P1000 mounted on the updated five axle Tadano crane chassis with new cab and 600mm narrower outrigger footprint. Outreach is 35 metres with variable platform capacities from 200kg at full height to a maximum 530kg. Most of the new technology from the Jumbo NX Class lifts has also been included.

For many years Ruthmann has maintained that 75 metres is high enough for a truck mounted platform. However given the current situation in that sector - with Palfinger and the recently acquired Bronto - it obviously feels there is room for a third player and announced a new 90 metre machine - the Sky Performance Steiger T 9XX HF with its Highflex family features - to be launched in spring 2018. The company says the lower

- with up to 10 degrees of levelling - new high strength steel boom and 1.6 metre jib with 160 degrees of articulation and a travel speed of 10kph. Outreach is 16 metres with 120kg, while maximum platform capacity is 230kg.

The ultimate 'go anywhere' platform is the Teupen Puma 42GTX. The machine seen in the outside area in Swiss Power livery is one of just three that have been sold so far, although we are told there are several more on the production line.



Palfinger P1000



The new 27ft Catamount 25.10 telescopic crawler boom



The 12 metre Xiraffe from Co.Me.T



Ruthmann Bluelift SA 11

boom of the T 9XX HF does not need to be fully raised and locked before the platform can be used. This new design allows it to be used with the lower boom at 72 degrees or above rather than 90 degrees. With the 30 metre upper boom and jib this provides an extra six metres of outreach - possibly up to a maximum of 39 metres. The lower boom only needs to be locked for maximum height.

The new lift is likely to be mounted on a five axle Scania, MAN or Volvo chassis with a GVW of 48 to 52 tonnes. Overall length should be less than 15 metres while the basket is stored mid chassis rather than exposed at the rear. Felbermayr in Austria and Hüffermann in Germany have already placed orders with another sold to a mystery French company.

The tit for tat rivalry between the two companies continues with spider lifts. Palfinger launched the second model in its new range, the 18 metre P180 AJTK while Ruthmann announced the compact 11 metre Bluelift SA 11 and a new 30 metre model.

The 18 metre P180, part of Palfinger Italia's range, uses superstructure parts from its Smart truck mounted lifts. Maximum outreach is 7.7 metres, maximum capacity 220kg and overall weight is 2,400kg.

The Ruthmann Bluelift SA 11 has 6.7 metres of outreach and 230kg platform capacity. Outrigger footprint is 2.72 x 2.41 metres. In true Ruthmann fashion a new 30 metre spider lift was announced - the 3XX - with 17.5 metres outreach and 250kg capacity which is said to be 1.7 metres shorter than competitors while weighing just over four tonnes. Ruthmann also launched its new 24 metre Ecoline RS240, the first and

largest model in its Italian 'budget' 3.5 tonne articulated truck mount range. Outreach is 8.3 metres with the 250kg platform capacity or 11.4 metres with 100kg. Features include a new, quick levelling system and the unit at the show included the new Ruthmann secondary guarding system which when triggered stops and reverses any previous movements for two seconds.

Compact Snorkel RTs

Easily missed were Snorkel's two new super compact Rough Terrain scissors - the 22ft S2255RT and the 27ft S2755RT. Both have an overall width of 1.45 metres/55 inches and have been available in Australia/ New Zealand for several years. At 2,360kg and 2,580kg - including standard self-levelling outriggers, a 1.2 metre roll-out deck extension and non-marking tyres - they can be towed behind a van or 4x4. Snorkel says that if there is sufficient demand - particularly from Germany where there is already a lot of



Snorkel showed two new super compact RT scissors



Ruthmann Ecoline RS240



Rival JLG 1200 SJP

interest - it may start building them in the UK.

All-electric JLG boom

Three years ago Netherlands-based sales and rental company Rival unveiled the first all-electric 80/86ft JLG booms - the 800AJ and the 860AJ - converting from diesel to electric power. Since then it has sold more than 30 units. This time it announced a battery electric conversion of the 120ft JLG 1200SJP, replacing the diesel engine and fuel tank with an electric motor, battery pack and charger. Performance remains the same as the diesel unit, but with zero emissions and low noise levels. The first unit will be added to the Rival rental fleet in August, with subsequent units available for sale to other companies and end-users.

JLG says it has no intention to develop an all-electric boom of this size, preferring to focus on hybrid solutions. JLG general manager Karel Huijser added that the long-term future for JLG is all-electric.

ATN mast boom

French manufacturer ATN showed the production version of the 23 metre, 230kg capacity Mygale spider lift and said that a smaller spider lift will be launched in 2018. The company also launched the 10E mast boom - essentially a smaller version of the 12E - with a

9.92 metre working height and an outreach of 3.51 metres. Overall length is 1.2 metres with an overall width of a metre. For the last few years the company has enjoyed 30 percent growth with rental customers taking the company more seriously. As sales director Thomas Meheust put it "the mayonnaise is starting to take!"

Big platform Multitel

Multitel Pagliero showed its new 10 metre mega platform truck mounted lift designed in partnership with Skyworker Trade of Switzerland. The MS100 features a two-section



Multitel MS100

SJ85AJ

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telescopic boom topped by a 3.3 by 1.85 metre platform with a capacity of 400kg and up to 500mm of lateral movement. Mounted on a 3.5 tonne Nissan NT400 Euro 6 chassis, with a six metre working height possible free on wheels, with a hydraulic friction drive providing travel while elevated.

Manitou boom lift

Manitou launched a new 66ft telescopic boom lift, the 220TJ and a heavier, larger platform + version. The new machines combine the running gear of the 60ft 200ATJ articulated boom lift, with a three-section version the 80ft 260T's telescopic boom and two metre articulated jib. Unrestricted platform capacity is 230kg or 350kg for the 220TJ+. Outreach is 17.6 and 17.8 metres respectively, while the overall weights are 11,850 and 13,800kg.



Manitou 220TJ and Man Go12

Compact Versalift

Versalift unveiled its nine metre LT-23-90-TB aerial lift mounted on a compact Fiat Doblo WorkUp chassis which requires no outriggers. The new lift has an overall length of less than five metres and weighs 2.5 tonnes with 250kg of spare cargo capacity. Outreach is 4.2 metres and the one-man fibreglass bucket has a platform capacity of 120kg. A capacity upgrade is available as is a detachable tow bar.

Another CTE MP

Seven years after it launched the 20 metre MP 20.13, CTE took the concept up level with the new MP 32.19 mounted on a 7.5 tonne chassis. The new model has a two-section lower boom topped by the slew ring, three section top boom and a two-section telescopic jib with almost 180 degrees of articulation.



CTE 32.19

The unit offers 300kg platform capacity and 19 metres outreach at an up and over height of more than 12 metres.

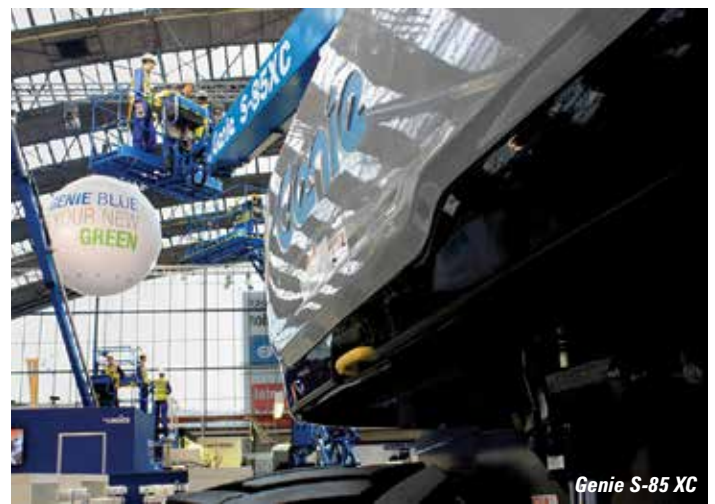
Genie

Genie extended its Xtra Capacity (XC) concept into the 80/85ft market with the S-80/S85-XC boom lifts. The two new booms feature dual platform capacities - 300kg unrestricted to its full 22.7 metre outreach or 450kg restricted - with automatic operating envelope control. The new lifts also incorporate the new integral load cell while boom and jib structures have been upgraded to handle the higher capacity. A new ALC600 control system is both smarter and much simpler to use for both operators and service engineers, with significant improvements in terms of diagnostics and troubleshooting capabilities.

New and improved features include a clear display of gauges on the display controller, new full error code readouts with text, as well as a service mode providing clear menus for settings and parameters. Software updates can also be performed directly from the machine's control panel without the need for a laptop.

CMC

Italian manufacturer CMC launched its new branding and nomenclature, as well as separating production between spider lifts - the CMC Extreme (XTRM) line - and truck mounted models - the CMC Road family. Its first Road model, the 22 metre PLA220 telescopic, can be mounted on various 3.5 tonne chassis. The four section boom has a maximum outreach of 15 metres with inline rear stabilisers and front V footprint outriggers extending 45



Genie S-85 XC



CMC PLA220

degrees to around 750mm either side of the chassis. Other features include a boom 'back home' and 'wall' function. The company says its 25 metre spider lift is its biggest seller but it may add a 21 metre and 27 metre model by the end of the year.

Clubb showed its new 18.5 metre plus jib workshop version of the Xtenso 3 - a redesign following the Comilev acquisition. Versions up to 26 metres are available. Using 14 tonne chassis, such as the Iveco Eurocargo, Mercedes Atego or Renault D the lift has a stabilised outreach of 13.9 metres with 280kg platform capacity. As well as the good storage capability options include using the platform without stabilisers and when the vehicle engine power is off.

Clubb also showed two van mounts - the 9.2 metre K21N and 13.8

metre K38P - with cut-away rear bodywork. The K21N offers 5.8 metres of outreach with one man (120kg) without outriggers when mounted on a three tonne GVW chassis. The K38P is mounted on a 3.5 tonne van giving 7.2 metres outreach with two operators/200kg platform capacity with outriggers set.

Hinowa launched its new 13.3 metre Lightlift 13.70 Performance IIS with an overall length of just 3.28 metres with basket removed. Overall width is 870mm and it is less than two metres high. Maximum outreach is a little more than seven metres and it has an unrestricted platform capacity of 230kg. Outrigger footprint measures 2.8 metres square and power options include a Honda petrol/propane, Hatz diesel or lithium ion battery pack. Features include gradient control which automatically decelerates the machine when driving on potentially hazardous slopes, built



Hinowa 13.70



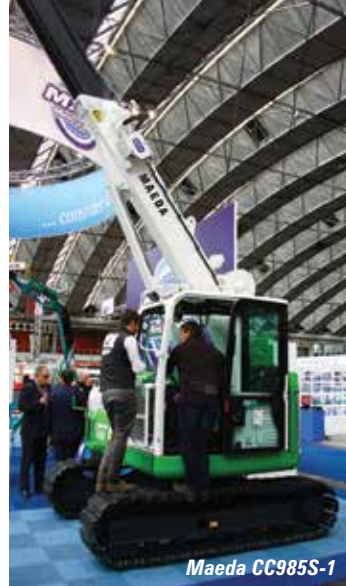
Clubb stand with the Xtenso 3 in the centre



Airo X14 EN

in fork lift pockets, lifting eyes on the outriggers, the innovative RAHM control and diagnostics system for remote diagnostics and troubleshooting.

Italian company Airo launched three new Rough Terrain scissor lifts including the 40ft X14EN electric compact scissor with an overall width of 890mm and 2.4 metre overall length. The largest in Airo's range of compact electric scissors, it features a 1.5 metre long deck extension with full unrestricted capacity. The two other new models included the 1.8 metre wide 33ft X12 RTD and 40ft X14 RTD. Both



Maeda CC985S-1

have 1,500mm deck extensions with 450kg and 400kg capacity respectively, oscillating axle and four wheel drive. Optional jacks include auto levelling.

Cranes at Apex?

While Apex is predominantly an access exhibition there were several spider and mini crawler cranes on show. Maeda showed its new five tonne mini crawler crane, the CC985S-1, the second model in its new CC mini crawler crane line joining the significantly larger six tonne CC1485. The CC985 features a five section 16.5 metre pentagonal boom and a 4.5 metre telescopic

swingaway extension. Pick & carry capacity is two tonnes and overall weight 9,450kg.

Jekko goes from strength to strength as it comes under the influence of Giovanni Fassi who took a 33 percent stake in the company last year and revealed plans for three new articulating crawler cranes using Fassi loader crane booms. At the moment there are only a few manufacturers offering this type of product however Jekko seems convinced that this is a growing concept.

First of the three cranes to be introduced will be the JF545, with a maximum lift height of 30 metres and reach of 28 metres. It can lift a maximum of 15,500kg, has a 3,500kg counterweight and measures 5.45 metres long, 2.75 metres high and 1.84 metres wide. The stabiliser footprint measures 6,700mm square and it can lift 2,500kg at 16 metres. This will then be followed by the JF30 and the JF40, the difference being additions such as an LMI and remote control. Under one tonne capacity - the JF30 has a 900kg capacity eliminating

the need for an LMI. Jekko also launched the SPX424, the only lithium powered mini crane on the market.

Business is also good for Arnham, Netherlands-based crane company Hoefflon which showed an updated version of its C1. The company says that its new larger facility - will help it cope with increasing demand. It is currently producing between two to three cranes a week.



Jekko lithium powered SPX 424 2

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In brief:

Almac launched two larger tracked scissor lifts, the 33ft 1270-HE and the 39ft 1470-HE. The new units do not level from the tracks but rely on long jacks which can level the machine on slopes of up to 11 degrees. They are also fully self-propelled up to six metres.



Almac 1470-HE



GSR B240PX

Palazzani unveiled its first articulated boom spider lift, the 32 metre TZ330/C. The lift has a two-stage sigma type riser and four section telescopic boom and 175 degree articulated jib giving 15.5 metres outreach and 250kg platform capacity. With a minimum width of 1,100mm and height of 2,166mm the lift has a maximum outrigger spread of 4.5 by 4.6 metres.



Palazzani TZ330

Bravi has increased battery life by 30 percent and says it is planning new material handling machines later this year or early 2018.

TCA featured its third generation Falcon Spider FS330Z Vario with 33 metres working height and 19 metre outreach. Overall height is now less than two metres and minimum overall width 1.25 metres. Features include new remote controls, adjustable height tracks and remote access service tool.

Imer Access showed two of four new electric scissor lifts in the IM 122 series - the 20ft IM 8122, the 26ft 10122, 33ft 12122 and 55ft 14122 - all with 1,300mm deck extensions. The IM 122 lifts replace the IM 80/90 series scissors.



Imer IM 122 series scissors

GSR launched its new 23.6 metre, 12.3 metre outreach B240PX with 250kg capacity mounted on a 3.5 tonne chassis.

Teupen showed off the largest in its new five model T series - the 35 metre 19.9 metre outreach Leo35T. All have 250kg platform capacity and are available with high strength steel booms with all cables, hoses and hydraulic cylinders routed internally. Chassis width is 1.58 metres wide.

Unfortunately Dingli did not show its new Magni designed, 16 to 28 metre specification boom lifts which should be in production later this year, but did show some electric scissor lifts, a mast boom and its own design 66ft GTB220AE which looks strangely similar to the company's new European BA20RT and BA16RT lifts.

Spain's **Movex** announced a new 20 metre articulated ATL20 truck mount with 8.5 metres outreach and 200kg platform capacity.



Oil&Steel Snake 2010H Plus

Easylift showed its new Easy RA26 - a 26 metre, 890mm wide, 14.5 metre outreach spider lift that weighs 3,600kg with 230kg platform capacity. The new model slots between its 21 and 30 metre spiders with Hatz diesel power. Easylift said the lift has been kept simple to use and repair.



Easylift RA26

JLG has plenty of new products and technology in the pipeline and is concentrating on Hybrid technology showing its latest H800AJ 80ft hybrid articulated boom lift which uses a small Kubota diesel coupled to an electric motor to boost power. Hungarian trailer lift manufacturer **Europelift** showed off its first spider lift, the 15 metre TR15GT a 'solid' auto-levelling unit with 7.6 metres outreach and 200kg capacity.



Europelift TR15GT spider lift

Weight is 2.1 tonnes and width 780mm. Outrigger footprint is three metres square.

As well as showing off its narrow large spider lifts with its new 30 metre lift to be launched in September, **Platform Basket** highlighted its investment in AR (augmented reality) digital tool aimed at eliminating paperwork including parts and workshop manuals. The company is also working on a new 43 metre spider lift for next year and a restyled 18.90.

Socage showed its 47 metre forSte 47TJJ truck mounted platform with double jib, with 36 metres outreach and 600kg capacity. The basket can be replaced with a 900kg capacity hydraulic winch mounted on the jib to create a crane.

Its latest 3.5 tonne E Series platforms have also been reworked to add 300kg platform capacity when mounted on the X-type chassis. The 19.5 metre forSte 20TJ eXtrem has an outreach of 13.50 metres. The 20 metre/nine metre outreach forSte 20D double articulated truck mount was also on display.



Socage 20D

Oil&Steel launched its lightweight, compact 20 metre articulated Snake 2010 H Plus mounted on an Iveco Euro 6 truck with 250kg capacity and an all-up weight of 3,300kg. Two spiders included the 23 metre Octopus 23 and the compact Octopus 14 both available with lithium ion power options.

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NASC delivers TG20 presentations

NASC has delivered two complimentary TG20 presentations in Leeds and London to temporary works consultants, managers and engineers working for principal contractors in the UK construction industry. The purpose of the presentations was to enable temporary works consultants to obtain a better understanding of the scope of and proposed changes to TG20. Following the events, a complimentary TG20 full suite was dispatched to all those represented at the presentation.

The principal speaker was Terry Roberts of CADS (Computer and Design Services) whose presentation included a demonstration of the TG20 eGuide software, a review of the forthcoming eGuide upgrade 1.2 (for existing users), and a look forward to proposed enhancements to TG20 at the time of the next review. Also speaking was Rick Statham of Safety & Access and David Mosley the NASC director of training and CISRS manager.

NASC president Alan Lilley said: "It was encouraging to see such a strong turnout of temporary works professionals. The speakers were excellent and the delegates were clearly interested and engaged, this reflected on the important role played by temporary works consultants in the scaffolding sector."



NASC to exhibit with AIF at Safety & Health Expo

The NASC will exhibit alongside the Access Industry Forum (AIF) at the forthcoming Safety & Health Expo in London's ExCeL June 20-22. NASC technical officer, Ken Johnson will promote the recently published NASC 2017 Safety Report, 50 percent discounted TG20:13 'Good Practice Guide for Tube & Fitting Scaffolding,' SG4:15 'Preventing Falls in Scaffolding Operations' and more than 80 other NASC safety and technical guidance notes to delegates at the event.

NASC managing director Robin James said: "NASC is pleased to be working with AIF at this flagship event - reaching out to the construction and health and safety sectors who attend. Together we hope to spread the safe work at height message and promote the good work of the NASC, which sets the industry standard in scaffolding, access provision and working safely at height."

NASC meets New Zealand scaffolders

The NASC hosted a meeting last month with Graham Burke chief executive of Scaffolding, Access & Rigging New Zealand (SARNZ), in order to discuss matters of mutual interest. The NASC is held in high regard in New Zealand and SARNZ was interested to learn from a long established trade body in the work at height sector.

With around 100 members the New Zealand trade body is making a significant contribution to the development of Australian/New Zealand scaffolding standards.

NASC managing director Robin James said: "The confederation is delighted to develop a relationship with SARNZ. We had an excellent meeting with Graham and discussed many areas of common interest and concern."

www.sarnz.org.nz



(L-R) Robin James of NASC, Graham Burke of SARNZ and Ken Johnson of NASC

CISRS NEWS

Progress continues in Dubai

Simian Skill Dubai has completed a highly successful year of training in the UAE and passed the annual CISRS accreditation audit with flying colours. Operating in the region since 2013, Simian Skill has set an increasingly high standard for training delivery, maintaining a policy of 'quality over quantity' in a tough commercial environment in which some clients would prefer to avoid formal off-site training in favour of short duration in-house training or skills testing.

CISRS scheme manager Dave Mosley said: "Interest in the CISRS Overseas Scaffolders Training Scheme (OSTS) continues to grow and we must congratulate Simian for spreading the positive message."

Simian managing director Ian Fyall added: "There are lots of opportunities for Simian at the moment and it is highly likely that we will open further CISRS centres over the next 12 months. We are in discussions with potential partners in Oman, Qatar, Saudi Arabia, Egypt and Ghana, the demand for CISRS OSTS is definitely rising."



First CISRS OSTS courses in India

Simian Skill has formed a partnership with Tough Scaff to open a CISRS Overseas Scaffolders Training Scheme centre in Chennai, Southern India. The Centre will offer CISRS Level 1 Scaffolders Training, Basic SITS (Scaffold Inspection Training Scheme) and Scaffolding Supervisor Training with the scope to gain accreditation for Level 2 and 3 as demand increases.

CISRS representative Trevor Donoghue who carried out the accreditation visit said: "I am confident that the standard of facilities provided and commitment shown to scaffold training will provide skills and employment opportunities for the local community in Chennai and the wider population in India."



NASC

Established in 1945 NASC is the national trade body for access and scaffolding in the UK serving over 230 leading contractors and scaffolding manufacturers. www.nasc.org.uk



CISRS

Established in the 1960s, CISRS is the industry scaffold training scheme with 60,000+ UK card holders & 4,500+ Overseas. www.cisrs.org.uk



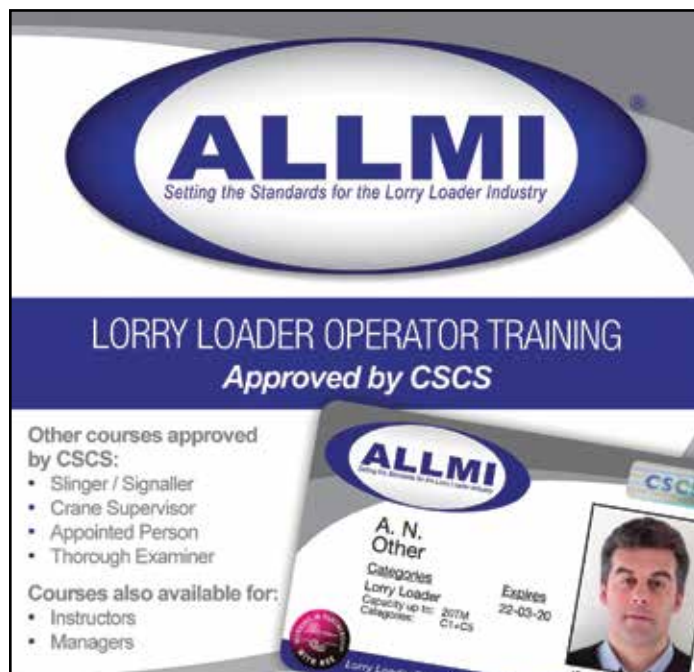


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New Work at Height guidance

ALLMI has released 'Guidance Note 026 Work at Height: Points to Consider', developed in conjunction with the association's Technical Standards Committee and Operators' Forum Executive. Work at height is, of course, a large and wide-ranging subject for which many best practice documents already exist. However, ALLMI's guidance provides a fresh perspective as it focuses entirely on lorry loader operation, covering the related legal requirements, as well as topics such as safe systems of work, lorry loader design, top seat controls and raised operating stations. It also addresses the issue of fall arrest systems and using the loader crane as an anchor point for this equipment.

ALLMI technical manager, Keith Silvester said: "The guidance is aimed at a wide variety of those involved in the industry, from vehicle manufacturers and crane installers, through to fleet owners and site operators. It differs from other guidance available by consolidating work at height information relating to lorry loaders and documenting answers to frequently asked industry questions. Therefore, we would encourage all those involved with this subject to contact ALLMI for a complimentary copy."



Join the Industry!

ALLMI is developing an area of its website aimed specifically at promoting the lorry loader industry to young people and facilitating their contact with member companies, as well as providing information for careers advisors/educators. ALLMI chief executive Tom Wakefield said: "The decision to create this new website area is a direct result of consulting with members, developing an understanding of the issues they face and then formulating a plan to address them. This is a key process for ALLMI, as it enables us to serve the industry very effectively."

The website area will provide young people with detailed information on the industry, educating them on the benefits of working with lorry loaders, the roles they could undertake and the career paths they could follow. Information will also be provided on ALLMI members which are keen to hear from them, and a facility will be developed for career advisors/educators, helping them to establish links with ALLMI members on issues such as work experience, open days, etc.

Tom Wakefield continues: "We are still very much at the planning stage, with the next step being to carry out further consultation with members and to find volunteers to provide 'profiles' for each of the industry roles we wish to promote. In the meantime, we would be interested to hear from industry representatives, should they have any ideas or suggestions in relation to this project."

Membership Event - 11th October

The ALLMI Membership Event 2017 will take place at the Forest of Arden Marriott Hotel & Country Club in Meriden on 11th October. Full details will soon be announced, although the event will adopt a similar format to last year.

ALLMI chairman, Mark Rigby said: "The Membership Event will see delegates attending from manufacturers, service repair companies, fleet owners, site operators and ancillary equipment suppliers, with meetings for all membership divisions, as well as the facilitation of 'discussion groups', for which we had very positive feedback last year. A special guest speaker will present to all delegates in the afternoon, followed by an evening function with dinner, live music and entertainment. All in all, it will be a great opportunity to receive further updates from ALLMI, discuss topical issues and engage in valuable, enjoyable networking."



Guidance on Thorough Examinations

ALLMI has released its revised 'Guidance Note 010 Thorough Examination & Testing of Loader Cranes'. Produced via the association's Technical Standards Committee, GN010 has been significantly expanded and now covers a vast array of topics relating to this important subject, including:

- Applicable legislation.
- Definitions of the 'Competent Person' and 'Independence'.
- Required tests and the frequency at which they should be conducted.
- Thorough examination of attachments.
- Required content for a 'Report of Thorough Examination'.
- Procedures for booking a thorough examination.
- Management training.
- Monitoring of examiners.
- Thorough examinations performed by non-service/repair companies.

The guidance is aimed primarily at persons/companies conducting thorough examinations, as well as those that own and operate lorry loaders. However, it is also of relevance to any other persons who may be deemed a duty holder under the requirements of the Lifting Operations and Lifting Equipment Regulations (LOLER) 1998, or the Provision and Use of Work Equipment Regulations (PUWER) 1998.

For a copy Guidance Note 010, contact ALLMI.



For details of ALLMI standards, guidance documents and training, visit: www.allmi.com

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New president speaks out on apprenticeships

The newly elected IPAF president Nick Selley has called on the industry to attract more young people by creating apprenticeships and raising the profile of the career opportunities. "Young people are the future of our industry. They are the leaders of tomorrow, and during my presidency I will strongly promote the need for our members to further develop their apprenticeship programmes. In my own company - AFI - one in eight employees is an apprentice and we will be looking to continue this in the future. The hire industry creates very good opportunities, but IPAF needs to increase the industry's profile to encourage more young people to come on board."

"When it comes to training IPAF is certainly relevant - our accredited courses are fundamental to the industry. But we need to be more proactive in raising industry standards. We don't just want to report accident statistics - we also need to develop initiatives to reduce them. Safety is paramount and our members need to believe in these values. And if IPAF is to be relevant to the industry it cannot act in isolation. That is why I will be seeking to develop closer collaboration with other industry groups in the UK and overseas, to ensure that IPAF is central to industry developments."



IPAF president Nick Selley speaks out on the need for more apprenticeships

IPAF's 'Guardian Angel'

IPAF technical & safety executive Chris Wraith has been named as a Royal Society for the Prevention of Accidents (RoSPA) Guardian Angel for creating the Andy Access character used to spread safety messages for those operating aerial work platforms and "making a demonstrable difference in the world of health and safety and accident prevention, through personal initiative, diligence, enthusiasm and commitment."

Wraith said: "While I came up with the idea for Andy Access, he wouldn't have been such a success without the support of IPAF's staff around the world, or the enthusiastic buy-in from our members including rental companies, manufacturers and network of IPAF training centres."



Andy Access and his creator Chris Wraith.

Strategic Forum Plant Safety Group Safety Alert Protocol

A Safety Alert Protocol has been developed by the Strategic Forum Plant Safety Group MEWPs Group. The Protocol describes a voluntary standard for Safety Alerts issued by contractors and others who have incidents they believe may be related to the design, manufacture, maintenance or use of aerial work platforms. It is intended to guide the author of a Safety Alert so that it is seen as authoritative and helpful for those that receive it. A standard format is included for the layout and content of Safety Alerts.

IPAF technical and safety executive Chris Wraith said: "Safety Alerts are always issued with good intentions, but sometimes omit key information, which can lead to speculation and over-reaction when they are received. We hope that this Safety Alert Protocol will help the industry improve safety whilst maintaining productivity."

Kevin Minton, director of the CPA and chairman of the group added: "This is a great example of hirers, contractors and safety specialists working together to improve communications in the sector."

Members of the group include the CPA, IPAF, HSE, CITB, BCSEA, FASET, SAFed and NPORS, as well as significant representation from major construction companies.

It meets twice a year to share information on aerial work platform safety, and has set up working groups to produce guidance and address specific issues.



New guidance on Maintenance, Inspection and Thorough Examination of platforms

IPAF and the CPA also issued joint guidance on the Maintenance, Inspection and Thorough Examination of aerial work platforms at Vertical Days last month.

The guidance has been endorsed by the UK Health and Safety Executive and developed for the Strategic Forum for Construction - Plant Safety Group, as an essential reference document for all those who have any management or supervisory responsibility for the safe condition of a work platform. It recognises that it is extremely important for all platforms to be kept in safe working condition throughout their working life to ensure continued safe and efficient operation.

There are three key elements to ensure they are kept in a safe operating condition: Inspection, Maintenance and Thorough Examination, and the guidance outlines why these should be given equal emphasis to ensure the safest possible working practices.



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Height safety takes centre stage at PASMA members' meeting

PASMA's Annual Members' Meeting and Conference will take place on Friday, 7th July, at the Coombe Abbey Hotel, Warwickshire. Delegates will hear from an interesting lineup of speakers about the expanding role, work and achievements of the association and its contribution to advancing height safety, both in the UK and overseas.

A highlight of the event will be a panel discussion with Jason Anker, Paul Blanchard and Dylan Skelhorn. All three have unique and powerful stories to tell having suffered life-changing injuries following falls from height. Anker was paralysed from the waist down due to an avoidable accident on a construction site in 1993 when he fell from a ladder. Since then he has become a highly effective motivational speaker telling his story to more than 40,000 people over the last five years, making plain the need for high safety standards. He is frank and uncompromising in communicating the physical and psychological effects of the accident. He recently received an MBE for his contribution to safety in the construction industry.

In 2010 Paul Blanchard fell through a fragile roof-light which left him paralysed from the chest down at 55. He then decided he needed to do what he could to prevent the same happening to others. His audiences are reached through the empathy of someone who has felt the full impact of a fall from height, and in 2015 he received a RoSPA Archangel Award.

Dylan Skelhorn is a safety ambassador for Willmott Dixon. Since his accident in 2011, he has devoted his life to sharing his experiences with the aim of preventing a similar fall happening to others.

The panel will be chaired by Shaun Lundy, a member of the HSE's Myth Busters Challenge Panel. He is academic portfolio leader for the safety, health, occupational hygiene and environment degree programmes at the University of Greenwich. He has a particular interest in the field of ethics and education for health and safety professionals, and recently led the review and development of a new code of conduct for the professional body IOSH.

More details at www.pasma.co.uk



Coombe Abbey



Jason Anker

PASMA 'On Air'

PASMA's first female chairman elect, Gillian Rutter was recently interviewed on BBC Radio Essex about getting more women into the work at height industry. She was asked to respond to an article in The Sun newspaper lamenting the

absence of women in the scaffolding industry. A life-long member of the association, she was one of the first women to successfully complete PASMA's Towers for Users training course when just 17.

A PASMA lead instructor, she is now managing director of Skyward Access Training and a director of Hire Access, a company specialising in building complex tower structures. During the interview she said: "PASMA trained nearly 75,000 delegates last year and we certainly don't make a distinction between men and women. I have to say that I personally haven't encountered the macho image associated with traditional scaffolding. The products I train people on are modular, easy to use and really versatile, and I come across women from all types of trades and jobs on my courses."

"The work at height industry is about experience, knowledge and training. Building towers is not about muscle, and anything that gets more women trained and into the work at height industry has to be applauded. I'd be delighted to see even more women taking up PASMA training and building towers."



Gillian Rutter in Radio Essex Studio

PASMA at A-OSH South Africa 2017

At the end of May, PASMA shared its knowledge and expertise with visitors to A-OSH EXPO South Africa, an occupational



safety and health exhibition held at the Gallagher Convention Centre in Johannesburg. The association sponsored the Working at Height Theatre with speakers delivering a series of presentations and practical demonstrations using equipment supplied by PASMA member Johannesburg Scaffolding.

PASMA head of international development, Sarah Nunn said: "A-OSH represented an important opportunity for us to reach South African tower specifiers and users. In addition to sharing and exchanging knowledge



PASMA Working at Height Theatre

and expertise, we were also able to engage with those companies that share our values and want to become part of the PASMA family."



For details of PASMA standards, guidance and training, including free PocketCards and posters, visit: www.pasma.co.uk

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Sims training programme

Florida-based Sims Crane & Equipment is running a four year statewide program to bring more apprentices into the crane industry. 80 apprentices are currently enrolled on the programme at 12 Sims locations around the state including Tampa, Orlando, Jacksonville and South Florida. Starting pay ranges from \$15 to \$16 an hour and rises to \$30 to \$35 an hour on graduation.

Safety director Bob Berry said: "We invest four years of rigorous training to prepare apprentices for rewarding careers in the crane operation, heavy hauling and rigging profession. Our apprenticeship is the ideal situation - you earn a paycheck while becoming educated and developing technical skills. After four years, you receive a substantial pay increase and have a satisfying long-term career rather than being hundreds of thousands of dollars in debt, which has become so common and such a burden for many young people."



Clay Crosby is one of the latest Sims apprentices to graduate

£500k for fork truck injury

UK glass manufacturer Encirc has been fined £500,000 plus costs of £7,290 after an employee was struck by a fork lift at its plant in Chester breaking his arm.

Encirc was found to have failed to take 'effective measures to ensure its employees were correctly segregated from the fork lift traffic'. In 2007 the company was served with an Improvement Notice for poor vehicle segregation in the yard and warehouse areas, and yet the following year another employee was injured in an incident involving a fork lift truck. HSE inspector Jane Carrol said: "Poor segregation leads to accidents. There was a failure to properly plan work and this accident highlights the risks that are involved."



Lack of segregation costs £700k+

DHL Services has been fined £266,000 plus costs of £23,370.22 while JCB has been fined £375,000 plus costs of £37,235.42 after a man was seriously injured when a trolley loaded with hydraulic cylinders overturned onto him.

The DHL employee was auditing incoming deliveries of equipment at an outside yard at JCB headquarters in Rocester, UK, when he was struck from behind by the overturning trolley which was towed by an electric tug. The man suffered multiple fractures and internal injuries. An investigation found there were a number of safety failures including inadequate segregation between employees and vehicles using this area. HSE inspector David Brassington said: "The dangers of failing to provide effective segregation between pedestrians and vehicles are well known. Both of these companies were well versed in transport risk management and both fell well below the required standard in ensuring that such risks were effectively managed in this area. These failings allowed a pedestrian worker into a busy area where vehicles were coming and going and as a result the worker sustained serious injuries from which he has still not recovered."



JCB headquarters

A-Plant in top 100

UK-based rental company A-Plant has been listed in the UK's Top 100 Apprenticeship Employer List. It currently has 150 apprentices out of a total workforce of 3,300. The company introduced its first apprenticeship programme in 2005 and received 5,000 applications for its most recent intake in September last year.

A-Plant's head of training, Bob Harper said: "We believe we are leading the way in the hire industry when it comes to apprentices, they play a vital role at A-Plant, helping us to plan for the future and provide the right skill set to support the business as it grows."



A-Plant apprentice graduation

£52,000 for crane fall

Terex Cranes UK was fined £50,000 plus costs of £1,869.52 after an employee fractured his vertebrae after falling from the crane he was working on.

The man, 54, was working around two metres above ground level when he fell - he has since made a full recovery. The investigation found that the fall could have been prevented by reasonably practicable measures which have now been put in place. HSE inspector Stephen Faulkner said: "This case highlights the importance of ensuring that reasonable measures are in place when employees are working at height. The company has initiated a system of work platforms which would have prevented the fall."

Who trained them then?

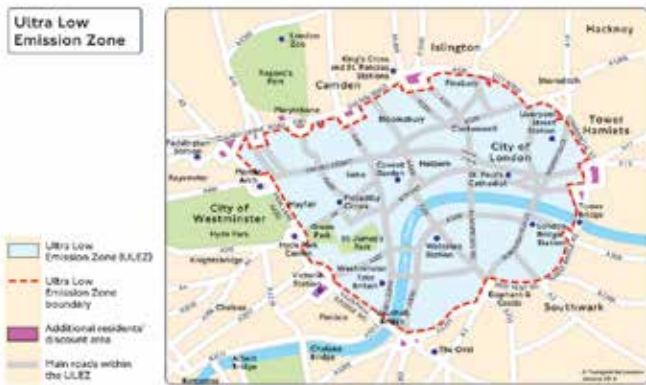
Spotted in Melbourne, Australia, a scissor lift getting a boost from a forklift and another example from North Africa.



London's Ultra Low Emission Zone Expansion

The mayor of London Sadiq Khan has announced that London's Ultra-Low Emission Zone will come into force on 8th April 2019, but that expansion of the zone beyond central London will be delayed until 2020/2021 - subject to a further consultation expected at the end of this year. The expansion was originally due to take place in 2019. The zone will apply to motorbikes, cars, buses, vans and Heavy Goods Vehicles in the central zone. All non-compliant vans and motorbikes will have to pay £12.50 to drive through central London, while non-compliant buses, coaches and HGVs will pay £100.

A map which depicting the boundaries of the existing central zone can be found at <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone>. If readers wish to respond to the consultation visit <https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-2/?cid=airquality-consultation>



Central London's Ultra Low Emission zone.

New Safety Alert protocol

Over the years, serious incidents involving aerial work platforms have led to the emergence of a multitude of company safety bulletins or alerts. Health and safety managers often respond to serious incidents by quickly creating an alert to warn employees and others of an incident involving a specific platform that can lead to machines being stood down immediately.

In today's digital age such material can go viral within minutes spreading way beyond the intended audience. Although such alerts are issued with the best of intentions, they can sometimes omit key information and only be relevant to the organisation which created it. This can lead to speculation and over-reaction when they are received and ultimately have the opposite effect to that intended by the author. There have been several incidents where misinformation or misinterpretation has negatively affected confidence with a specific aerial work platform or manufacturer, potentially compromising safety in the workplace. It is vitally important to prevent such situations in order to maintain the highest levels of safety and eliminate unnecessary time and resources wasted trying to address outdated or unfounded concerns.

This is why the Strategic Forum Plant Safety Group Mewp Group issued a Safety Alert Protocol in order to provide clear, concise guidance and a template to those considering an alert, following an aerial lift related incident, it is worth downloading a copy from the CPA, IPAF or Vertikal.Net web sites and keeping a copy in the event that it is needed following a safety related incident.



CPA Plant Conference 2017

This year's CPA Construction Plant Conference is will be held on Tuesday 31st October at the Heart of England Conference and Events Centre between Birmingham and Coventry. Equipment tracking specialist AMI has been confirmed as the main sponsor and several companies have confirmed they will exhibit, including GenQuip, ECY Haulmark and Datatag. The theme this year is 'Understanding and Influencing the Future of Construction Plant Hire'.

Speakers and subjects will cover a cross section of topics, including major projects, client requirements, how the industry can tackle its future skills needs, the latest progress in health and safety, securing your assets and embracing new technology. Online registration will be available via the CPA website.

Changes to the Driver CPC

Following a review of the Driver Certificate of Professional Competence scheme in 2014, the European Commission has published proposals to change it. The key change is that the 35 hours mandatory training over a five-year period must cover different subjects, rather than repeating or focusing on the same area of training. This would prevent individuals completing refresher courses on the same subject, rather than improving on existing or developing new skill sets.

If changes could be implemented by the European Commission before Brexit takes place, they will then continue to apply to the UK unless otherwise amended.



London Emissions Surcharge

The London Emissions Surcharge will take effect on Monday 23rd October 2017. All Heavy Goods Vehicles (including mobile cranes) going into Greater London will have to meet the Euro IV engine standard for particulates. This is due to the London-wide Low Emission Zone (LEZ). Whilst vans must at least meet the Euro III standard.

The charge of £11.50 (or £10.50 for those registered on Autopay) will apply to those vehicles which are non-compliant, and will be managed as part of the current Congestion Charge scheme. Existing Congestion Charge Autopay customers will be charged automatically from 23rd October. Those operators who use vehicles which are non-compliant, will see their costs double when their vehicle enters the congestion charging zone.

Further information on which vehicles are compliant and on the Emissions Surcharge itself can be found on the Transport for London (TfL's) website at <https://tfl.gov.uk/modes/driving/how-to-meet-air-quality-standards>



Manitowoc MLC650

The Manitowoc MLC650 Crawler Crane made its debut at ConExpo in 2014. It has a maximum capacity of 650 tonnes, and its main feature is a Variable Position Counterweight (VPC). This model of it is in 1:50 scale and has been produced by Towsleys.

A comprehensive manual guides you through 39 steps which cover what is needed to assemble the model, with the exception of reeving diagrams for the hook blocks. Tools are provided to aid the task, and a number of hours are required to complete the full assembly.

The tracks are metal, and excellent. They roll easily and the frames have a detailed casting. The tilting operator's cab has a detailed interior and at the rear various signs have tiny writing. The handrails and platforms around the model are metal and all very good.

The counterweight arrangement includes the VPC-Max superlift option available on the real crane. The sliding beam has a nicely detailed actuator at the front. The counterweight tray carries separate counterweight boxes with lifting lugs and graphics. The system works very well, and it is as much as a major plus on the model as it is on the real crane, as it is possible to position the counterweight to keep the model in reasonable balance whether it has a load on the hook or not.

The lattice boom and jib sections of the crane are nice castings with excellent geometry. They are nearly all metal and they include useable lifting eyes, mesh walkways and ladders. The connections are made with tiny black nuts and bolts.

Three hooks are supplied. The main block is large piece with a very good swivelling double hook although it is not modular. The second hook is a block with three sheaves and the whip line is a single metal piece. Keys are supplied to operate the winches, and they have positive action brakes.

A key feature of the model is that is very flexible in its configuration with all of the important connections bolted, so that it can be displayed with or without the luffing jib or back mast, or even as a series of transport loads. Fully assembled it is huge, reaching around two metres tall.

In summary Towsleys has produced an excellent model, which is both flexible and very impressive. It costs €775 from the Manitowoc webshop.

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

Parts make good transport loads



Lifting a huge generator load



Fully assembled



Very detailed



Cranes Etc Model Rating	
Packaging (max 10)	9
Detail (max 30)	26
Features (max 20)	19
Quality (max 25)	23
Price (max 15)	11
Overall (max 100)	88%



VPC counterweight system extended

Readers Letters



Dear Sir/Madam,

I read the article about cameras in the latest issue of Cranes and Access. You mention Orloco as a supplier for analogue cameras. We are pleased with the fact that our name has been mentioned. But we do more than analogue. We currently have digital systems available with the same heavy duty specs which Orloco is famous for.

Please see our product portfolio for digital systems & accessories for crane cameras: www.orloco.com/catalogus/digital-hd-cameras

www.orloco.com/catalogus/crane-supplies

Furthermore, we are more than happy to cooperate on an article about camera systems. Do not hesitate to contact me for specific information about our camera systems.

Best regards,

Linda van Dijk

Project Manager
Communications

We could not find any point where we mentioned that Orloco cameras were specifically analogue, although we did mention that the company has pioneered the boom tip type crane cameras, a market which is finally coming of age. We do take on the point though. This is an area where we are planning to do a major feature in the near future, highlighting the benefits and comparing the different products on the market. And you can be sure that Orloco will feature prominently. Ed

Dear Sir,

As always I found you're the latest copy of your magazine to be full of good and interesting information. Sad to say maybe but I always read it from cover to cover. This one seemed a lot bigger than the usual and was packed with interesting material. BUT....The one thing that impressed me the most in the entire magazine was a letter you carried on page 99 from Mr McNally. It is a rare rare thing to see a crane man being so open and sharing with information as he appears to have been and I applaud him from the rafters. It was heart warming to see and I only wish that more people - companies would only follow his lead. If they did we would have a much safer and more professional attitude to safety and risk. It would be nice if more people joined me and said well done! I only hope that his attitude attracts more customers to give him their business as a result. At a time when openness and honesty seem in short supply this is really refreshing.

Fergus Pyle

Dear Leigh,

I have just been informed that Ken Deighton, the last chief engineer of Priestman died recently. He was an excellent design engineer in my estimation, who had been very much involved in the development of the Priestman Sealion. This was not, in my view, a wise commercial undertaking for Priestman, forced upon them by the autocratic Acrow Chairman, Bill de Vigier, but it was an excellent piece of engineering, which survived the rigorous conditions of the North Sea. If only Priestman had devoted that engineering expertise in to developing larger crawler cranes, it might have been very different and this is what I wanted to happen.

Yours **Dick Lloyd**

Something has to change

Hi Leigh

It's been a crazy week with all these accidents, the CC2800 in Italy the Weldex crane in Newcastle and two more that I heard about that happened this week. This is the outcome of xxxxx hiring a brand new 400 tonner with minimal hours on the clock to yyyyyy company for a job in xxxxx, they then hired in an operator from an agency that only had experience in crane up to a Kobelco 135, oh and I forgot to mention the crane was on a FLOATING barge which said operator had no experience of either. The damage to the new crane is two new ropes at a cost of around £25K.



This week has proved we in the UK are heading for a disaster in the crane industry it's getting worse and the cause of it will be crane owners and agencies, the owner for hiring cranes to anybody without a care in the world and agencies sending any Tom Dick and Harry out to a crane without knowing the ability of that operator.

I will try and sit down tonight and write down to the best of my ability of what I believe to be the biggest problems and what should be done about it, if it's any good I will make it public either through yourself or another method but I really do feel like something needs to be said.

Yours



Name withheld for fears of repercussions – and we have hidden details of one incident due to the fact that we have not been able to corroborate it beyond all reasonable doubt or through a second totally independent source. If and when our correspondent does follow up we will be ready and willing to work with him of course. Ed

Thank You

The family of Norman Kelsey, who died in April and whose obituary we carried in the last month's magazine have written to us as follows:

Dear Sir, I wonder if you could please do me a favour somehow? Today has been Norman Kelsey's (Hewden Stuart northern area manager) funeral and wake. I know a lot of the guys follow you and see your publications. Could you please thank everyone who attended please. I did not get to thank them all for attending it and it was such a good turnout. You carried the original announcement about his death.

Many thanks !!!!

Lesley Batschelet

Ken Deighton

1932 - 2017

Ken Deighton, the last chief engineer of Priestmans of Hull, died on 20th April at the age of 85. Ken was a very loyal company man employed by Priestman for the larger part of his working life. He joined the firm in 1948 as an apprentice, taking time out with the Merchant Navy for a couple of years for his National Service. When he returned to the company with marine experience he was put into the dredger section of the design office. He became one of the most valued members of the highly skilled Priestman design team and was much involved in the innovative design of the Priestman Lion excavator/crane, probably the most sophisticated mechanical crane ever produced, with its totally enclosed gearing and pumped lubrication system. He also took a major part in the switch from mechanical machines to hydraulic, a project master minded by the late Gordon Scott, one of the most highly qualified design engineers in the company.

Priestman was one of the few older manufacturers who were successful in making this transition, evidenced by the robustness and durability of the Mustang hydraulic excavator range, which spawned the long-reach excavator, the VC or Variable Counter-balance range, and the highly successful Sea-Lion offshore crane. Both of these new designs were born under Ken's aegis, after he had succeeded to the position of chief engineer in the late 1970s.

Following the collapse of the Acrow group in 1984, Ken joined Sanderson when it acquired Priestman, but they did not have the resources nor the enterprise to take Priestman further, and only lasted a

few years more themselves.

RB bought the manufacturing rights for the VC Range in 1990, and took Ken with them, to further develop this unique



Ken and Anne Deighton with Kees Zeevenhooven

product. RB landed the largest and most prestigious order for the VC20 in May 1991 just after the Gulf War.

The machine proved ideal for capping the oil wells in Kuwait, which had been destroyed by Saddam Hussein. The detailed account of what happened are best described in Ken's own words: "The machines were required with great urgency, and because of the low overall transport height, which had been built into the design concept to make the machine more easily transportable, they were able to be despatched to Kuwait by massive Russian transport planes, three units at a time. They were dispersed around Kuwait to the US Fire Fighting Teams, and by October 1991 had succeeded in extinguishing the last of the 640 well-head fires, due to their exceptional long reach."

The whole procedure reflects very great credit on Ken's expertise, and is a final tribute to his remarkable career. He is survived by his wife Anne, and his three daughters, Suzanne, Carolyn and Virginia.

This was sadly bumped from last month's letters page due to space limitations.

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www.matexpo.com

Platformers Days 2017

September 8-9, 2017
German access equipment show
Hohenroda, Germany
Tel: 05033 981742
www.platformers-days.de

Europlatform 2017

13-14. September 2017
IPAF Conference
Warsaw, Poland
Tel: +44 (0)15395 66700
www.europlatform.info

Crane Safety 2017

September 20 2017
UK Crane Safety conference by the Institution of Mechanical Engineers
London, UK
Tel: +44 (0)20 7973 1304
www.imeche.org/cranesafety2017

GIS 2017

October 5-7, 2017
The Italian Cranes & Access Show
Piacenza, Italy
Tel: +39 010 5704948
www.gisexpo.it

CICA Conference 2017

October 19-21, 2017
Australian crane industry conference
Adelaide, Australia
Tel: +61 (0)3-9501 0078
www.cica.com.au

2018

The Rental Show 2018

Atlanta
February 18-21 2018
New Orleans, USA
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www.therentalshow.com

IPAF Summit 2018

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Bauma Conexpo Africa

March 13-16 2018,
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Intermat 2018

April 23-28 2018,
International construction equipment show
Paris France
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www.paris-en.intermatconstruction.com

Vertikal Days 2018

UK/Ireland crane and access event.
May Silverstone
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www.vertikaldays.net

Hire18

May 30-31, 2018
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2019

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35t Liebherr LTM 1030-2.1	2006	4x4x4	30,00m + 15,00m
35t Grove GMK 2035	2004	4x4x4	29,00m
45t Fann ATF 45-3	2006	6x6x6	34,00m + 15,20m
50t Grove GMK 3050	1999	6x6x6	38,10m + 15,00m
55t Grove GMK 3055	2004	6x6x6	43,00m + 15,00m
55t Grove GMK 3055	2006	6x6x6	43,00m
55t Liebherr LTM 1055-3.1	2006	6x6x6	40,00m + 16,00m + Runner
60t Fann ATF 60-3	2004	6x6x6	40,20m + 16,00m
60t Fann ATF 60-4	2000	8x6x8	40,00m + 16,00m
75t Grove GMK 4075-1	2005	8x6x8	43,20m + 17,00m + Runner
80t Terex-Demag AC 80-2	2004	8x8x8	50,00m + 17,60m
80t Terex-Demag AC 80-2	2003	8x6x6	50,00m + 17,60m + Runner
80t Liebherr LTM 1080/1	1999	8x8x8	48,00m + 19,00m
90t Liebherr LTM 1090/2	2002	8x8x8	52,00m + 19,00m
100t Grove GMK 5100	2001	10x8x10	51,00m + 26,00m
100t Grove GMK 5100	2002	10x8x10	51,00m + 18,00m
100t Liebherr LTM 1100/2	2001	10x8x8	52,00m + 19,00m
100t Liebherr LTM 1100/2	2001	10x8x8	52,00m + 19,00m
120t Grove AT 9130 E	1995	10x8x8	48,00m + 17,70m
160t Tadano Fann ATF 160G-5	2009	10x8x8	60,00m + 37,00m
160t Tadano Fann ATF 160G-5	2005	10x8x8	60,00m + 13,20m
200t Liebherr LTM 1200-5.1	2009	10x8x10	72,00m + 22,00m
250t Liebherr LTM 1250/1	2004	12x8x10	72,00m + 42,00m + 63,00m
400t Liebherr LTM 1400-7.1	2007	14x8x12	60,00m + 56,00m + 84,00m

Make / Type	y. o. m.	Drive	Boom / Fly Jib
25t Kato KR 250	1998	4x4x4	26,70m + 7,00m
80t Grove RT 890 E	2008	4x4x4	43,00m

Make / Type	y. o. m.	Drive	Boom / Fly Jib
14t Demag V 73	1990	4x2x2	13,10mm

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Aichi	www.aichi-corp.jp
AIRO	www.airo.com
Alimak Hek	www.alimakhek.com
ATN	www.atnplatforms.com
Barin	www.barin.it
Biljax	www.biljax.com
Böcker Maschinenwerke	www.boecker-group.com
Bravi	www.braviisol.com
CMC	www.cmclift.com
Co.Me.T	www.officinemet.it
CTE	www.ctelift.com
DENKA-LIFT	www.rothlehner.com
Dino Lift	www.dinolift.com
Dingli	www.cndingli.com
Easylift	www.easy-lift.it
Falck Schmidt	www.tcalift.com
GEDA-Dechentreiter	www.geda.de
Genie	www.genielift.com
GSR Spa	www.gsrspa.it
Haulotte	www.haulotte.com
Hinowa Tracked Aerial Platforms	www.hinowa.com
Holland Lift	www.hollandlift.com
Imer Access	www.imergroup.com
Isoli	www.isoli.com
Iteco	www.imergroup.com
JLG	www.jlgeurope.com
Klaas	www.utility-equipment.com
Klubb France	www.klubb-france.fr
Ladder Safety Devices	www.laddersafetydevices.co.uk
Leader	www.leader-piatt.it
Leguan Lifts	www.leguanlifts.com
Manitou	www.manitou.com
Mantis Access	www.mantisaccess.co.uk
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MEC	www.mec-awp.com
Niftylift	www.niftylift.com
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Omega Platforms	www.omegaplatforms.com
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Planet Platforms	www.planetplatforms.co.uk
PB Liftechnik	www.pbgmbh.de
Platform Basket	www.platformbasket.com
Ranger tracked access	www.tracked-access.co.uk
Runshare	www.runshare.net
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Sinoboom	www.sinoboom.com
Skyjack	www.skyjack.com
Snorkel	www.snorkelusa.com
Socage	www.socage.it
SUP	www.supelefant.com
TCA Lift	www.tcalift.com
Teupen	www.teupen.com
Turner Access	www.turner-access.co.uk
UTS Sales & Repairs	www.towersandpodiums.co.uk
Versalift distributors (UK)	www.versalift.co.uk
Youngman	www.youngmangroup.com

Scaffold Towers

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

Mastclimbers & Hoists

Adastra Access	www.adastra-access.co.uk
Alimak-Hek	www.alimakhek.com
Brogan Group	www.brogangroup.com
GEDA-Dechentreiter	www.geda.de
Klaas	www.utility-equipment.com
SGB	www.sgb.co.uk
LTC Hoists Division	www.ltchoists.co.uk
Safi	www.safi.it

Specialist Scaffolding

Advance Scaffolding (SW)	www.advancedscaffoldingltd.co.uk
SGB	www.sgb.co.uk

Platform Rental

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2 Cousins Access Limited	www.2cousins.co.uk
AA Access (Specialists)	www.aaaccess.co.uk
ABBA Plant Hire	www.abbaplanthire.co.uk
Access Link	www.accesslink.biz
Access Platforms Direct	www.accessplatformsdirect.co.uk
Acrolift	www.acrolift.co.uk
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Actual Access	www.actualservices.co.uk
Advanced Access Platforms	www.accessplatformsuk.com
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AFI- Uplift	www.afi-uplift.co.uk
A-Plant	www.aplant.com
ASR Access Platforms	www.access-platforms.com
ATP	www.atphire.com
Bluelift	www.bluelift.ie
Drammen Liftutleie AS	www.drammenlift.no
Elevation	www.elevation.net
ES Access Platforms	www.esaccess.co.uk
Facelift	www.facelift.co.uk
Fraco	www.fraco.co.uk
GT Access	www.gtaccess.co.ukk
Height for Hire	www.heightforhire.com
High Access Hire	www.highaccesshire.co.uk
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Manlift Hire	www.manlift.ie
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Mr Plant Hire	www.mrplanthire.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk/Hire
North American Rentals	www.bigbooms.com
Peter Douglass Platforms	www.peterdouglass.co.uk
Platform Sales & Hire	www.platformsales.co.uk
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Readyplant Ltd	www.readyplant.co.uk
Riwal	www.riwal.com
Sandhurst Access Rental	www.sandhurst-accessrental.co.uk
Trac-Access	www.trac-access.com
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Powered Access Certification	www.pac.uk.com
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New & Used Platforms

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Advanced Access Platforms	www.aaplatforms.co.uk
AFI Resale	www.afi-resale.co.uk
A.J. Access Platforms	www.accessplatforms.com
Baulift	www.baulift.de
Davis Access	www.davisaccess.co.uk
Facelift	www.facelift.co.uk
Flesch	www.Flesch-Arbeitsbuehnen.de
Gantic Norway	www.gantic.no
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GSR Aerial Platforms UK	http://en.gsrspa.it
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North American Rentals	www.bigbooms.com
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Platform Sales	www.platformsales.co.uk
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Rapid Platforms	www.rapidplatforms.co.uk
Reachmaster (USA)	www.reachmaster.com
Riwal	www.riwal.com/used
Turner Access	www.turner-access.co.uk
TVH - Group Thermote & Vanhalst	www.tvh.be
Universal Platforms	www.universalplatforms.com
Utility Equipment	www.utility-equipment.com
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Wilson Access	www.wilsonaccess.co.uk
Workplatform	www.workplatformltd.co.uk

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Workplatform	www.workplatformltd.co.uk

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Wilson Access	www.wilsonaccess.co.uk

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Telescopic Handler Manufacturers

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Haulotte	www.haulotte.com
JLG	www.jlgeurope.com
Manitou	www.manitou.com
Merlo	www.merlo.co.uk

New & Used Telehandlers

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

Telehandler Rental

ABBA	www.abbaplanthire.co.uk
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JMS Plant Hire	www.jms-planthire.co.uk
Mr Plant Hire	www.mrplanthire.co.uk
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NASC	www.nasc.org.uk
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HCMC (Hitachi-Sumitomo)	www.nrcplant.co.uk
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Penny Hydraulics	www.pennyhydraulics.com
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Rivertek Services	www.rivertekservices.com
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Transloader Services	www.transloaderservices.co.uk
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City Lifting	www.citylifting.co.uk
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NRC	www.nrcplant.co.uk
Port Services Heavy Crane division	www.portservices.co.uk

Mini Crane Hire

Easy Reach Scotland	www.easyreachscotland.co.uk
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GGR	www.unic-cranes.co.uk
Height for Hire	www.heightforhire.com
Hire Maeda	www.maedaminicranes.co.uk
JT Mini Crane Hire	www.jtminicranes.co.uk
Lift Limited	www.liftminicranehire.co.uk
NRC	www.nrcplant.co.uk
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Self Erecting Tower Cranes

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Electrogen Int	www.electrogen.ie
John Sutch Cranes	www.johnsutchcranes.co.uk
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Tower Cranes

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Heavy Lift Management

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Heavy Lift Planning & Risk Analysis

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Ancillary Equipment

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Auction Houses

Ritchie Brothers	www.rbauction.com
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Trojan Battery	www.trojanbattery.com
Platinum International	www.platinuminternational.com

Load Cells & Load Monitoring Systems

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

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

Generator Sales & Rental

Electrogen Int	www.electrogen.ie
JMS PLant Hire	www.jms-planthire.co.uk

Insurance

Specialist Insurance	www.cover1.com
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Online Technical Help

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

Alimats	www.craneriggermats.co.uk
Eco power pads	www.outriggerpads.co.uk
GTP Europe	www.gtp-europe.com
Marwood	www.marwoodgroup.co.uk
Mat & Timber Services	www.sarumhardwood.co.uk
Nolim	www.nolim.nl
Timbermat	www.timbermat.co.uk
TMC lifting supplies	www.tmc-lifting.com
Universal Crane Mats	www.universal-crane-mats.com
Welex Group	www.welexgroup.com

Component Suppliers

Cone Drive	www.conedrive.com
UE Components	www.ue-components.com

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Amerparts	www.amerparts.net
Caunton - Access	www.caunton-access.com
Cone Drive	www.conedrive.com
Crowland Cranes	www.crowlandcranes.co.uk
C-Tech Industries	www.ctech-ind.com
Davis Access Platforms	www.davisaccess.co.uk
Donghua Limited	www.donghua.co.uk
Electrogen Int	www.electrogen.ie
IAPS	www.iapsgroup.com
JLG	www.jlgeurope.com
Lift-Manager	www.lift-manager.com
TVH - Group Thermote & Vanhalst	www.tvh.be
UE Components	www.ue-components.com
Unified Parts	www.unifiedparts.com
Vertimac	www.vertimac.com
Workplatform	www.workplatformltd.co.uk

Innovations

Aerial & Handling Services Ltd	www.aerialandhandlingservices.com
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Recruitment

Vertikal.Net	www.vertikal.net/en/recruitment
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Inspire	www.inspire.com
MCS Rental Software	www.mcs.co.uk

Replacement Filters

Plant Filters	www.plantfilters.co.uk
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Safety Equipment

AGS	www.ags-btp.fr
Airtek equipment	www.airteksafety.com
Heaton Trestle Handrail System	www.heatonproducts.co.uk
Heaton Scaffold Towers	www.heatonproducts.co.uk
Load Systems UK Ltd	www.loadsystems.com
Marwood	www.marwoodgroup.co.uk
SMIE	www.smie.com

Software

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inspire	www.inspire.com
Matusch GmbH	www.matusch.de
MCS Rental Software	www.mcs.co.uk

Structural Repairs

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

Training Associations & Networks

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

Training Centres & Trainers

Access Platforms Direct	www.accessplatformsdirect.co.uk
Astra Access	www.astratraining.co.uk
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IAPS	www.iapsgroup.co.uk
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ITC Training Services	www.itctrainingservices.co.uk
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Nationwide Platforms	www.nationwideplatforms.co.uk/Training
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UTN	www.utntraining.co.uk
Warren	www.warrenaccesstraining.co.uk/courses/

Access Training	www.workplatformltd.co.uk/customer-support/operator-training
Workplatform	www.workplatformltd.co.uk/customer-support/operator-training

Safety Training

Atlas Cranes UK	www.atlasgmbh.com
Avon Crane	www.avoncrane.co.uk
Brogan Group	www.brogangroup.com
Davis Access	www.davisaccess.co.uk
Emerson	www.emersontrainingservices.co.uk
Height for Hire	www.heightforhire.com

Training Services

Facelift	www.facelift.co.uk
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Hewden Training	www.hewden.co.uk/training
Hi-Reach	www.hi-reach.co.uk
Hiab	www.hiab.com
Horizon Platforms	www.ipaftrainingcourses.co.uk
JLG Training	www.jlgeurope.com
L&B Transport	www.lbtransport.co.uk
Liebherr Training (UK)	www.liebherr.co.uk
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Norfolk Training Services	www.norfolktraining.co.uk
Rapid Platforms	www.rapidplatforms.co.uk
Southern Crane & Access	www.southerncranes.co.uk
TH White	www.thwhite.co.uk
Terex Atlas (UK) Ltd.	www.atlascranes.co.uk

Wire Rope & Cable

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TMC Lifting	www.tmc-lifting.com
Casar	www.casar.de

Winches & Hoists

Rotzler	www.rotzler.com
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Tyre suppliers

Mitas Tyres	www.mitas-tyres.com
OTR Wheel Engineering - OTR Europe	www.otrwheel.com

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Atlas Traffic Management	www.atlatm.co.uk
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Make	Working Height	Year
Bronto S34MDT	34m	2001-2003
Bronto S46XDT	46m	2005
Bronto S52XDT	52m	2006-2008
Ascendant A12.5VM	12.5m	2011-2013
Ascendant A15VM	15m	2010
Ascendant A17-12T	17m	2009
Ascendant A22-17TJ	22m	2006-2012
GSR E290PX	29m	2008
GSR 160P	16m	2003-2013

Self Propelled Booms

Make	Working Height	Year
Haulotte H21TX	21m	2006
Haulotte H23TPX	23m	2006
Haulotte H25TPX	25m	2006-2008
Nifty HR12NDE	12.2m	2007-2012
Nifty HR15NDE	15m	2007-2012
Nifty HR17D 4x4	17.2m	2007-2008
Nifty HR17NDE	17m	2011
Nifty HR21D 4x4	20.8m	2007-2008
Skyjack SJ46AJ	16.1m	2012
Haulotte Star 10	10m	2012-2013

Scissor Lifts

Make	Working Height	Year
Skyjack SJ12	5.6m	2012
Skyjack SJ16	6.7m	2012
Skyjack SJ3219	7.6m	2011
Skyjack SJ3226	9.7m	2011-2012
Skyjack SJ4632	11.6m	2011-2012
Snorkel TM12	5.8m	2012

Trailer Mounted & Narrow Access

Make	Working Height	Year
Nifty 170HDET	17m	2012
Denka DL22N	22m	2003-2007
Falck Schmidt FS290	29m	2007

Make	Working Height	Year
Aichi TZ12	14m	2001
Denkalift DL22N	22m	2001-2007
Genie Z30/20N	11.1m	1996
Genie Z45/22	15.8m	1996
Grove Toucan 1010	10.1m	2000
Haulotte H25TPX	25m	2008
Haulotte HA16	16m	2006
Haulotte Compact 10DX	10m	2007
Haulotte Quick Up 14	14m	2003-2008
Nifty HR12NDE	12.2m	2005-2008
JLG 15VP	15m	2001
Nifty 120	12m	2007
Skyjack SJ4632	11.6m	2011
Skyjack SJ9250 4x4	17.1m	2008
Falck Schmidt TS24	29m	1994
Haulotte Star 10	10m	2011
Nifty V100	10.8m	2001
Mantis 20/22	22m	1996

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Sumitomo SC900-3 90t, Year 2000, 48.75m boom, 22.85m fly jib, runner jib

Liebherr LR1100 100t, Year 2002, 53m boom

Liebherr LR1100 100t, Year 2002, 53m boom

Fuwa QUY150 150t, Year 2008, 63m boom, 31m fly Jib, runner jib

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12.0m Working Height,
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Vertical mast lifts
Electric, 4x2 Drive,
10.0m Working Height,
2012 | PHM-Id 08914

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JLG - E300AJP
Articulating boom lifts
Electric, 4x4x2 Drive,
11.0m Working Height,
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€8,900



JLG - E450AJ
Articulating boom lifts
Electric, 4x2 Drive,
15.0m Working Height,
2005 | PHM-Id 08964

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GENIE - S125
Boom lifts
Diesel, 4x4x4 Drive,
40.0m Working Height,
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GENIE - S105
Boom lifts
Diesel, 4x4x4 Drive,
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50m Boom
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V21029 - **Haulotte Compact 8** - 2007
Electric - 8,2 Mtr. - 815 Hrs.
€ 3.950



V22321 - **Genie GS2646** - 2001
Electric - 9,92 Mtr. - 1779 Hrs.
€ 3.250



V22328 - **Haulotte Compact 12** - 2006
Electric - 12 Mtr. - 1123 Hrs.
€ 5.500



V22319 - **Skyjack SJ6826** - 2007
Diesel 4x4 - 9,9 Mtr. - 1607 Hrs.
€ 8.500



V21106 - **Haulotte H12SX** - 2007
Diesel 4x4 - 12 Mtr. - 1132 Hrs.
€ 11.950



V20876 - **Skyjack SJ8841** - 2009
Diesel 4x4 - 14,5 Mtr. - 1062 Hrs.
€ 12.950



V20882 - **Skyjack SJ9241** - 2008
Diesel 4x4 - 14,5 Mtr. - 1387 Hrs.
€ 13.950



V22086 - **Hollandlift B-195DL25** - 2007
Diesel 4x4 - 21,5 Mtr. - 3808 Hrs.
€ 29.500



V19962 - **Skyjack SJ12** - 2010
Electric - 5,65 Mtr. - 96 Hrs.
€ 3.650



V21594 - **Genie GR15** - 2007
Electric - 6,35 Mtr. - 406 Hrs.
€ 3.500



V20861 - **JLG Toucan 1100 A** - 2006
Electric - 11 Mtr. - 1150 Hrs.
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V20903 - **JLG E300AJP** - 2004
Electric - 11,14 Mtr. - 1711 Hrs.
€ 11.950



V21975 - **Niftylift HR12E** - 2005
Electric - 12,2 Mtr. - / Hrs.
€ 7.500



V18747 - **JLG 450AJ** - 2007
Diesel 4x4 - 15,72 Mtr. - 3044 Hrs.
€ 18.950



V21880 - **Haulotte HA16PXNT** - 2005
Diesel 4x4 - 16 Mtr. - 3897 Hrs.
€ 13.500



V19157 - **JLG 600AJ** - 2011
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€ 37.500



V18428 - **Genie Z60-34RT** - 2004
Diesel 4x4 - 20,39 Mtr. - 4417 Hrs.
€ 18.950



V21913 - **Haulotte HA260PX** - 2006
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€ 27.500



V21813 - **Haulotte H16TPX** - 2006
Diesel 4x4 - 15,44 Mtr. - 1675 Hrs.
€ 11.950



V19409 - **Genie S45** - 2003
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€ 10.500



V19637 - **JLG 460SJ** - 2007
Diesel 4x4 - 16,02 Mtr. - 3359 Hrs.
€ 16.950



V22446 - **Genie S125** - 2005
Diesel 4x4 - 40,15 Mtr. - 3588 Hrs.
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2005 Genie Z-34/22N €11500

12.52 METRE
650 HOURS
6 UNITS AVAILABLE



2006 Genie GS-3246 €8500

11.58 METRE
400 HOURS
8 UNITS AVAILABLE



2010 CTE Tracess 135 €21000

13.00 METRE
2000 HOURS
2 UNITS AVAILABLE
TRACKED



2006 Genie Z-60/34 €26950

20.22 METRE
3000 HOURS
6 UNITS AVAILABLE
4WD



2007 Skyjack SJ-9250 RT €16500

17.07 METRE
2000 HOURS
12 UNITS AVAILABLE
4WD



2006 Omme 2200 RBD €27500

21.80 METRE
5000 HOURS
2 UNITS AVAILABLE
TRACKED



2008 JLG 660 SJ €34000

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3500 HOURS
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