

# cranes & access

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June 2019 Vol.21 issue 4



**Heavy lifting**  
**Telematics**  
**Scissor lifts**  
**Loader cranes**





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ATF-120-5.1	120 t	11.4 m – 60 m	3.5 m – 31.7 m	91.8 m	72 m	390 kW (530 HP), 129 kW (175 HP)	10 x 6 x 10 (optional 10 x 8 x 10)

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## On the cover:

A 42ft Imer scissor lift being driven to its stand during the Vertikal Days setup. The diesel/electric, IM 13180 DE has a 14.8m indoor/outdoor working height, 500kg platform capacity and a 1.5m deck extension.



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Heavy lift 17

At the end of last year we charted the development of the new generation heavy lift cranes.

However such is the rapid progress of the heavy lift sector that the landscape has all changed not by one but two new mega lifters that offer almost four times the lifting power of the machines that have gone before!



Slab electric scissor lifts 25

There have been many important developments in the slab electric scissor market over the past 25 years. More recently this has included direct electric drive and a trend towards smaller, lighter



weight and more compact micro scissor lifts with platform heights in the region of 12 to 14ft. We take a look at some of these changes and the latest new product launches.

## In the next C&A

The next issue of Cranes & Access scheduled for mid July will feature our annual Source and UK/Ireland Dealer guide, Pick & carry cranes, Low level industrial access equipment/mast booms and Used equipment. If you have any contributions or suggestions to make or are interested in advertising in this issue, please contact our editorial or sales teams.

Loader cranes 35

For many years the market leaders in the articulated loader crane market - Palfinger, Hiab and Fassi - have remained unchallenged although it has not all been plain sailing.

When it comes to the larger articulated cranes however, a number of manufacturers from Turkey have developed a speciality for very large knuckle boom crane models that bear little relationship to the everyday loader crane.



Vertikal Days review 43

The UK's Vertikal Days event returned to Donington Park last month with plenty of new machines on display - several of them being global premieres. Here is an extensive pictorial review.



Telematics 57

Regardless of how clever telematics technology is becoming, many users still do not see the relevance, appreciate the expense or like the idea that 'Big Brother' is watching your every move. In spite of all the sales patter many fleet owners still ask 'what tangible benefits do I get?' Is this from ignorance of the potential benefits or something else?



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## A change of attitude

The UK government recently committed to 'net zero' emissions by 2050 - a tough challenge even if it starts right now. It means that emissions from homes, transport, industry and farming will have to be eliminated or at the very least offset by planting trees or sucking CO2 out of the atmosphere.

The construction equipment sector has made progress in cutting emissions thanks to the introduction of cleaner engines and the move towards more electric machines. However, adopting the most environmentally friendly equipment is only part of it - unless the electric power comes from emission free generation sources you are only moving the problem elsewhere.

There is however much we can do right now that would make an enormous difference, such as changing how we do things, working more efficiently and making better use of what we have.

The first principal of reducing risk when working at height is to find a way of doing the task from the ground - i.e. don't create the problem in the first place. This principal can be applied to emissions, but it needs a total change in attitude from contractors and equipment suppliers alike.

For example why keep transporting equipment to and from longer term jobs when machines could remain on site for the duration, with contractors paying for equipment by the hours or days used? Or taking a 4x4 hybrid machine which can start outside and then move indoors as the work progresses, eliminating the transport required to switch between the two. Moving equipment around is an area that can be dramatically improved - for example does it make sense to send a crane or large truck mounted platform a hundred miles for a job when a machine is available locally? Perhaps if they used fully taxed fuel this issue would solve itself?

Too many customers focus on haggling down the rental rate - even switching supplier mid project - without considering the 'hidden' costs and environmental impact.

A change in construction methods might also help. It could be argued that an electric powered tower crane that remains on site throughout the contract is cleaner and more efficient than regularly renting in mobile cranes and telehandlers? If contractors, large or small, worked more closely with rental companies to plan their equipment needs and only sourced locally - whether from local depots of national companies or local suppliers - and avoided frequent supplier switching, they would improve efficiency, probably save money and help reduce their carbon footprint all at the same time.

This month's telematics feature on page 57 highlights the advances that have been made in recent years. Technology can flag up machine faults remotely often allowing them to be fixed without a site visit, or at least allow the engineer to source the parts required before travelling, eliminating the fuel, time and additional traffic congestion of a double trip, not to mention machine downtime. Telematics allows owners to track machines and service vehicles for better scheduling of call outs and deliveries, as well as scheduling jobs for taxi cranes and truck mounts.

A change of attitude coupled with greater use of the latest telematics could dramatically cut unnecessary journeys, adding to the bottom line, while helping achieve the 'net zero' emissions target.

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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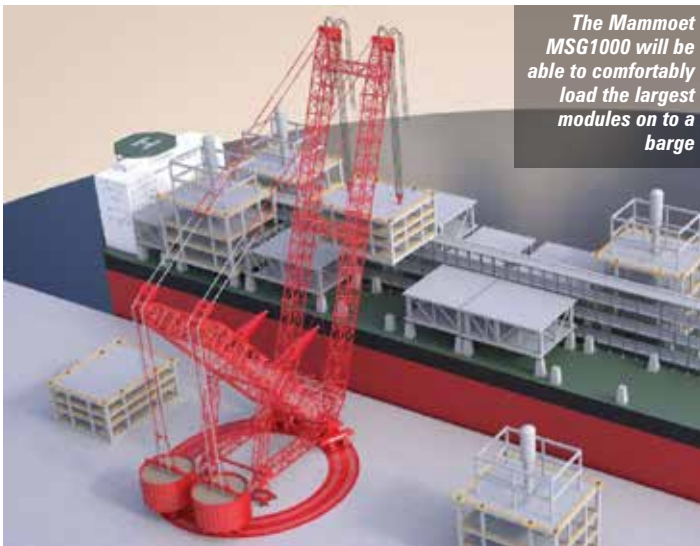


# Another mega lifter

Mammoet is planning a new 10,000 tonne capacity crane - the MSG1000 - which it says will be scalable to produce a crane with a capacity as high as 18,000 tonnes if and when required. The new crane will be based on its current PTC heavy lift cranes - the MSG80 and PTC range - which have capacities up to 5,000 tonnes and boom and jib combinations to 256 metres.

The MSG1000 will adopt the same basic design as the PTC cranes with a large double track ring, dual booms and dual back masts along with two large counterweights, while using a combination of strand

jacks and winches for hoisting. Mammoet - which has 10 PTC cranes in its fleet - plans to discuss the new concept with its main customers over the coming months in order to verify the concept and



The Mammoet MSG1000 will be able to comfortably load the largest modules on to a barge



The new Mammoet MSG1000 will be potentially scalable up to 18,000 tonnes capacity

functionality and explore additional developments. The announcement of the new crane came just 24 hours after rival ALE unveiled its plans for a 10,000 tonne SK10,000. (See Heavy Lift feature on page 17) Global director market development and innovation Jacques Stoof said: "The MSG80 and PTC cranes have revolutionised construction and maintenance efficiency in the past decade. However, we see from developments in modular

construction for example, that there is a growing need for cranes with significantly more lifting capacity than the market has seen thus far. While we have left the basic concept of the PTC intact, we have enhanced its capacity. Among other features, a double boom and strand jacks in combination with winch-based hoisting significantly increases its capacity up to 18,000 tonnes."

# Loxam bids for Ramirent



France's Loxam has launched a bid to acquire Finnish international rental company Ramirent. The two companies have entered into a 'Combination Agreement' in which Loxam has made a public cash tender offer of €9 per Ramirent share for 100 percent of its equity. The share offer is a 65.4 percent premium over the previous closing price and totals €970 million. On top of that the assumed debt which at the end of March was €423.6 million, plus the €75 million Ramirent has since raised to acquire Stavdal, values the business at more than €1.4 billion. The deal will create a truly pan European rental business with revenues in excess of €2.2 billion, over 1,000 locations with around 11,000 employees.

The Ramirent board met and those attending agreed unanimously to recommend the offer to shareholders, while its two major shareholders - Nordstjernan and Oy Julius Tallberg - along with chief executive Tapio Kolunsarka and chief financial officer Jukka Havia which jointly represent almost 32 percent of Ramirent's equity, have agreed to accept the offer subject to the usual conditions, however the deal depends on Loxam gaining control of more than 90 percent of the outstanding shares in the company by the closing date of July 18th.

Loxam chief executive Gérard Déprez said: "Loxam has known, followed and highly regarded Ramirent for a number of years and appreciates its experienced management team and employees, as well as its strong position in all the markets it operates. The acquisition of Ramirent is consistent with Loxam's strategy to build a geographically diversified business, with improved scale able to better serve its clients. The combination brings together two strong and financially resilient groups which are fully complementary."



The new PB S370-24 ES 4x4

# PB goes higher

German aerial lift manufacturer PB Liftechnik has launched a 117ft slab electric 4x4 scissor lift, the S370-24 ES, the company's largest model so far and almost certainly the world's largest self-propelled scissor lift.

The new battery powered scissor lift offers a maximum working height of 37.5 metres, with an extended platform of 10.5 x 2.11 metres and a platform capacity of 750kg. It is 2.4 metres wide, 8.25 metres long and weighs about 34 tonnes. Four wheel steer plus four wheel drive is standard and almost essential given its overall length. In board jacks provide automatic levelling on uneven ground - important as it needs to be within one degree of level in order to operate. The unit can drive at heights of up to 20 metres.





JCB Hydraload 555-210R

## JCB unveils 360 degree telehandler

JCB has unveiled its first 360 degree telehandler. The new model - dubbed the Hydraload 555-210R - will be the first in a range of models and offers a maximum capacity of 5.5 tonnes and a maximum lift height of 20.5 metres at which it can handle 2.5 tonnes. It can also lift 850kg at its maximum forward reach of 18.5 metres. Free on wheels capacity is 4.5 tonnes.

Features include automatic one touch outrigger deployment, stowage and levelling. It can also be operated with the outriggers set within the machine's overall width, or with each beam extended to any length depending on the space available. Maximum road speed is 40kph.

The 555-210R is powered by JCB's Ecomax engines and features a low boom design for improved all round visibility, coupled with a wide range of work light options and camera kits, including a boom head camera to make placement of loads at full height easier. The JCB LiveLink telematics system is fitted as standard.

A range of specially developed RFID technology attachments are available that can be identified by the machine and then automatically offer the correct load chart for safe operation.



The new telehandler can lift 5.5 tonnes

## 19 Terex flat tops for Corleonis

Polish tower crane rental company Corleonis has purchased 19 Terex flat top tower cranes including the CTT 91-5, CTT 132-6, CTT 162-8, CTT 561-32 and the new CTT 202-10 which was launched at Bauma.



Terex CTT 202-10

## CPA Road Worthiness Scheme launch

The UK's Construction Plant-hire Association (CPA) introduced the Voluntary Roadworthiness Scheme for Mobile Cranes at Vertical Days last month. The annual inspection scheme is intended for mobile cranes currently exempt from HGV testing. As well as providing an annual record of the crane's condition, the inspection will monitor the effectiveness of the crane owner's maintenance regime. It is based on the requirement of the Driver and Vehicle Standards Agency's Heavy Goods Vehicle Inspection Manual, taking account of the derogations permitted by The Road Vehicles (Authorisation of Special Types) (General) Order 2003 (STGO).

A new Good Practice Guide for the Annual Roadworthiness Inspection sets out the requirements of the scheme, providing guidance on the management of the process, inspection personnel, inspection requirements, records, equipment and facilities and quality assurance. For more information see page 61.

## Manitou targets emerging markets

Manitou has unveiled two new telehandlers designed for the Asian, African, Middle Eastern and Eastern European markets. The new models - a 7.6 metre and a 17 metre both with 4,000kg lift capacity - were unveiled at a major event the company held in Phuket, Thailand.

The MXT 840 and MXT 1740 have been specifically designed for developing markets and meet the local working environments and conditions. Both models feature the same booms and many of the chassis components used in the European models, however they feature a high boom mount and simpler controls and electronics, while the covers, mudguards and dashboards are all steel rather than the composite materials fitted to European built models. The engine compartment has also been reconfigured for easier maintenance in more remote areas. The usual three mode steering remains with a 3.9 metre turning circle and a generous 380mm ground clearance. The 95hp diesel is matched to a regular torque converter transmission.

The new models will be manufactured at the company's production facility in India and are said to cost around 20 percent less than their western equivalents, with that gap possibly widening if production volumes in India exceed current forecasts.

The MXT 840 - which will also be available in some markets as the Gehl TX 408 - will be available from mid June, while the MXT 1740 will be ready to ship from early 2020.

Product manager Kévin Arnou, said: "Our ambition is to develop the telehandler market through models that are easy to use, robust and that have a total ownership cost suitable to the local users."



Manitou MXT 1740



Manitou MXT 840



# Three more 1,000 tonners for Van Schaften

Dutch crane rental company Van Schaften Leasing has ordered three 1,000 tonne Liebherr LR 11000 lattice boom crawler cranes. The LR 11000s feature 108 metres of main boom, ballast trailer and derrick system, along with the new 250 tonne capacity F2 fixed jib specifically developed for the erection of wind turbines. The cranes were ordered at Bauma and will take the number of LR 11000s in the Van Schaften fleet to eight, making it the largest fleet of LR 11000s in the world.



Liebherr LR11000

Owner Johan van Schaften said: "The LR 11000 has outstanding lifting capacities and is perfect for wind turbines on 100 metre towers with its F2 system without a derrick. Its high performance and low cost transport make it absolutely unique on the market."



Three more units (L-R) Martijn Tuijtel of Van Schaften, Han Bekers of Liebherr, Dick Post of Van Schaften, Sophie Albrecht and Florian Ritzler of Liebherr

# 555 JCBs for Morris Leslie Plant Hire

UK rental company Morris Leslie Plant Hire has ordered 555 JCB telehandlers in a deal worth £36 million. The order - placed through distributor Scot JCB - includes models from the six metre/2,500kg 525-60 up to the 20 metre/4,000kg 540-200.

The new machines are also fitted with JCB's LiveLink fleet management system as standard. Established in 1974, Morris Leslie operates from 12 locations in England and Scotland. It runs a large telehandler rental fleet, along with aerial work platforms and general construction equipment, totalling around 5,000 units.



(L-R) Morris Leslie, Yvette Henshall-Bell of JCB, Graham Ogilvie of Morris Leslie and David Park of Scot JCB with some of the new telehandlers



(L-R) Adam Thomas, Garrick Nisbet, James Mohammed, Richard Probert and Scott Mitchell

# Notus launches Contract Lifting

UK-based heavy lift planning and project management company Notus Heavy Lift Solutions has launched a new business - Notus Contract Lifting - to deliver contract lifting, crane management and equipment handling services throughout Europe, North America and the Middle East. It is the fourth business within the Notus group and follows the acquisition of SWL Training in December.

The business will be run by managing director Scott Mitchell - most recently with Sarens UK - supported by James Mohammed and Wesley Walberg along with senior technical manager Adam Thomas who previously held similar positions at Radius, Osprey Heavy Lift and Baldwins Heavy Cranes.

Notus has its head office in Liverpool with a regional office in Sittingbourne, Kent and project offices in Cannington (Hinckley Point C) and Euston (HS2), London, New York and Oman.

"The new business will complement the Heavy Lift Solutions and Training businesses which are already successfully trading across three continents," said Mitchell. "The world is changing, if you look at traditional businesses such as taxi cabs, hotels, advertising and retail these industries are now being dominated by companies such as Uber, Airbnb, Google and Amazon, none of which own the goods that make up their services, but are still able to offer a brilliant service product that keeps clients returning. We believe there are growing opportunities within the traditional crane hire/contract lifting sector operating a similar business model. The emphasis will be on top quality engineering, lift planning and supervision."



# Denkas for Ariane

Germany's Rothlehner has delivered seven 18 metre Denka Lift DK 18 telescopic trailer lifts to the European Space Agency's spaceport in Kourou French Guiana. The new machines have been delivered and currently working on the construction of the launch gantry for the maiden flight of the Ariane 6 rocket in July 2020.

The DK18 was chosen because it offers 11.3 metres of outreach with an unrestricted platform capacity of 200kg and yet weighs just 1,975kg, made it ideal for working on the upper decks of the gantries, while its overall width of 1.86 metres also made it easy to ship to the remote location in standard sea containers.



The DK18's ready to ship

The DK18s can work on the upper decks of the gantry.





# The new Tidd PC28

The Australian division of New Zealand based crane distributor and manufacturer TRT (Tidd Ross Todd) has launched a new 28 tonne Tidd PC28 articulated pick & carry crane. The new crane was unveiled at the company's Murarrie, Brisbane manufacturing plant last month and features a 6.1 to 18.6 metre three section, full-power main boom and can handle 28 tonnes on the base section lug mounted hook, 27.6 tonnes on the regular hoist line and can pick & carry up to 25 tonnes with loads suspended from lug hook on the boom's mid section. Maximum radius with fully extended boom horizontal is 16 metres at which it can handle 2,150kg.

The machine has an all up Gross Vehicle Weight of 23.9 tonnes including its 2.3 tonnes of counterweight, evenly split between the two axles. Overall width is 2.49 metres, overall height 3.09 metres and total chassis length 7.5 metres, while the crane has an overall length from boom tip to rear bumper of 10.4 metres. Maximum road speed is 80kph.



The new Tidd PC28

# GSR offers two versions of B200PX

Italian aerial lift manufacturer GSR is now offering the new 20 metre B200PX articulated truck mounted lift in two versions, allowing buyers a choice between more capacity or more height and outreach. The B200PX is now available with an unrestricted platform capacity of 250kg with a working height of 20.6 metres and a maximum outreach of nine metres or 300kg capacity with 20.1 metres working height and 8.7 metres of outreach. Both versions have inboard jacking.

The platform is now available on a 3.5 tonne Isuzu M21 chassis which has an overall length of 6.8 metres, compared to 7.65 metres when mounted on the Mercedes Sprinter chassis. It is also available on the Nissan NT400, Renault Maxity and Iveco Daily chassis.



The GSR B200PX can have nine metres outreach with 250kg platform capacity

# 3,000 tonne crane for Jan De Nul

Benelux-based Jan De Nul has ordered a new offshore jack up installation vessel from China's Cosco. Named Voltaire it will be equipped with a 3,000 tonne crane and have a transport payload of 14,000 tonnes making it the largest in the company's fleet and will be used for the installation of the latest offshore wind turbines. It will also be one of the most environmentally friendly craft afloat with Euro Stage V compliant engines, a Selective Catalytic Reduction system and Diesel Particulate Filters. Delivery is scheduled for 2022.



New jack up vessel with 3,000t crane



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## Vertikal Days 2019

The UK's Vertikal Days event returned to Donington Park last month and basked in two days of warm sunny weather, with plenty of new machines on display - several of them being global premieres - including the 2,500kg capacity Artic City Lifter CL25 with jibs to 10 metres, the Artic Raptor 48 with a 1.4 tonne capacity at 30 metres, GMC's 60ft 6094RT 'Ultra Deck' Rough Terrain scissor lift, Oil&Steel's 1470 pick up mounted lift and Versalift UK's 17 metre VTM-170-F van mount.

The number of machines on display ran to several hundred units, ranging from tower cranes and the new 650 tonne Liebherr LTM 1650-8.1 All Terrain crane to ancillary products, services, electronics and software and everything in between. A full pictorial review of the show begins on page 43.

## 50t automatic hook

Spanish lifting gear company Elebia has launched the 50 tonne capacity NEO50 automatic hook with remote controlled engage and release system. It can be used on lifting points up to 130mm in diameter and has a safety factor of 4:1. Once the hook is locked it is impossible to drop a suspended load.

The NEO50 is powered by rechargeable battery, with three hours charging providing enough power for 5,000 cycles or 250 hours in standby mode. A four colour LED indicates battery status. It is also equipped with a fully integrated load cell.

The new 50 tonne Elebia NEO50 automatic hook.



## Hiab waste bin crane

Hiab has launched a new crane for the waste collection market, the S-HiPro 230W. The new crane joins the S-HiPro 130W launched in 2014 designed for emptying underground refuse containers. It has 30 percent more lifting capacity while being around 150kg lighter.

It features a four section full power telescopic boom and the whole crane folds flat on top of the truck's waste hopper. It is also equipped with the latest HiPro remote control system which is aimed at making it easier for novice crane operators to use, along with Hiab's Semi-Automatic Motion system, said to further simplify crane operation.



Hiab S-HiPro 230W features a four section telescopic boom

## New 17m Versalift

Versalift has added the 17 metre VTM-170-F to its van mounted range. Mounted on a seven tonne GVW Iveco Daily 70C chassis it offers 10.5 metres of outreach and 2,200kg of spare payload after allowing for a driver, passenger and fuel.

Replacing the LAT-160-F, the VTM-170-F has a host of options allowing customisation to suit individual applications and safety requirements, such as a secondary guarding system which is now available across the VTL and VTM range, bespoke storage racking, twin joystick LMC control system with LCD interface screen, 1kV certified insulation, Chapter 8 compliance, stabiliser controls from the bucket, slew rotation interlock and reversing camera.

Andy Bray of Versalift said: "The VTM-170-F is ideally suited for motorway and dual carriageway use, equipped with intuitive LMC load sensing providing variable outreach based on pressure in the boom lift cylinder. Other features include zero tail swing and the choice of walk in or duck under bucket."

The new Versalift VTM-170-F







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UK rental company **Vp** - owner of **UK Forks**, **Higher Access** and **Brandon Hire** - achieved full year revenues of £382.8 million, up 26%. Trading at UK Forks was mixed with a strong housebuilding sector offset by challenges in general construction. Pre-tax profits increased nine percent to £33.6 million.



Finnish police are investigating the **MacGregor** division of Cargotec - owner of Hiab and Kalmar - following a case of suspected aggravated fraud, involving the payment of suspect overseas invoices by up to five employees totalling €14 million.

**Ramirent** has agreed a three year €75 million syndicated loan with Danske Bank, Nordea Bank and OP Corporate Bank in which the margin falls or rises with the company's safety record.



First quarter revenues at German telehandler manufacturer **Wacker Neuson** increased 17% to €434.6 million, with growth in all three regions. Revenues in Europe, were 18.3 percent higher at €316.7 million with the UK leading the way, while sales of **Weidemann** and **Kramer** telehandlers and loaders improved 42.2 percent. Pre-tax profits were 45 percent higher at €29.9 million. The company is forecasting a 7.5% rise in full year revenues to €1.8 billion.



**Snorkel's** first quarter sales increased 16 percent to \$51.6 million, although margins slipped one percent, while higher SG&A costs resulted in a pre-tax loss of \$1.6 million compared with a loss in the same quarter last year of \$1.3 million.



**Mammoet** has acquired German heavy lift and industrial installation company **Meyer Anlagenbau**. Based in Neustadt an der Weinstraße, Meyer covers South West Germany and has been working with Mammoet on specific projects over the past five years.



US-based hook block and rigging equipment manufacturer **Crosby** is to acquire Swedish chain set, hook and rigging equipment manufacturer **Gunnebo** from Nordic private equity firm Segulah. Financial terms of the transaction have not been disclosed.



Japan's **Nishio Rent All** has acquired Singapore's **United Power & Resources** (UPR) - which specialises in the rental of generators and equipment for large outdoor events in China, Singapore, the Philippines and Indonesia - in an all share purchase deal worth \$56 million (\$41 million).



US-based rental company **Herc** - previously Hertz Equipment Rental - has posted a 10.3 percent rise in first quarter revenues to \$475 million. Pre-tax losses were \$9.8 million compared to \$15.2 million last year.



The Rental division of Brazilian group **Mills** has reported its best quarter since 2016 with revenues up 4.1 percent to R53.5 million (\$13.5 million). Equipment rental made up 48.2 million (\$12.2 million) of this - a rise of 13.9 percent - in spite of utilisation falling from 53 to 46.4 percent. Last year's operating loss of R2.9 million (\$734,000) was converted to a profit of R2.8 million (\$709,000) this year.



UK lifting and rigging company **Rapid Response Solutions** (RRS) has acquired Aberdeen-based lifting and transport company **Plantshifters** and opened a new depot in Newcastle. Plantshifters - a division of Surelift (UK) - will now trade as RRS Plantshifters. The value of the transaction was not disclosed.



UK rental group **Vp** has acquired excavator attachment rental company **Sandhurst** in an all share purchase deal from owner and managing director Tim Dean for £3.32 million in cash.



First quarter revenues at **Manitowoc** were 8.3 percent higher at \$418 million thanks to higher shipments in the Americas and Europe coupled with pricing improvements. The pre-tax loss increased from 6.1 million to \$23.4 million this year, due to a \$25 million charge for early extinguishment of debt, when it refinanced in March. Without this it would have posted a profit of \$1.6 million. The company has also approved a share repurchase programme



US-based rental company **Maxim Crane Works** has acquired Boston, Massachusetts-based **Shaughnessy & Ahern** crane, rigging and heavy haulage company, including its **S&A Cranes** subsidiary. The company, which runs a fleet ranging from 12.5 to 450 tonnes from its Boston base will be integrated into the Maxim Crane operations.



**Tadano** has posted a strong second half, boosting full year revenues by 8.5 percent to ¥188 billion (\$1.71 billion) thanks to a strong pick up in export sales. While margins slipped and costs increased, pre-tax profit improved 10.5 percent to ¥16.2 billion (\$147.2 million) thanks to a ¥614 million (\$5.6 million) exceptional gain.

Mobile crane sales in Japan increased 10.7 percent to ¥42.2 billion (\$383.4 million), while export sales improved almost 24 percent to ¥75.3 billion (\$684.1 million). Sales of loader cranes were five percent higher at ¥20.67 billion (\$187.8 million) while aerial lift sales declined 26 percent to ¥18.3 billion (\$166.4 million) due to a market slowdown, compounded by a three percent drop in market share to 34 percent. Other revenues - mostly parts, services and used equipment - improved 5.2 percent to ¥31.9 billion (\$290 million).

The company is forecasting revenues for the current financial year of ¥200 billion (\$1.82 billion) with a 12.2 percent improvement in 'ordinary profits' to ¥17.5 billion (\$159 million). The Demag acquisition will add to this in all but the first quarter.



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



# First LR 1800 to Eurogrúas

Spanish crane and access rental company Eurogrúas has taken delivery of the first 800 tonne Liebherr LR 1800-1.0 lattice crawler crane. The crane - delivered directly from Bauma to a refinery in Portugal - features the new V-Frame hydraulically adjustable counterweight system.

Eurogrúas' Javier Sato said: "The LR 1800-1.0 is very good for areas with little space, we were looking for a rugged, versatile and modular crane that is easy to transport."



The new LR1800-1.0 is handed over at Bauma

# Deutz expands in China

Deutz is to take over Sany's engine manufacturing business with the formation of a Joint Venture in which it will hold a 51 percent stake. It will invest 'a

mid double digit million euro amount' in the JV with Sany contributing its engine business. Sany expects to take 75,000 engines a year by 2022. The deal expected to close by the end of the year

Deutz has also formed a strategic alliance with its Chinese licensee Beinei to produce 20,000 new engines a year for the Asian market by 2022, at a new factory in Tianjin under the supervision of a Deutz management team. It has also formed a partnership with Chinese sales and rental company Far East Horizon to expand its local service business.



# New Manitowoc facility in São Paulo

Manitowoc has opened a new support facility in São Paulo, Brazil, for Grove, National Crane and Crane Care. The new facility brings the relevant customer service staff together under one roof and includes offices, a spare parts warehouse and training centre along with space to display cranes.



The new parts warehouse



The new facility was opened with an open day

Vice president South America Cristian Galaz said: "Our new office enables us to bring our teams together in a location that has better access to highways and airports in the region, in order to respond quicker to customers' needs."

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demonstration



- **Riwal** has appointed **Marc Johnson** as UK technical manager.
- **De Jong's Liften** is celebrating its 100th anniversary.
- **Dave Barnaby** of UK crane service group **Alatas** 55 years in the crane industry.
- **Niftylift's Steve Redding** has cycled the 735km 'Raid Pyrénéen' mountain challenge in aid of the **Cure Parkinsons** charity.
- **Genie** has launched its new Building Information Modelling (**BIM**) library and tools.
- **John Corrie** has opened a new company - **Core Access**.
- Dutch sales and rental company **Peinemann** has ordered 57 **LGMG** scissor lifts.
- **Kobelco Cranes** has appointed **Scott-Macon Equipment** as a dealer for Texas and Oklahoma.
- UK's **Star Platforms** has taken delivery of 350 lifts in a £2 million investment.
- Germany's **Heinrichs** has taken a 60t **Tadano ATF 60G-3**.
- **Prillaman Crane & Rigging** of Hampton, Virginia, has taken a 90t **Liebherr LTM 1090-4.2 All Terrain** crane.
- The UK's **National Grid** has been fined £334,000 plus costs for a loader crane fatality.
- **Sennebogen** is building a new Customer Service Centre in Steinach, Bavaria.
- **Manitowoc UK's James Leishman** has completed the 145 mile 'Football to Amsterdam' bike ride for **Prostate Cancer UK**.



**Marc Johnson**

- **Genie** has appointed **Joshua Meyer** as VP North American sales and promoted **Doug Evans** and **Rick Penkert** to regional VPs.
- Spain's **El Rayo Amarillo** has taken the first **Jekko JF545** in the country.
- French rental company **Carriescopic** has taken a **Genie Z-60 FE** hybrid boom lift.
- **Kalmar** has launched a range of lithium ion battery powered fork trucks with capacities to 18 tonnes.
- Ireland's **Ulster Windows** has ordered an **Uplifter GW 625-2** glass lifter - the first in the country.
- Swiss rental company **Jaberg Nacelles** has purchased two **Hinowa** spider lifts, including an **LL33.17**.
- Canada's **Cropac Equipment** has placed a major order for **Terex** tower cranes.
- Spain's **Grúas Serrat** has taken the first **Liebherr MK 88 Plus** in the country.
- **Anapat**, the Spanish platform rental association held its 25th annual conference in Malaga this month.
- French rental company **Atlas Araignée** has taken the first **Platform Basket Spider 30T** in France.
- Switzerland's **Friderici Spécial Transports** has ordered a 650t **Liebherr LTM 1650-8.1**.
- China's **Beijing Daxing International Airport** has taken 16 **Haulotte** aerial lifts.
- Mexico's **All In Services** has taken a **Demag AC 500-8**.
- UK-based **JMS Powered Access** has opened a new depot in Dartford, Kent.
- **Custom Equipment** has appointed **Matt Ware** as south east territory manager.
- Italian rental company **Hoist** has taken two **Easy Lift** spider lifts, with a third on order.
- US-based **Active Crane Rentals** has ordered a 350t **Liebherr LTM 1350-6.1 All Terrain** crane.
- UK rental company **PG Platforms** has taken two **CTE Zed21.3JHV** truck mounts.



**Joshua Meyer**



**Doug Evans**



**Rick Penkert**



**Matt Ware**

- US-based **Ideal Crane Rental** has ordered three **Liebherr All Terrain** cranes.
- UK's **SHB Vehicle Hire** has taken 10, 13.5m **Versalift VTL-135-F** van mounted platforms.
- Specialist metals manufacturer **Eramet** has taken a **Valla 50E DC** pick & carry crane.
- Oman's **Al Ameen Mosque** in Muscat, has taken a 42m **Falcon FS420** spider lift.
- Dubai contractor **Nuroi** has taken four 14t **Raimondi LR213** luffing jib tower cranes.
- UK's **Coussens Crane Hire** has taken two **Demag ATs**, a 60t **AC 60-3** and a 100t **AC 100-4L**.
- US-based **Ring Power** has appointed **Chris Zeras** to its board of directors.
- Germany's **HBV** has taken three **Genie XC** boom lifts.
- UK's **MMS Ship Repair** has taken a 45t **Grove RT550E** Rough Terrain crane.
- Ex **Ashtead** CEO **Geoff Drabble** has been appointed as chairman of UK plumbing products distributor **Ferguson**.
- UK rental company **Warren Access** has ordered the first 20.6m **CTE Zed 21.3 JHL** on an **Iveco Daily** chassis.
- Dutch sales and rental company **van Ginkel** has purchased 12 **LGMG** scissor lifts.
- Florida-based **Select Crane Sales** has appointed **Michael Garniss** as territory manager - north east.
- **Custom Equipment** has appointed **Andy Galle** as south-central territory manager.
- Dutch access veteran **Jan Westerhof** has died following a period of ill health.
- Florida-based **Select Crane Sales** has taken a number of **Tadano All Terrain** and **Rough Terrain** cranes.
- **Riwal** has appointed **Lee Rigby** as UK commercial manager.
- **Haulotte Australia** has celebrated its 20th anniversary.
- Germany's **AKM Autokranvermietung** has taken a 130t **Liebherr LTM 1130-5.1 All Terrain** crane.
- Germany's **Kawelke Kranverleih** has taken a 130t **Demag AC 130-5 All Terrain** crane.
- Australia's **Preston Hire** has taken the first four 41ft **Platform Basket RR14 EVO3** rail mounted boom lifts in Australia.
- **Mammoet** has expanded its Westdorpe facility with new maintenance and office facilities.
- **Charlie Ellis** national training manager at UK-based **Nationwide Platforms** and **IAPA** Training Instructor of the Year has retired.
- UK's **Ellis Crane Hire** has taken a 90t **Liebherr LTM 1090-4.2 All Terrain** crane.
- **Hertz Dayim Equipment Rental** Kuwait has taken 77 **JLG** boom and scissor lifts.
- **Tadano** has opened a regional used equipment sales office in Bangkok, Thailand.
- Australia's **Cosmo Cranes** has taken two **Demag All Terrain** cranes.
- **Palazzani** has appointed **Boodai Trading Company** as its distributor for Kuwait.
- UK-based **Ainscough Crane Hire** has opened a new depot in Invergordon, Scotland.
- **IPAF's Jean Harrison** has retired after 28 years with the association.
- Australia's **EWPA** and **IPAF** have agreed to work closely together on safety initiatives for the access industry.
- Germany's **Tecra-Autokran** has ordered a 100t **Demag AC 100-4L All Terrain** crane.



**Chris Zeras**



**Andy Galle**



**Lee Rigby**



**Charlie Ellis**



**Jean Harrison**

- **Roger Wickens** - group technical manager at **Loxam/Lavendon** - has died, he was 61.
- **Riwal** and **Jungheinrich** have signed a co-operation agreement.
- Germany's **HKV Schmitz + Partner** has taken a 500t **Liebherr LR 1500** crawler crane.
- Norwegian aerial lift dealer **Hybeko** has acquired Swedish access sales company **Liftexperten**.
- Mozambique's **Maputo Port Development Company** has taken two 144t **Liebherr LHM 550** mobile harbour cranes.
- UK's **County Lifting Services** has taken a 40t **Liebherr LTM 1040-2.1 All Terrain** crane.
- **Klubb** launched the 20.6m **KT20** truck mounted platform at **Vertikal Days**.
- Brazil's **Solaris** and **Mills** Rental division merger has been approved.
- Spain's **Ership** has taken the 2,000th **Konecranes Gottwald** mobile harbour crane, a **G HMK 6407 B**.
- **Manitou** has appointed **Tarek Husain** as marketing manager for the UK and Ireland.
- UK's **Marsden Crane Services** has painted one of its cranes pink, to raise money for **Rosemere Cancer Foundation**.
- UK's **Crowland Cranes** has taken two 40t **Liebherr LTM 1040-2.1 All Terrain** cranes.
- **IPAF** has won an injunction against former member **CESL** and the **Aerial Platform Association of India**.
- UK rental company **MAS** has taken 12 **Genie** booms and scissor lifts.
- UK-based **Bray Cranes** has ordered a 13t **Kato CR-130Rf** city crane.
- **Access Service Australia** has taken six **Socage** telescopic truck mounted lifts.
- UK's **Access North** has moved to a new location in Huddersfield.
- US-based **Maxim Crane Works** has hired **Travis Wilt** and **Alex Clark** to expand operations in the Pacific Northwest.
- US-based **Empire Crane Company** has appointed **Bob Jerszyk** as sales representative.
- Germany's **Zeppelin Rental** has taken 40, 60ft **Genie Z-60 FE** hybrid boom lifts.
- Germany's **Klema** has ordered a 130t **Demag AC 130-5**.
- US rental group **ALL** has taken the 1,000th 200t **Liebherr LTM 1200-5.1**.
- India's **ABC Infra Equipment** has taken the first 70m **Bronto Skylift S70XDT** truck mounted platform in the country.
- **Raimondi** has appointed **Domenico Ciano** as chief executive.
- The **Ahern** group has promoted **Amelia Pearce** to VP global marketing.
- The UK's **Access Link** held its quarterly meeting at the **Niftylift** plant in Milton Keynes.
- **Comet** has appointed **Paolo Rossi** as after sales manager.
- The **Ahern** group is opening a new operation in Ireland.
- Germany's **AKM Autokranvermietung** has ordered two **Demag All Terrain** cranes.
- Dutch mobile tower crane manufacturer **Montarent Bouwlogistiek** has appointed **Ladybird** as UK distributor.
- New York-based **Able Equipment** has appointed **Thomas Caldaroni** as CFO.



**Roger Wickens**



**Tarek Husain**



**Alex Clark**



**Domenico Ciano**



**Thomas Caldaroni**

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





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# Mega lifters

At the end of last year we charted the development of the new generation heavy lift cranes, including the launch of Sarens' 250,000 tonne/metre SGC-250. This third generation crane - which claimed to be the largest land based crane in the world - is capable of lifting 5,000 tonnes at 40 metres radius and 2,000 tonnes at 100 metres. However such is the progress of the heavy lift sector that this crane has now been well and truly superseded not by one but two new mega lifters that offer double and almost four times the lifting power!

But why the sudden increase in capacity? The latest heavy lifters from ALE, Sarens and Mammoet have been designed in a modular fashion that allows them to be increased in size to meet demand. Whether that demand is driven by the pressing requirement to lift larger and heavier modules or that the modules are getting heavier because larger capacity cranes are becoming available, it's a bit like which came first - the chicken or the egg' question? However, the end result is that modules and the mega lifter's capacities are both increasing dramatically.

Just like London buses you wait for ages and then three new mega lifters come along at the same time.

Sarens' SGC-250 was followed by the launch of the 10,000 tonne ALE SK10,000 at the Offshore Technology Conference in Texas last month, just 24 hours later Mammoet announced the MSG1000 which, it says, has the potential to be upgraded to lift 18,000 tonnes.

## ALE SK10,000

ALE's 10,000 tonne SK10,000 uses the same basic design concept as its 5,000 tonne AL.SK350. It can lift with main boom and jib to a radius of up to 200 metres and offers a ground bearing pressure of around 22 tonnes a square metre. The design allows a partial slewing track to be laid purely to cover the slew arc required up to a full 360 degrees. The fixed ballast is



made up of 8,000 tonnes of locally sourced material such as sand.

ALE says that the new crane is suited for loading modules weighing between 4,000 to 7,000 tonnes across the full width of a Floating Production Storage and Offloading barge.

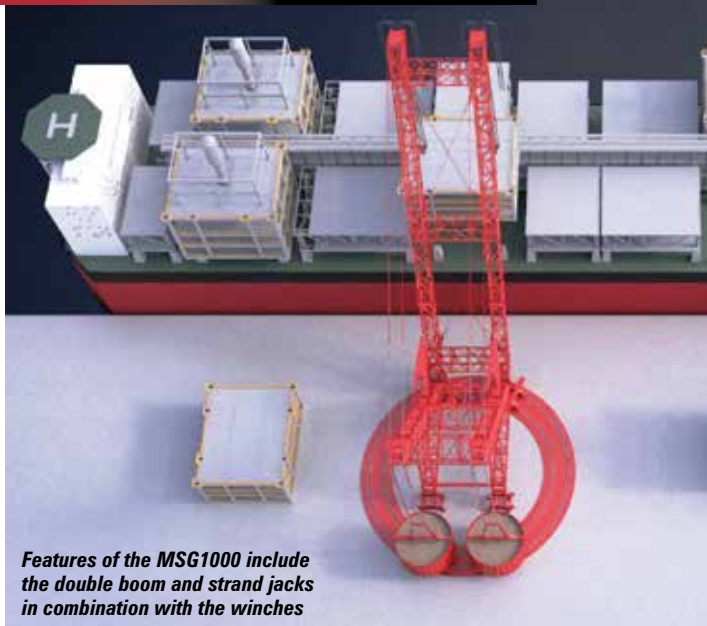
ALE's group technical director Ronald Hoefmans said: "Demand for lifting larger and heavier modules is growing and the introduction of the SK10,000 means that individual lifts of up to 10,000 tonnes are now possible, allowing customers to build larger modules more efficiently in fabrication yards."

## Mammoet MSG1000

Less than 24 hours after ALE

unveiled its SK10,000, Mammoet announced that it is also working on a new ultra high capacity crane - the MSG1000 - based on its current heavy lift crane models - the MSG80 and PTC range - which offer capacities up to 5,000 tonnes with boom and jib combinations to 256 metres through 360 degrees. The new 10,000 tonne Mammoet MSG 1000 will be much larger than its PTC range of which the company has 10 in its fleet, having a large double track ring, dual booms and back masts and two large counterweights, while using a combination of strand jacks and winches. Mammoet believes it will be able to scale the new concept up to a maximum capacity of





Features of the MSG1000 include the double boom and strand jacks in combination with the winches

18,000 tonnes if required and plans to discuss the concept with its main customers over the coming months to verify the concept and functionality and explore additional developments.

Global director of market development and innovation Jacques Stoof said: "The MSG80 and PTC cranes have revolutionised construction and maintenance efficiency in the past decade. However, we see from developments in modular construction that there is a growing need for cranes with significantly more capacity than the market has seen thus far. While we have left the basic concept of the PTC intact, we have enhanced its capacity, with

features such as the double boom and strand jacks in combination with winches."

Both ALE and Mammoet clearly agree that demand to lift heavier pre-constructed modules is increasing and that the only way to satisfy this is to develop their own new products, as they have already done in the 5,000 tonne area. Also it will come as no surprise if Sarens launches an increased capacity SGC crane in the not too distant future.

**The Focus**

Mammoet's design department has clearly been busy over the past year or two as it also announced it will progress the development of the Focus, a new type of heavy lifter for



Mammoet has tweaked the design of the Focus to further improve its performance and is now ready to launch the crane

use in confined spaces. The Focus is high capacity crane that can be erected vertically in a very small area making it an ideal heavy lift solution for restricted spaces in industrial plants and inner cities. Since the concept was announced last year Mammoet has tweaked the design to improve its performance and it is now said to be ready to launch.

The latest design sees the crane's superstructure placed on a pedestal, which is said to enhance stability, while ground bearing pressures have been reduced to less than 10 tonnes per square metre. For assembly and operation the crane requires a minimum footprint of 22 metres square. The second major improvement is a new climbing frame that allows it to build itself vertically - like a tower crane - rather than the initial principal of an extension ladder. The change eliminates the need to clear large areas around the crane or to erect the crane over hazardous areas in industrial plants such as live pipe racks.

Mammoet says that the assembly process is 'less complex, safer and

more efficient, significantly reducing any downtime to assemble a crane'. The crane will also include a variable superlift system with a radius that can be adjusted under load from 16 to 30 metres. The new concept is scheduled to go into service in the second quarter of next year.



The Mammoet Focus is a high capacity crane that can be erected vertically in a very small area.

# Faster crawler crane relocation

In order to reduce the contract time for the installation of the 16 turbine Loma Blanca II wind farm project in Patagonia, Argentina, ALE used a SPMT - Self Propelled Modular Transporter - to move its fully rigged Manitowoc 18000 crawler crane between turbine sites. ALE designed a solution that allowed the crane to sit on steel beams laid across the SPMTs deck. Although the tracks protruded over the width of the transporter's deck, its wheels were narrow enough to fit onto the six metre wide dirt tracks.

A total of 36 axle lines of third generation SPMTs were used in a four file 18 configuration. As soon as a lift was finished the crane, complete with 120 metres of boom, was lashed down and jacked up into transport mode. Factors such as cambers in the road were all taken into consideration before the move got underway.

ALE engineering manager Andres Crespo said: "By avoiding the need to disassemble and reassemble for every lift, we provided the most cost-effective option possible which also reduced operational costs."



ALE adapted a Manitowoc 18000 crawler crane to significantly reduce the contract time for the installation of 16 wind turbines



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# LIEBHERR



# Demag CC 3800-1 reduces set-up space

Setting up the main boom of large capacity cranes can be a challenge on confined sites. German crane rental company Wiesbauer faced the problem with its Demag CC 3800-1 when replacing an old autobahn viaduct spanning the river Lahn near Dorlar, Germany. It solved it by setting up the 84 metre main boom without using the Superlift counterweight.

Working across the railway and the river that runs parallel to it, required a concrete foundation to support the crane. Once completed the CC 3800-1 was set up in LSL 1 configuration with an 84 metre main

boom, 36 metre Superlift/derrick boom, 50 tonnes of central ballast and 225 tonnes of counterweight. A Demag AC 160-5 was used as an assist crane.

"The job involved loads from 96 to 148 tonnes at radii of between 40 and 64 metres, so we had no option but to use a 650 tonne class crawler crane, despite the limited space," said Wiesbauer project manager Marco Wilhelm. "The large counterweight allowed us to set up the main boom without the additional Superlift



Wiesbauer used its Demag CC 3800-1 to replace the old viaduct on the A45 highway that spans the river Lahn near Dorlar, Germany

counterweight, which increased the crane's usable working area significantly."

The building of the bridge span sections was carried out in two steps, the first involved lifting the steel

beams that make up each span, over the river and then lifting them over the railway line. The CC 3800-1 lifted the 54 metre steel beams, which weighed between 96 to 148 tonnes from the transporter without the Superlift counterweight. The crane then slewed to a pick up point where it was able to attach the waiting Superlift frame and its 325 tonnes of counterweight to lift the beams



The steel beams measured up to 54 metres long and weighing between 96 to 148 tonnes

to a height of around 22 metres and set them on the bridge points. The radii ranged from 40 to 64 metres and due to their length, 20 and 25 metre long spreader beams were used. Most of the lifts were carried out at night within defined time slots in order to keep disruption to a minimum. Despite the restrictions the whole contract - including the double set up and dismantling - was completed in five weeks.



The CC 3800-1 had an 84 metre main boom, 36 metre Superlift boom, 50 tonne of central ballast and 225 tonnes of counterweight

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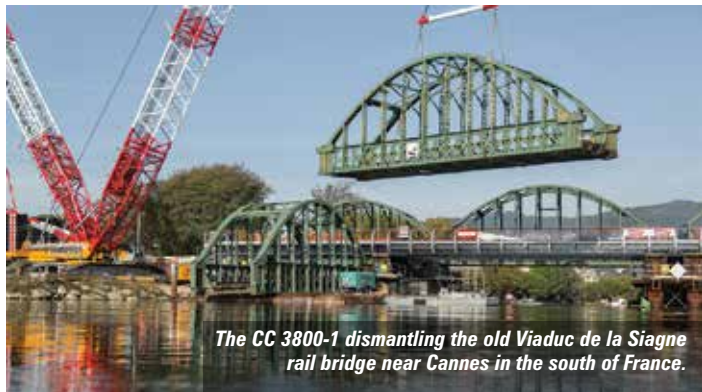


# The time factor

Time was the major factor when dismantling the old Viaduc de la Siagne rail bridge near Cannes in the south of France. Just 130 hours were available to dismantle the bridge over the river Siagne. Vernazza Autogru used its brand new 650 tonne Demag CC 3800-1 crawler crane, carrying out its maiden lift to remove the bridge components weighing up to 115 tonnes each.

The crane was set up in LSL configuration with 78 metres of main boom, Superlift system and split tray. The work space was restricted with the site bounded by the river Siagne on one side and a golf course on the other, making it difficult to put down the dismantled bridge components. The weather was a mixture of wind and rain adding to the challenge.

The team managed to set up the CC 3800-1 in four days as planned, completing it just as SNCF closed the line for 130 hours. During this time the eight 22 metre long, six metres wide and eight metres high components had to be lifted and removed, along with many smaller bridge components. The 75 tonne components were lifted at a radius of up to 68 metres, while the largest 115 tonne components were lifted at a radius of 43 metres. After each lift the CC 3800-1 had to track 18 metres with each component to set them down in the required position before returning for the next lift.



*The CC 3800-1 dismantling the old Viaduc de la Siagne rail bridge near Cannes in the south of France.*

C&A

heavy lift

## Mammoet's milestone lift

Mammoet has used its MSG80 ringer crane to lift an 87 metre, 1,815 tonne quench tower into position at Shell's Pennsylvania Chemicals Plant in Potter Township. The facility is the first major US project of its kind to be built outside of the Gulf Coast region in 20 years. Once operational, the plant will boast an ethane cracker and three polyethylene units and is expected to employ up to 600.

The quench tower was the tallest and heaviest component to be lifted by the MSG80 and was erected according to plan within a 12 hour time slot. Due to the limited space available, the MSG80 was the only crane with a small enough footprint and large enough capacity to complete the lift. Mammoet's PTC200 DS is also on site and is scheduled to carry out a further 45 lifts during the project. The MSG80 has a maximum capacity of 3,073



*The MSG80 lifting the quench tower into position*

tonnes at a radius of 22 metres with a Superlift ballast of 2,000 tonnes and an outside ring diameter of 34 metres.

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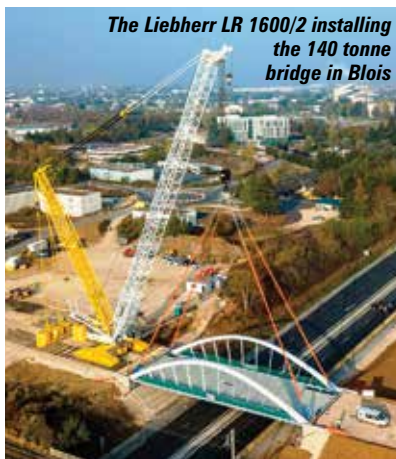
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## Used Liebherrs for Mediaco

French crane rental company Mediaco has taken delivery of two refurbished Liebherr lattice boom cranes - a nine year old LG 1750 truck crane and an eight year old LR 1600/2 crawler. The LG 1750 went straight out on the 'Grand Paris' infrastructure project - the largest construction site in Europe, while the first job for the LR 1600/2 was the installation of a 140 tonne bridge in Blois.

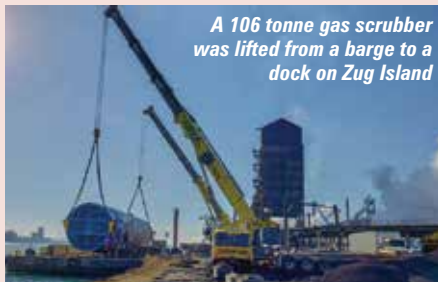


The Liebherr LR 1600/2 installing the 140 tonne bridge in Blois

Mediaco ordered both the cranes with retrofitted derrick ballast with VarioTray. The LG 1750 was also supplied with an additional winch and the ballast supports were modified to ensure that both the crane's 12.5 and 10 tonne slabs from other Liebherr cranes in the Mediaco fleet can be used.

## Grove tandem lift at Detroit docks

Detroit-based JJ Curran was contracted to lift a 106 tonne, 33 metre long, six metre diameter gas scrubber from a barge in the Detroit River to a dock on Zug Island. The company used its 300 tonne Grove GMK6300L and 400 tonne GMK6400



A 106 tonne gas scrubber was lifted from a barge to a dock on Zug Island

All Terrain cranes working in tandem at a radius of 22.8 metres - the distance from the centre of the barge to the landing point.

## Liebherr LR 11000 railway bridge lift

German crane company Wiesbauer has used its 1,000 tonne Liebherr LR 11000 crawler crane to remove a 100 year old railway bridge. As the bridge was situated in a nature conservation area the crane had to set up a considerable distance away and was erected with 96 metres of main boom, a 46 metre derrick boom and 405 tonnes of ballast to remove the 60 tonne 'fish-bellied bridge' out of the nature area at a radius of 60 metres.

Before placing the bridge on the ground, the two arched fish belly girders under the bridge support, had to be cut free. The crane then lifted a temporary bridge into place. A permanent steel structure weighing 150 tonnes will be installed in 2021.



The LR 11000 with 96 metre main boom removing the 60 tonne bridge



Two arched fish-bellied girders under the bridge support, had to be removed before being placed on the ground

## Spanish refinery upgrade

Mammoet was contracted to install a new 400 tonne cracking column at CEPSA's La Rábida oil refinery in southern Spain, overcoming complex regulatory and logistical challenges to complete the project in four days.

The column was manufactured and transported from India to the port of Huelva, Spain by Prism Logistics with Mammoet assisting with the land move. The column was transported on a 24 axle single line SPMT and took just two hours from port to plant.



The 400 tonne cracking column during transportation

Mammoet Spain branch manager, Rafael Martinez said: "Timing was an important factor as every hour of outage was costing our client a small fortune. Using public roads for the transit required two months of intensive communication with three major Spanish transport ministries, agencies and police to ensure that there were no delays on the cracking column's escorted journey from port to refinery."

"The site was heavily congested, which made both the transport and installation challenging. Due to the lack of space, we were unable to use the standard crane for a lift of this size. The positioning of critical pipework within the lift site meant that it wasn't possible to employ a backmast or superlift, dramatically reducing the available lifting capacity. We overcame this by using a 1,350 tonne Liebherr LR 11350 crawler crane with 60 metres main boom and 340 tonnes of central counterweight."

The team tailed in the reactor by attaching the base of the column to the reconfigured SPMTs with an in-house tailing frame. This allowed the LR 11350 to successfully up end the column and assist the CEPSA mechanical team with its alignment and installation.



The LR 11350 lifting in the column tailed by the SPMTs using an in-house tailing frame

## Enerpac Gantry in Morocco

North African logistics company, Marine Maroc used its new Enerpac SL400 gantry to install high pressure heaters weighing 130 tonnes at the 1,386MW capacity Safi coal-fired power plant near Safi, Southwest Morocco. The plant is the first coal fired plant in Africa to use ultra supercritical technology which increases efficiency by 10 percent compared to conventional plants, enabling significant reductions in CO2 and fuel consumption.

Marine Maroc was contracted to transport the heaters to the plant from Safi port. On arrival an Enerpac SL400 gantry lifted the heaters from the transporter. Equipped with three stage lift cylinders, the SL400 can lift to a height of 9.14 metres and handle up to 408 tonnes. IT features an Intelli-Lift wireless remote control system, with automatic lifting synchronisation with an accuracy of 24mm and automatic synchronisation of travel to 15mm.

Marine Maroc used its Enerpac SL400 gantry to install high pressure (HP) heaters weighing 130 tonnes at the Safi coal-fired power plant in Southwest Morocco







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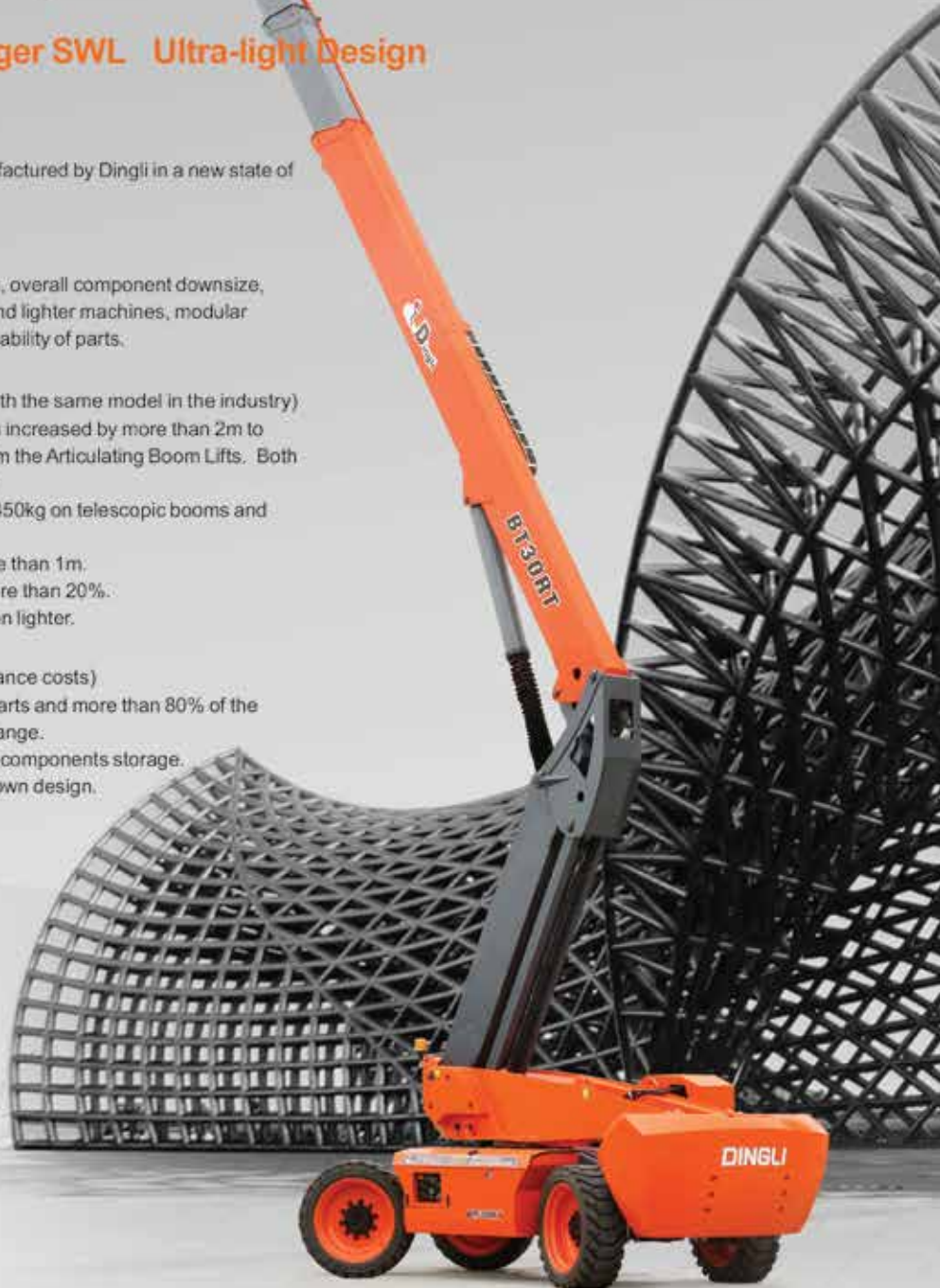
**Telescopic Boom Lifts**

**BT24RT**(24m)      **BT26RT**(26m)

**BT28RT**(28m)      **BT30RT**(30m)

**Articulating Boom Lifts**

**BA24RT**(24m)      **BA28RT**(28m)



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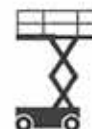
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# Smaller and lighter

The slab electric scissor lift is by far and away the most popular self-propelled aerial work platform - in terms of unit sales - typically accounting for half or more of deliveries. It was also one of the earliest, with the first mass production units appearing in the early 1970s. The design concept and 'look' of the modern slab electric scissor lift dates back to 1994 when larger manufacturers began adopting features that had already been seen on some manufacturer's machines several years earlier. These included active pothole protection, square cut scissor arms, swing out machinery trays and low profile bonded tyres. Since then development has been more evolutionary than revolutionary with most manufacturers extensively updating their products rather than completely redesigning them.

## 25 years of evolution

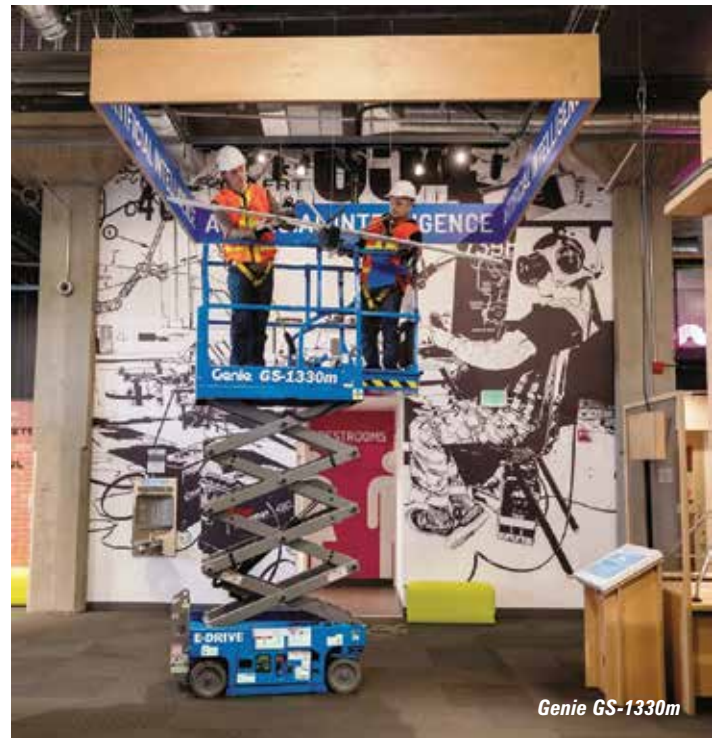
There have been many important developments over the past 25 years including motor controls replacing proportional solenoids for smoother, quieter and more energy efficiency operation, improved controls and safety switches. More recently direct electric drive wheel motors have finally begun replacing hydraulic wheel motors, although while this development was first introduced almost 15 years ago, the majority of scissor lifts still use hydraulic wheel motors rather than electric.

Another recent trend has been towards lighter weight, more compact micro scissor lifts, mostly with platform heights in the region of 12 to 14ft - or if you prefer - working heights of 5.8 to 6.1 metres. The micro scissor lift moniker was originally applied to the 19ft 'elevator' scissor lifts that replaced the 'skinny mini' scissors that were the standard in the 1980s and first half of the 1990s. The new 15 and 19 footers were shorter at just under 1.6 metres compared to the typical 2.4 metres of the 20ft models, and lighter, generally weighing in at just under 1,000kg, allowing them to fit into a standard passenger lift/elevator.

Since then they have become longer

- mostly thanks to the addition of larger steps - and heavier. At the same time demand has grown for even lighter machines that are able to work on suspended floors with limited load bearing capacity - particularly point loads. In North America Custom Equipment led the way in this market with its 10ft 1030 Hybrid self-propelled model. Weighing just 568kg it featured dual front steer wheels both to reduce point loadings and also to allow the wheels to turn without rucking up the carpet. A 14ft model came along in 2007. In Europe and Japan 12ft mast type lifts were initially more popular, led by Aichi in Japan and taken up by UpRight which won a major contract in 1994 to supply a 'look alike' machine to Tokyo Rentals. They were ideal for small elevators and applications that needed lower ground bearing pressures.

*Custom Equipment led the way with lighter machines able to work on suspended floors.*



In some countries the low level push around scissor lifts have become highly popular being simple, inexpensive, compact and really lightweight - in the region of 350kg. However not everyone appreciated the inability to relocate the machine without returning to ground level, so wheelchair and mobility scooter drive technology was added to create low level, ultra-light self-propelled platforms. The new micro scissors and mast type lifts bridge the gap between low level push arounds and 19ft self-propelled mini scissors. At the same time several manufacturers have introduced 16ft and even 20ft versions of their mast type lifts, plugging another gap in the market. They include 16ft Skyjack, Snorkel model and Haulotte with its 20ft Star 8S.

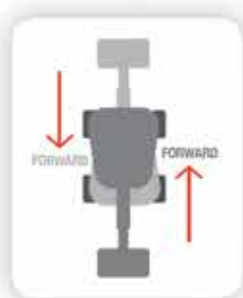
## You can do a lot with five to six metres

One thing that has become increasingly clear is that a large volume of the work for small slab electric scissor lifts only requires

working heights of between five and six metres - 10ft and 14ft platform heights. The new models that are becoming increasingly popular are largely built in China. This is the first aerial work platform sector in which the Chinese look set to dominate, at least in terms of manufacturing. Producers doing well in this sector include Dingli, Sinoboom and LGMG, while new models from Genie and JLG area also built in China, as are those sold by GMG, PB, WernerCo/Boss, Snorkel, JCB - for now - MEC and Pop-Up, while Haulotte is supplying the wider region with units built at its Chinese plant. As with most of the smaller slab scissor lifts, they are increasingly becoming a commodity type product, sold to a large extent on price, although brand and product support remains a key factor in machine selection. This lower end of the scissor lift market is becoming increasingly congested, the following review of some of the latest new products in this sector



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Genie is hoping its GS-1330m will tap into the growing market for smaller lighter scissor lifts

attempts to lift the fog a little.

### Smaller and lighter

The 13ft GS-1330m is Genie's new ultra compact, self-propelled direct electric drive micro scissor lift. Made in Changzhou, China it is looking to tap into the growing market for smaller lighter scissor lifts. With a working height of 5.9 metres, it has an overall weight of 890kg, 227kg platform capacity with 460mm deck extension giving a total deck length of 1.72 metres. Overall width is 780mm, overall length 1.4 metres and the lift can be driven at full height. As on the Genie GS-1932 the scissor stack is centred under the extended platform helping improve platform rigidity especially when using the deck extension. The direct DC drive motors make light work of 25 percent grades.

The new machine complies fully with ANSI, CE and ISO standards and is selling exceptionally well, the first production units were delivered in May, with European sales already topping 750 units. The GS-1330m

has most, if not all of the features of larger models, including swing out service trays, active pothole protection and Genie's Smart Link control system with onboard machine adjustments and diagnostics.

The GS-1330m will of course fit into

The LGMG SS0407E has taken some sales from the traditional 19ft scissor lift market.



LGMG opened its new European headquarters and distribution centre in Rotterdam last year



Sinoboom machines at its facility in Poland

a standard one tonne passenger elevator - with the steps removed - but it is slightly on the heavy side to compete directly with the smaller micro scissor lifts with push around genetics. But it fares well against the Dingli JCPT0607DCS which has been a hot seller, as has the LGMG SS0407E, both of which have taken some market away from the traditional 19ft scissor lift market.

With Genie and JLG adding product - not to mention the other Chinese producers such as Sinoboom - we might well see a shift from the 19ft scissor lifts to these smaller 13ft and possibly 15ft models that are lighter, more compact and almost certainly cheaper - although in the case of the major manufacturers not that much cheaper - similar to the move from 20ft slab electric scissor lifts to 19ft units in the late 1990s.

### Veteran recruitment

Most Chinese producers have a confusing array of products in this sector, as they try to offer a machine to suit all purposes and all markets. Towards the end of last year LGMG opened its new European headquarters and distribution centre in Rotterdam, the Netherlands and is beginning to carve out a strong position. It has teamed up with industry veterans including Hans Aarse who joins the company as a consultant in the Benelux region, while in North America it has formed a commercial partnership with ex JLG president Craig Paylor and Rusty Kaylor, with a facility and large machine inventory in Chambersburg, Pennsylvania. In April it formed a new cooperation agreement with German aerial lift manufacturer PB Liftechnik. LGMG already supplies PB with slab electric scissor lifts which it sells

under the PB Eco brand.

Sinoboom is also rapidly taking initiatives to establish a stronger presence in western markets. It opened a new European operation - in cooperation with Liftstore in Jawczyce, near Warsaw, Poland - to provide sales and service throughout the region and is working with partners such as Erik Geene - ex Genie - and Lucjan Bogdan in Benelux and Eastern Europe, and more recently, ex ATN/Toucan/Access Industrie owner Daniel Duclos in France. Until recently Sinoboom produced branded scissors for JCB under an OEM deal, this is said to be coming to an end as JCB ramps up scissor lift production at its new facility in India. The first units came off the line last month.

### How about a 20ft mast?

Haulotte's new 20ft AC direct drive Star 8S is the largest mast type lift on the market, and unusually was launched in North America first as the Star 20, but is now available in Europe, with a working height of 7.95 metres. As an alternative to the micro scissors a mast type machine compares very well, although



Haulotte's 20ft Star 8S

micro scissor lift producers such as Compact Equipment will point out that its scissor lifts are just a few millimetres longer but have a much larger, unrestricted platform space.

### JLG goes Light

JLG has launched several new slab electric scissor lifts, including two in its R series - the 26ft 2632R and 32ft 3246R - and three Light Weight Electric Scissor Lifts previously shown as concept models at Bauma China in November. These include the 15ft ES1530L available either on wheels or tracks and the 13ft ES1330, both of which are based on the company's ES line of direct electric drive scissors. It has also integrated the Power Towers product range into the JLG line up.



JLG's new R series scissors - the 26ft 2632R and 32ft 3246R



The ES1330 and ES1530L both have a 227kg platform capacity, the ES1330 weighs 830kg, while the two 15ft models are just 900kg. Overall length for all three is 1.43 metres with overall widths of 760mm for the wheeled versions and 780mm for the tracked. All three have a 550mm platform extension.

California-based boom and scissor lift manufacturer MEC launched a new micro scissor lift 18 months ago, built for the company in China by Dingli which took a 25 percent stake in the company in 2017. The 19ft Micro 19 slab scissor lift joins its 13ft 1330SE Micro scissor lift and includes all of the same features, including direct electric

drive. Overall length is just 1.5 metres - or 1.4 metres with steps removed. Overall width is 810mm and platform capacity 226kg, while the machine weighs 1,220kg including the 600mm rollout deck extension and automatic active pothole protection.

### New 40ft Genie

Genie has also launched a new 46ft electric slab scissor - the GS-4655 - which will be available later this summer. Fitted with the latest generation of fully sealed AC direct electric drive motors it will be rated for both indoor and outdoor work with a working height of 16 metres indoors and 10.7 metres outdoors. Platform capacity is 350kg, it



JLG's 13ft ES1330 weighs 830kg

has a 1.22 metre extension, 25 percent gradeability and 14 degree breakover angle to negotiate ramps. Overall width is 1.4 metres and overall weight 3,696kg.

### Genie lithium option

Genie also unveiled a lithium ion battery pack option for its slab electric scissor lift range providing faster, more efficient recharging, minimal maintenance,



MEC's new Micro 19 ultra-compact slab scissor lift features direct electric drive

### How does the Genie and JLG 1330s stack up?

Make Model	Genie GS-1330m	Dingli JCPT0607DCS	LGMG SS047E	Haulotte Star 6	MEC 1330SE	JLG* 1330L
Work height	5.9m	5.6m	5.6m	5.8m	6.0m	5.8m
Capacity	227kg	240kg	240kg	230kg	240kg	227kg
Weight	880kg	880kg	880kg	835kg	860kg	830kg
Extension	460mm	600mm	600mm	400mm	600mm	550mm
Length	1.4m	1.44m	1.53m	1.4m	1.5m	1.43m
Width	780mm	760mm	760mm	790mm	760mm	760mm
Gradeability	25%	25%	25%	25%	25%	25%

\*The JLG 1330L and 1530L are currently 'concept' machines



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Custom's new ZT1630

superior cold weather performance and the ability to maintain its full charge longer when not used for a period. Battery life between charges is similar to its lead acid battery pack but can be 'opportunity charged' when stationary or during breaks. The battery is fully compatible with the Delta-Q charger, Genie Lift Connect telematics and Genie Tech Pro Link device connections.

### Custom goes higher

US low level platform specialist Custom Equipment has revamped its Hy-Brid scissor lift range and launched a new 16ft self-propelled micro scissor lift - the ZT1630 - its highest model to date, with a working height of almost seven metres, true zero degree turning radius and an overall weight of 934kg. The new scissor is aimed as an alternative to 16ft mast type lifts being lighter, while offering a larger platform. It is however a tad long, although this can be reduced by removing the steps.

### Smart phone remote

JLG's new 26ft 2632R and 32ft 3246R complete the company's new R series of simpler specification models aimed at the price sensitive end of the rental market. The 2632R has a 230kg platform capacity and 9.8 metre working height, while the wider 3246R offers 320kg with 11.75 metres. As with other R-series models they have hydraulic wheel motor drive and steel covers. The company is also using the R Series range to prototype a new smart phone based remote control function. Any phone with the JLG remote control app can be quickly



The GS-4655 has the latest generation AC direct electric drive motors and rated for both indoor and outdoor work

paired with the scissor via a QR code and Bluetooth. This allows a delivery driver or operator to operate the stowed drive and steer functions from their phones, when passing through smaller doorways, or driving up a ramp, while maintaining a safe distance from the machine with better visibility.

JLG product marketing manager Jan-Willem van Wier said: "The mobile control app helps operators manoeuvre equipment avoiding potential hazardous situations.



JLG showed off its smart phone remote controlled function at Vertikal Days

### How the Custom ZT1630 compares

Manufacturer Model	Custom ZT1630	Snorkel TM16E	Skyjack SJ16	Dingli JCPT0708	Bravi Lui 460
Work height	6.9m	6.9m	6.58m	7.5m	6.62m
Platform size	1.4m x 610mm	960 x 760mm	930 x 690mm	1.37m x 700mm	1.56m x 680mm
Ext'd platform	2.16m	1.4m	0.93m*	1.98m	2.37m
Overall length	1.57m	1.37m	1.37m	1.52m	1.56m
Overall width	762mm	762mm	770mm	810mm	760mm
Platform cap.	250kg	227kg	227kg	230kg	280kg
GVW	934kg	1,102kg	966kg	1,200kg	1,250kg

\* The SJ16 has a 0.51m traversing platform

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The new Power Tower Duo uses an innovative stabiliser system for two person operation both indoors and outdoors

The operator can be anywhere around the machine without being restricted by the controls. By touching and holding the drive/steer controller in the track pad area, the individual can operate the machine. Haptic feedback vibration helps indicate the borders of the track pad area. Once the drive/steer controller is released, the scissor will stop, and the machine icon will move back to its home position."

**Power Towers goes orange**

JLG's UK-based Power Towers operation is dropping its blue livery in favour of a JLG low level access colours of orange and grey. The original Power Tower is also now available as a Duo version. An innovative stabiliser system gives the Duo two person operation both indoors and outdoors. Working height is 5.1 metres and platform capacity 250kg. Power Towers has also launched ATEX approved versions of the Eco and Peco lift.

**Low riding scissor**

At Bauma Snorkel unveiled the S3019E prototype with an ultra-low overall stowed height of 1.76 metres allowing it to easily pass through a single doorway without the need for folding guardrails, while also offering a very low 'step in' lowered platform height. The concept of storing the scissor arms within the chassis was first seen with the 12ft XS3212 on the Snorkel/Xtreme manufacturing stand at Conexpo 2014. Snorkel has taken a fresh look at the technology with the idea proving a hit with dealers placing orders - production is likely to begin towards the end of this year.



Custom Hy-Brid PS-1430

The S3019E will also be the first Snorkel scissor lift with both electric drive and electric steer i.e. no hydraulic hoses eliminating hydraulic leaks from the chassis area, making it attractive for use in 'clean' areas while extending battery life between charges. Overall width is said to be 770mm, with a total weight of 1,581kg, maximum capacity is 250kg and working height 7.8 metres. A 910mm roll-out extension provides an extended deck length of 2.6 metres. It is rated for one person plus tools for outdoor use.

**High tech Skyjack**

Skyjack has been busy developing innovative technology and interconnectivity features for its slab electric range, while also upgrading them at the same time as it introduces the changes required for the new ANSI standard which comes into force at the end of the year.

The changes include a new control panel, a revised, more user friendly emergency lowering system,



The ultra-low stored height concept was first seen with this 12ft XS3212 on the Snorkel/Xtreme stand at Conexpo 2014



The Snorkel S3019E stores its scissor arms in the chassis giving an ultra-low overall stowed height of 1.76 metres

modified pothole protection, a new diagnostic display and tweaks to its scissor stack design which are said to noticeably improve its rigidity. As part of these changes the company is changing its cumbersome nomenclature system for the new models, in essence this means that the SJIII prefix goes, so for example the SJIII3219 becomes the SJ3219. The largest in this new generation of DC electric scissors is the 39ft SJ4740 unveiled at the ARA and shown at Bauma and Vertical Days with an overall width of 1.19 metres and a 350kg platform capacity, while weighing in at 2,900kg.

In other Skyjack scissor lift news the company has unveiled its all new large Rough Terrain scissor lift range, starting with the 53ft SJ9253. Available in the autumn it will replace Skyjack's highly popular 88 and 92 inch models and will include the 33ft SJ9233, 43ft SJ9243, 53ft SJ9253, and 63ft SJ9263 RT. The new design includes an updated drive train that makes it very easy to add an all electric or hybrid version in the future.

**Automated scissor lifts**

The company also demonstrated a remote self check concept for its DC scissor lifts, in which a team member in Australia, was able to use a mobile phone app to complete a full self check of a machines critical systems, along with physical function checks for drive, steer and lift. The concept of autonomous control could also allow an office based employee to unload a machine and drive it into its storage/recharging bay from his desk, or the reverse.



The largest new generation Skyjack DC electric scissor - the 39ft SJ4740.



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# scissor lifts



Chief executive Brad Boehler said: "The concept allows our DC models to be controlled over the cellular network and perform a function check of its critical systems has generated a lot of interest, indicating that we are headed in the right direction when it comes to autonomy. The end goal is to not only increase productivity, but to contribute to a safer job site as well."

## New name - Eastman

Another Chinese aerial lift manufacturer - Eastman Heavy Machinery - entered the European slab electric scissor market last year with the appointment of Dutch trading company Fontexx as its exclusive sales and support representative for Europe, excluding France and Turkey. Eastman offers a range of mast type self-propelled lifts and a full line of slab electric scissors. Founded in 2012 by Michael Zhou it is based in Kunshan, Jiangsu province.

Eastman's all electric E series mast booms includes two models - the eight foot E8 and 12ft E12 with working heights of 4.5 and 5.6 metres respectively and 227kg platform capacity. Overall length is 1.37 metres with an overall width of 760mm and overall stowed height of 1.9 metres. Overall weights are 730kg and 840kg. Both are also available with electric drive but hydraulic mast functions. The nine model ES scissor lift range runs from 19ft to 46ft with platform capacities from 230kg to 450kg and overall weights of 1,400kg to 3,200kg.

## Italian flair

Two Italian companies - Airo and Imer - should not be forgotten. Imer has a good range of high quality slab electric scissors, its latest being the IM90 Series which includes the 21ft IM-6390, the 27ft IM-8290, the 33ft



Imer's latest IM90 series includes the 21ft IM-6390.

IM-10090, and the 39ft IM-12090 that replace the IT90 series. All models are lighter in weight, feature a new chassis, new steering, hydraulic systems and controls, a redesigned scissor stack for greater height and platform rigidity, new easier to fold down guardrails and maintenance free gel batteries as standard. The units are a little wider than the norm for this class of machine at 892mm.

The new machines maintain the direct electric wheel drive motors of the IT90 range along with the longer deck extensions of 1.3 metres, compared to the 900mm and one metre extensions that are typical for this size of lift, and yet still offer the full platform capacity - from 300kg to 400kg - on the deck extensions.

Airo is another slab scissor manufacturer that offers long extensions. Its 40ft narrow aisle X14 EN and 46ft X16 EW scissors both feature 1.5 metre platform extensions with full platform capacity and can be driven at full height. The new X14 EN has a working height of 14 metres, overall width of 890mm and overall length of 2.4 metres. Total weight is 3,600kg. The 46ft X16



Airo has 1.5 metre extensions on its scissors including the 40ft narrow aisle X14 EN and 46ft X16 EW

EW has very similar specifications and features but offers a 16 metre working height, 250kg capacity and an overall width of 1.2 metres. Total weight is the same at 3,600kg.

## From the sublime to the ridiculous

At the other large end of the slab electric market Germany's PB Liftechnik has unveiled the world's highest electric powered scissor lift to date - the 117ft PB370 -24ES - with a 37.5 metre working height. This monster indoor only machine was built to satisfy a number of customer orders and tops Holland Lift's 33.7 metre HL-340 D30 - by almost four metres! It is however a beast, weighing in at a massive 34 tonnes, so certainly not one for suspended floors. It is also long at 8.74 metres, however four wheel steer and drive will help with manoeuvrability. The overall width of 2.4 metres is 580mm narrower than the Holland Lift, while its minimum closed height is only 3.03 metres as it has five scissor stacks rather than six on the Holland Lift thanks to longer scissor arms providing the additional height. The PB has a maximum platform

Another Chinese aerial lift manufacturer - Eastman Heavy Machinery - entered the European slab electric scissor market last year



capacity of 750kg and can drive at heights of up to 20 metres. However it will not tolerate slopes of more than one degree so built-in inboard levelling jacks will automatically level the machine on ground that is off level or uneven. The new platform has clearly been designed for installation, maintenance and cleaning work within high cube warehousing, although it might struggle to move down the narrow aisles.

## How the new PB370-24ES stacks up

Make Model	PB Liftechnik PB370-24ES	Holland Lift HL-340 E30
Max working height	37.5m	33.7m
Lift capacity	750kg	1,000kg
Length	8.74m	7.02m
Width	2.4m	2.98m
Minimum height	3.21m/3.03m	3.63m/2.87m
Total weight	34 tonnes	34.85 tonnes electric
Max drive height	20m	Full height
Indoor/outdoor	Indoor	Indoor/outdoor
Drive/Steer	4x4x4	4x4x4

PB Liftechnik's 117ft PB370-24ES has a 37.5 metre working height





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# HIAB



## HIAB CELEBRATES DESIGN EXCELLENCE WITH SUPERLOW TUB SUBFRAME FOR MV COMMERCIAL

### HIAB X-HIPRO 858 EP-6 fitted to 6x4 Volvo FH540

Hiab has shaved off 34mm from a standard subframe in a design first for customer MV Commercial, creating what is believed to be the lowest subframe for an 80tm crane.

MV Commercial wanted a superlow subframe for a Hiab X-HIPRO 858 EP-6 crane to be fitted onto a Volvo FH540 tractor unit, but without any detrimental effect in performance or payload. In collaboration with MV Commercial, Hiab has not only designed a sleek superlow subframe, but one that has:

- Reduced overall height (due to lower fifth wheel height)
- Increased crane lift performance (compared to previous design)
- Reduced installation hours due to a prefabricated tub subframe
- Increased payload due to a lighter frame

#### TECHNICAL EXCELLENCE

Hiab is proud to have the technical and design capability to work with customers to design bespoke solutions for all their load handling needs.

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“The enthusiasm of the engineering team at Hiab has been fantastic to bring this product to life. There is a huge appetite from our customers for 80 tm cranes on 6x4 tractor units – and now, in collaboration with Hiab, we have created not only the lightest subframe on the market for a crane of this size, but also the lowest.”

Scott Bishop – Project Development Manager, MV Commercial



[hiab.com](http://hiab.com)



# Looking further East...

For many years the market leaders in the loader crane sector - Palfinger, Hiab and Fassi - have remained unchallenged although it has not all been plain sailing. Last year we highlighted Denmark's HMF - probably the fourth largest loader crane manufacturer - and looked at its recent expansion and developments. However, lurking in the background are a number of manufacturers from a country with a predilection for very large loader - or should we say knuckle boom - cranes. The country is Turkey and it appears to be making inroads in western Europe, possibly assisted by the recent depreciation of the currency.

Walking around Bauma you could hardly fail to notice the growing number of Turkish manufacturers. In the loader crane sector this included Hidrokon, World Power Erkin and MPG (Makine Prouduksiyon Grubu) which exhibited a 450 tonne metre knuckle boom crane on a seven axle chassis.

## Hidrokon expands

Hidrokon was formed in 1993 when it began building large knuckle boom or, if you prefer, articulated cranes. Its current range is topped by a 345 tonne/metre mode, but also manufactures truck cranes from 10 to 60 tonnes, truck mounted platforms to 60 metres and has recently launched a new All Terrain

crane. On top of all this it builds vehicle recovery equipment, marine cranes and provides special project solutions.

At Bauma the company launched the new HK range of 'fully folding' loader cranes which includes the 20 tonne/metre HK20, the HK65 and the HK110. The HK20 can lift just over a tonne at its maximum 12.58 metres reach including manual extension or 1,285kg at 10.46 metres on the full power telescopic version. The unit has multiple options and is said to be 'very competitive'.

The 65 tonne/metre HK65 can lift almost 500kg at a maximum of 31.63 metres while the 110 tonne/metre HK110 has a maximum capacity of 21 tonnes and can

handle two tonnes on its main boom at up to 25.36 metres. With jib extensions, 510kg at 34.56 metres is possible.

"The new fully folding range was designed completely in house and manufactured using the latest technology, best in class components and high grade



World Power's largest crawler mounted knuckle boom crane is the ER-115.000



Hidrokon's Barry Chester with the new fully folding HK110 at Bauma



Hidrokon's new 110 tonne/metre HK110

tensile SSAB steel," says Barry Chester of Hidrokon. "All materials supplied are examined for quality and continuity using state of the art testing equipment, while the manufacturing process involves plasma laser cutting machines and robot welding. Each completed unit is then painted in a three part process to meet the higher standards of a marine crane finish before being passed for final test and approval."

Features of the HK range include 25 degree negative boom angle, a progressive stability control system with visuals of the crane's position available on screen and on the remote control unit, simultaneous multi-function feather control with variable speed hydraulics, a control system to govern sequential boom extension/retraction as well as a wide range of options to suit individual customer preferences such as restricted movement parameters, auto-levelling and one touch automatic folding.

"With more investment and a new determination to enter new markets, new products are being developed rapidly," he said. "The fully folding range will be expanded to cover the market's most popular sizes with the imminent addition of 15, 35 and 85 tonne/metre units as well

as something larger than the 110 tonne/metre HK110."

"Some of the larger knuckle boom cranes may breach maximum gross vehicle weights in some markets, in which case they would be limited to special use cases such as rail, off road vehicles, marine and site based trucks. For the UK, units up to 165 tonne/metres can be mounted on standard truck chassis."

As part of its expansion Hidrokon has opened a new distribution and parts centre in Denmark - Hidrokon Europe - and more recently a satellite operation in the UK. It is also looking to appoint distributors throughout Europe and says discussions are already under way in some key markets.

"To support the European markets, service personnel from Denmark and the factory in Turkey are available to provide hands-on support and training. spare parts can now be ordered from Denmark for overnight throughout Europe. In the UK we have already signed up key partners for installation and after-market support to cover most of England and Wales. Scotland and Ireland are yet to be determined but we anticipate this will be in place soon."



Hidrokon launched its HK range which includes the 20 tonne/metre HK20





The 450 tonne/metre MPG 450 on a seven axle carrier

**More MPG**

Another Turkish company MPG located in Konya - south of Ankara - produced its first loader crane in 1998 having manufactured truck cranes since 1990. It currently offers a range of 20 loader crane models ranging from the AC 20 TM to the monster 430 tonne/metre MPG 450 mounted on a seven axle carrier - the machine that was shown at Bauma. The Danish Crane Import Group based in Roskilde, has been the master distributor for mainland Europe for the past three years, while JHKran is the local dealer for Denmark, between them they have sold eight large machines.

The MPG 450 has a maximum capacity of 77 tonnes at 5.15 metres and 6.5 tonnes at 33.25 metres. If using the two manual extensions it can take 3.5 tonnes to its maximum horizontal reach of 40.48 metres. With jib the unit has a lift height of almost 70 metres and can lift 310kg at its maximum radius of 65.7 metres.

The crane has a touch screen control panel showing cylinder pressure, boom length and angle, truck stabilisation and automatic counterweight. Other features include radio remote control, electronic Crane Control System and Crane Diagnostic System, Active Stability Monitoring, remote technical support, automatic lubrication system and winch. It can also be fitted with a work platform.

Like the other larger MPG loader cranes from the AC 130 TM up, the MPG 450 features two stabilisers to the rear of the chassis adding to lift capacity and stability.

**World Power Erkin**

Probably the most recognised knuckle crane brand from Turkey is World Power Erkin which produces cranes from nine to 450 tonne/metres and claims to have been the first to produce such a large knuckle boom - the ER-450.000.

The company was formed from the 40 year old Erkin Hydraulic company and has become known for heavy-duty custom-built machines. It also claims to have designed and built the world's first 360 tonne/metre knuckle boom crane which can operate in restricted headroom situations making it particularly useful for moving and assembling machinery. In addition, it produces three crawler mounted knuckle boom cranes with lift capacities to 37 tonnes, marine cranes, boat movers, recovery tow trucks and scrap loader cranes.

**450tm machines compared**

It is interesting to compare the two 450 tonne/metre cranes - MPG's 450 and the ER-450.000-L - as there are several major differences.

All the larger World Power machines are mounted on five axle carriers with the boom and jib

combination stowed to the front over the chassis cab shortening the overall travel length. The MPG 450 however stows the crane to the rear, reducing the overall height but increasing overall length, which necessitates a further two axles. The ER-450.000 uses an eight section boom with six section jib, the MPG has a nine section boom and similar jib.

Maximum lift capacity favours the World Power machine - with 92 tonnes at 4.6 metres compared with the MPG's 77 tonnes at 5.15 metres. At 17.5 metres both machines lift about the same, however on the full hydraulic boom reach the ER-450.000 can lift 13.3 tonnes at 22.3 metres, whereas the MPG can reach 33.25 metre with 6.5 tonnes. Both have two manual extensions with the MPG winning this comparison by almost 13 metres - 40.48m/3.5 tonnes versus 27.8m/5.6 tonnes.

**Big cranes from the leaders**

The market for these mega loader cranes is very small, so it is not surprising that market leaders like Palfinger, Hiab and Fassi do not have

equivalents, but their ranges are growing.

Palfinger's largest crane is the 150.7 tonne/metres PK 200002 L SH High Performance with a maximum outreach of 47.9 metres (25.6 metre hydraulic) and a maximum capacity of 40 tonnes. Hiab's largest loader crane is the X-HiPro 1058 - a 90 tonne/metre crane with a horizontal outreach of 34.5 metres and 38 metres vertically. Fassi comes closest with its 160 tonne metre F2150RAL xhe-dynamic which has a maximum outreach with jib of 41.3 metres.

**Hiab Effer**

Hiab's lack of big capacity cranes to compete in this niche but growing market sector was certainly one of the reasons for acquiring Italian manufacturer Effer from the CTE group last year. At the time Hiab and its parent Cargotec said the acquisition would be a key factor in its aim to become the clear loader crane market leader. The Effer range significantly boosts Hiab's range over 100 tonne/metres where Effer is a leading player with models



Palfinger's largest crane is the 150.7 tonne/metres PK 200002 L SH High Performance



(L-R) Viggo and Dorte Burin-Rasmussen of the Danish Crane Import Group, Veysef Soylu of MPG and Jan Hansen of JHKran at Bauma



The World Power ER 450.000-L





The Effer 2255 can lift 3,720kg at 26.12 metres

up to 300 tonne/metres, including special application truck cranes and marine cranes.

With the acquisition now sorted Hiab affiliates have been looking at handling Effer cranes. The UK is a prime example of this, the marque has been handled by commercial vehicle bodybuilder Martin Williams for some time and will remain as a key service and installation provider for Effer products, but Hiab's nine locations will now also service and support Effer cranes.

Hiab managing director for the UK and Ireland Ian Mitchell said: "The Effer acquisition gives Hiab a great opportunity to expand and strengthen our offering in the UK, particularly in high-end cranes."

Product manager Alastair Evans added: "Hiab has never had cranes over 100 tonne/metres before so the addition of Effer opens up

our offering to customers that require these larger cranes. We are also focusing on models that complement and offer additional advantages to our current product range. For example, Hiab doesn't offer continuous slewing until 35 tonne/metre cranes, whereas Effer cranes have greater reach and continuous slewing with its smaller 20 tonne/metre cranes."

### Hiab launches

Hiab continues to develop new products recently launching two new modular installation systems for truck bodies - Hiab BodyWorks for heavy cranes and Hiab T-Body for its T series light range cranes. The modules are pre-manufactured and reduce body installation times and costs. Both have a weld free bolted construction with parts that are said to be easy to remove and replace. They are also lighter

## C&A loader cranes



Hiab BodyWorks - for heavy cranes - significantly reduces installation time.

adding to the vehicle payload, while lowering fuel consumption when not fully loaded.

"When customers buy a crane, they want it on the road as soon as possible, while bodybuilders want to serve as many customers as possible. Our new modular

installation system reduces installation time significantly and the weld free construction makes them easier to maintain," says Marcel Boxem, director heavy loader cranes and FrameWorks.

"With FrameWorks we reduced the installation times of frames for our heavy range cranes by 75 percent and have now reduced installation time for bodies by the same amount. Using the ready to go T-Body kits, a light range crane can be installed in just four hours reducing costs significantly."

### New loader cranes

Hiab has also launched several new loader cranes. The 'building material' cranes range from 13 to 20 tonne/metres include the L-HiPro 145, L-HiPro 195 and L-HiPro 235. All new models are equipped with Hiab's top end control systems,



Hiab BodyWorks is only compatible with FrameWorks and installation is done at Hiab's factory installation centre in Meppel the Netherlands

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service

Day by day, Fassi works towards the future. It does so by focusing on digital and mechatronic innovation, introducing applications and technology to support human operators.

These devices are developed entirely by Fassi and can be activated either remotely or via selector switches and can assist the operator both in terms

of control and safety. Predictive diagnostics, connectivity between machines, control of load handling and cabin safety are just some of the innovative functions available which make the work of the operator ever more important and central.

More about: [fassi.com](http://fassi.com)

[facebook.com/fassigruspa](https://facebook.com/fassigruspa)





*Hiab has launched three 'building material cranes from 13 to 20 tonne/metres*

high speed boom extension and optional HiPro remote control system.

The cranes feature Crane Tip Control (CTC) - which the company claims allow even novice operators to perform complicated movements - and the Load Stability System which automatically compensates for unintentionally excessive lever operation, protecting the operator, the surrounding environment and the crane.

**Fassi FX-Link**

The loader crane sector is without doubt the most innovative of all the equipment segments in terms of technology and structural fabrications - driven by the constant demand to reduce weight, while increasing performance and improving productivity. As well as sophisticated electronics controlling all aspects of the loader crane there is an increasing move towards integrating control functions both on the crane and the truck.

At the end of last year Fassi launched a new system to optimise connectivity between the crane and truck with various functions controlled from the crane remote control and from the truck. Developed by Fassi and Volvo Trucks Italia it gives the driver better, quicker feedback on the crane when behind the wheel. This is done by fully integrating information into the vehicle's dashboard and enhancing



*With FX-Link, information will be exchanged from the crane to the truck and vice versa.*

the remote control's capabilities as an operating tool in crane handling. Using the CAN-BUS connection eliminates the need for connections of different devices on both the truck and crane.

With FX-Link, information will be exchanged from the crane to the truck and vice versa. Switching the truck off and on, setting the engine speed, limiting the air suspension, switching on the headlights and other warning lights, activating the horn and activating the parking brake are all controls that are also available on the crane's remote controller. Meanwhile, the extremely clear interface on the truck dashboard warns the driver when the crane outriggers fail to close and of any height-related obstructions. The FX-Link system can be installed on all Volvo FH, FM and FMX vehicles equipped with CAN-BUS technology.



*Kurko Crane has mounted a Fassi F2150RAL.2.28L816L onto the back of a five axle Volvo FH13 540 10x4 chassis*

**World's biggest rear mounted Fassi**

Several years ago, there was a 'phase' in some countries of replacing small truck mobile cranes with large loader cranes on dedicated trucks. Kurko Crane of Finland is one of the latest companies doing this and has mounted the largest Fassi loader crane - the Fassi F2150RAL.2.28L816L - onto the back of a five axle Volvo FH13 540 10x4 chassis. The unit has an overall weight of 39 tonnes without the jib or the five tonne counterweight. This gives a maximum capacity of 28.7 tonnes at 4.75 metres radius, a vertical reach of 45 metres and 50 metres with manual extensions. The crane has an overall length of 10.3 metres an overall width of 2.55 metres and is 3.8 metres high. Mounted at the rear of the chassis the unit can slew 360 degrees with its maximum capacity - even when the outriggers are down but not extended. Kurko claims this is the world's biggest rear mounted Fassi crane and it has full CE certification for the crane, truck and reinforced frame.

"It is basically a mobile crane and registered as such," says Kimmo Koponen of Kurko Crane. "Thanks to the five tonne counterweight, the central chassis stabilisers at the back of the truck need only to be lowered to the ground but not extended. This makes it possible to lift objects three metres away from the centre of the crane. The counterweight also means that outriggers only need to be extended 80 percent to get full lifting capacity. More of this type of crane trucks are coming to the market and it looks like they will be a big competitor to small capacity mobile cranes."

**New Hyva range**

Dutch loader crane manufacturer Hyva has launched its new Edge crane range featuring 40 models ranging from nine to 66 tonne/metres, offering 360 degree continuous slew, up to eight extensions depending on the model, and a choice of jibs, winches and accessories.

The first and largest model launched, the 66 tonne/metre HC661, features Hyva's new Auto Stabilising System (ASS),



*The Kurko unit can lift 28.7 tonnes at 4.75 metres and has a vertical reach of 50 metres*



# ULTRA COMPACT



## MERLO P27.6 A NEW BENCHMARK FOR COMPACT TELEHANDLERS

The Ultra Compact P27.6 has been developed as a high performance, compact telehandler designed primarily to get into small spaces, without losing the comfort or safety of a larger machine. The P27.6 boasts an impressive maximum lifting capacity of 2.7 tonnes with a 6.1 metre placement height. Having the same spacious cab as its larger counterparts offers easy access, impressive space and visibility making the P27.6 perfect for the construction sector. All models include hydrostatic transmission as standard for precision of drive at a max speed of 40km/h.



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Hydrostatic  
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levels





Some of the Hyva Edge cranes at Bauma

allowing for the truck to be levelled automatically, and the Active Awareness Radio Remote (AARR), which alerts the operator through joystick vibrations of any potential hazards.

The new range features a new control station for high visibility and easier operation, as well as the Dynamic Load Diagram system, which confirms the available lifting capacity based on the truck's actual stability at the time, and the Magic Touch feature that allows automatic boom stowage and unfolding from travel to ready to work position.

**IMTs largest**

US-based loader and service crane manufacturer and distributor Iowa Mold Tooling (IMT) has launched the 42684, its largest loader crane to date, with a maximum load moment of 46.5 tonne/metres and a radius of 25.2 metres. The remote controlled crane also features IMTs Progressive Crane Control (PCC) for smoother crane movements and Priority Flow Control (PFC).

Other features include Electronic Vehicle Stability (EVS) system which monitors the tilt angle of the truck's chassis, chassis flex and outrigger pressures into the fully integrated Rated Capacity Limiter (RCL) to maximise lifting capacities. IMT is the North American distributor for HMF, which supplies the larger IMT cranes on an OEM basis.

The 46.5 tonne/metre 42684 is IMT's largest crane to date



**Tadano's largest**

Tadano has also launched its largest loader crane to date - the TM-ZX1505 - initially aimed at the Middle East and south east Asia markets. With a maximum capacity of 15 tonnes at a two metre radius the TM-ZX1505 has an 18.5 metre boom with a maximum radius is 18.07 metres. The TM-ZX1505 is equipped

with Tadano's Automatic Moment Limiter (AML), which includes a stability monitoring function in addition to being an overload indicator. The crane also features a digital operator display which shows actual and rated loads, and an optional remote control among other features. The system includes the newly developed load weight function which calculates and displays load weight during loading and unloading.

**Fassi for Collett**

UK heavy lift and haulage company Collett & Sons has taken delivery of a 115 tonne/metre Fassi F1150RA.2.26 loader crane. Mounted on a MAN TGS 41.480 8x8 tractor unit, the crane can handle 22 tonnes at a radius of 4.15 metres, or 5.6 tonnes at 15.45 metres. The four axle unit has a Gross Vehicle Weight of 90 tonnes and can be used as a ballast tractor to push or pull heavy loads as well as towing heavy trailers. Collett runs a fleet of loader cranes topped by a 205 tonne metre Effer 2055.

**Tractor mounted Palfinger**

Welsh landscaper M&D Services is using its Palfinger PK 19.001 SLD5 loader crane mounted on a farm tractor for utility work. Fitted to a Fendt 936 Vario chassis, the PK 19.001 SLD5 has a maximum capacity of 18.5 tonne metres and



Collett & Sons has taken delivery of a 115 tonne/metre Fassi F1150RA.2.26 mounted on a MAN TGS 41.480 8x8 tractor unit



Welsh landscaper M&D Services is using its Palfinger PK 19.001 SLD5 loader crane mounted on a farm tractor for utility work



AET Transport Services has added a new rear mounted 65 tonne/metre Palfinger PK65002D SH to its fleet

a maximum radius of 12.6 metres. The bespoke model was designed by Welsh equipment dealer David Evans Agri and allows for the crane to be easily detached from the tractor if required.

M&D Services owner Mark Davis said: "In the countryside around south Wales utilities companies need to install poles, pipes and cables in areas which truck mounted cranes can't reach, my tractor mounted crane solves the problem."

**Big Palfinger for AET**

UK heavy haulage and machinery removal company AET Transport Services has added a new rear mounted 65 tonne/metre Palfinger PK65002D SH loader crane on a Mercedes Arocs 48LK ENA32 32 tonne, four axle chassis. The new truck has been assigned to AET's factory relocation team operating throughout Europe for companies such as Airbus, Britax, Rolls-Royce and Sunseeker. The AET group - which includes AET Andover, Curvin Transport, Dorset Crane Hire, and Eaton Transport divisions - runs a combined fleet of 66 vehicles including three 32 tonne 8x2 trucks with cranes positioned behind the cab.



The Tadano TM-ZX1505 is initially aimed at the Middle East and south east Asia markets.



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# Another strong show



Following on just four weeks after Bauma was almost certain to limit the number of 'world premier' launches at the UK's Vertikal Days. It did however result in an enormous amount of 'UK firsts' with a few 'global premiers' thrown in from companies that did not attend Bauma.

The event returned to Donington Park in the East Midlands and basked in two days of sunny weather which helped encourage visitors to turn out. This was the second show at the new venue, which helped with the layout and smooth set up and break downs. The showground was packed with new equipment from more than 300 manufacturers presenting visitors with plenty to see over at least one, if not both show days.

### World premieres

City Lifting is one of the exhibitors that has exhibited at every show since the first event held at Haydock Park in 2007. The UK distributor for tower cranes from Comansa and Artic Crane used the show to give several new products their first public outing including the City Lifter CL 25 and the Artic Raptor 48.

The CL 25 has jib lengths of just six, eight or 10 metres, which combined with its low overall weight and low overturning moment makes it ideal for working at the front of city centre projects where it can be mounted in areas larger cranes simply cannot go.

"Many city projects use a chain or wire rope hoist on runway beams to lift materials from street level onto a gantry," said Bob Jones of City Lifting. "The materials are then manually transferred to a hoist to get to the required floor of the building. The City Lifter can be mounted on the gantry and its mast tied to the building. By using scaffold platforms or Samson Hardideck platforms the materials can be lifted straight from the delivery vehicle at road level directly to where they are needed, saving double handling and risk of damage. The crane also speeds up the lifting operation and pedestrians can still walk under the gantry for protection."

The crane has a 2,500kg capacity and uses two, 1,280kg counterweight blocks and 13 tonnes of base ballast. Tower sections are 4.8 metres long and weigh 500kg, with a maximum free standing height of 10 metres while it boasts a maximum lift height of 100 metres. Features include HBC radio controls, steel sheaves and a lifting speed of 36 metres a minute. The crane can be mounted on a three metre ballasted or bolted base cross. It can also be hydraulically climbed and a series of tie in collars are currently being developed. The other introduction was the Raptor 48, which is based on the old Tornborg Magni articulated crane, but completely refurbished with the very latest electrics, motors and safety systems, along with a strengthened jib resulting in 1.4 tonne capacity at 30 metres radius. It has a three tonne single line pull, inverter drive and a modern Raptor cab. The first units will be ready by August.



*City Lifting showed the new Artic Raptor 48 - a fully reworked and improved Tornborgs Magni articulated crane - with an increased capacity*



*City Lifting launched the Artic City Lifter CL25 with a capacity of 2,500kg and with short jibs of six, eight and 10 metres making it ideal to work on the front of city centre projects*



*GMG 60ft 6094RT scissor - its biggest to date*

GMG unveiled its new 60ft 6094RT 'Ultra Deck' Rough Terrain scissor lift, while Oil&Steel showed its new pick up mounted 1470 and JCB quietly unveiled its electric 30-19E Teletruk.

Many new products and prototypes arrived straight from Bauma,

including the 10 tonne Sunward SWTC10 telescopic crawler crane on the GGR stand, Genie's new 13ft GS-1330m electric micro scissor, GSR's 22 metre articulated B220PXE truck mounted lift with end mounted platform, JLG's new 45ft hybrid articulated Rough Terrain boom, LGMG's 14 metre A14J articulated boom, Liebherr's new 650 tonne LTM 1650 All Terrain crane, the 25 metre Magni RTH 8.25 SH 360 degree heavy duty telehandler which can handle 5.3 tonnes at its maximum 25 metre forward reach, Palfinger's 37 metre P370 KSE hybrid truck mount, Platform Basket's new 19.4 metre 20.95 spider lift with 9.5 metres outreach and 250kg capacity, the 56ft Airo A17JE electric articulated boom, the Cela DT40 truck mounted platform with rear mounted boom, Multitel's 27 metre MTE 270 with 16 metres of outreach and 300kg



*Oil&Steel Snake 1470 pick up mounted lift*





*Mark Evans of Kobelco (L) seals the deal for a 150 tonne CKE 1350G2 with Glyn Johnson of GH Johnson*

capacity, the restyled Galizia GK20 pedestrian pick & carry crane, Versalift's 16.7 metre VTM170-F on an Iveco Daily chassis and Klubb's 20.6 metre KT20 truck mounted platform with 12.5 metres outreach and 300kg platform capacity.

### Deals done

A substantial amount of actual business is always done at Vertikal Days from initiating new contacts and identifying new equipment to placing the order and equipment hand overs. This year was no exception with Kobelco selling its new 150 tonne CKE1350 G-2 crawler crane - complete with 61 metres of main boom and 30.5 metre fixed offset jib - to rental company GH Johnson.

UK rental company Warren Access ordered the first 20.6 metre CTE Zed 21.3 JHL truck mounted platform on an Iveco Daily chassis. The Rapid Platforms division of AFI purchased the Geda 1500Z/ZP hoist on display from local dealer Mace.

Dutch mobile tower crane manufacturer Montarent booked a surprise order from a buyer in Ireland, while also celebrating the appointment of Ladybird Crane Hire as its UK distributor.

Kranlyft had a good show, selling the first MC285CRM-E-3 spider crane in the UK to Cobra Crane Hire, swiftly followed by an order

from MBE Glazing Systems for diesel version of the MC285CRM-3, while Vacuum and Crane bought the used LC383 mini crawler crane on display. In a pre-show order Bandshire Crane Hire purchased a Klaas K950RSX aluminium truck crane just two weeks before the show on the understanding that it could be painted and decaled for a handover at Vertikal Days.

Meanwhile several companies such as Skyjack, GSR, Snorkel and Genie reported having one of their best shows so far in terms of bookings and interest.

### Presentations

There are also a number of quirky events such as a special presentation to IPAF veteran Jean Harrison who retired right after the show following 28 years with the association. There was also a surprise in store for Barry Barnes of Mann Crane Hire celebrating his 76th birthday with a visit to the event with his son Chris, who with the help of Crowland Cranes presented him with a fully restored 12 tonne Coles Hydra 120T mobile crane from the 1970s, the first that Barnes had operated.

With so many new and interesting products the best way to capture it all is with a pictorial review. Further pictures can be found on [www.vertikal.net](http://www.vertikal.net).



*Bandshire Crane Hire ordered a Klaas K950RSX collecting it at the show*



*Pam Penny and Leigh Sparrow of Vertikal Days making a presentation to IPAF's Jean Harrison (centre) who retired after the show*



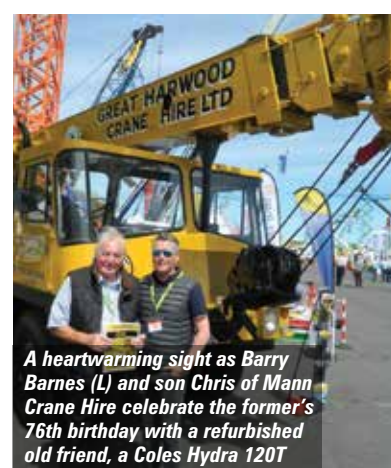
*Montarent celebrated the appointment of Ladybird Crane Hire as its UK distributor, and the sale of its first crane in Ireland*



*The Warren Access team celebrate ordering the CTE Zed 21.3 JHL*



*The Rapid Platforms division of AFI purchased this Geda 1500Z-ZP from local dealer Mace (L-R) Graham Osmond of AFI group, Jez Cox and Luke Mace of Geda dealer Mace, Danny Pulham and Paul Moss of Rapid Platforms*



*A heartwarming sight as Barry Barnes (L) and son Chris of Mann Crane Hire celebrate the former's 76th birthday with a refurbished old friend, a Coles Hydra 120T*



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A Grove RT550E rough terrain in MMS livery



Serf Zengin, managing director of the Scotland-based ZLG group which includes Euro Mechanical Handling, the distributor of ELS booms, scissors and telehandlers



Genie showed its new 13ft GS-1330m electric micro scissor



The Euro Mechanical Handling stand with ELS scissors



The Klaas K1003 aluminium truck mount on the Kranlyft stand



The inspHire stand in the Market Place



[L-R] Bill Ellis of Ellis Crane Hire, Richard Everist of Liebherr and Simon Ellis



Load Monitoring Systems showed its new Combo Kit



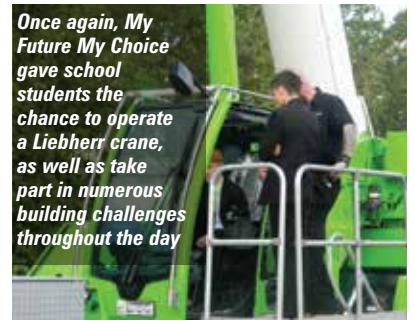
Planes using East Midlands Airport were never too far away



New exhibitor Rolls Battery UK showed a range of deep cycle batteries



Anti drop tool bag - stop the drops



Once again, My Future My Choice gave school students the chance to operate a Liebherr crane, as well as take part in numerous building challenges throughout the day

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The JLG stand including the newly branded Power Towers



The Nolim stand with outrigger pads, road mats and stowage boxes



GMG demonstrated its Overhead Warning System feature



The 14.5 tonne BG Lift CWE 525 sold to County Lifting



The show entrance



LGMG A14J articulated boom



Aerial and Handling Services the 26 metre Easylift RA26 spider lift



GGR has added this 10 tonne Sunward SWTC10 telescopic crawler crane to its fleet



IPAF's 2019 safety campaign focuses on the increase in accidents while operating alongside roads



IPAF's Andy Access having a go on AJ Access Platforms' 'old school' boxing machine



The Brogan group purchased the Hek TPL 1000 lift, shown with a Unic spider crane



The entrance tent running smoothly



JCB's electric 30-19E Teletruk ahead of its official launch



A busy Marketplace





Socage showed this 20 metre 20D truck mount



The impressive Alimak stand



The Bronto S47XR was one of three Bronto truck mounts



First time exhibitor Fontexx showed a selection of Eastman Heavy Machinery scissor lifts



The iRaptor Driver Rescue System from Vertical Transportation, part of City Lifting



The Dingli stand



Ruthmann's 20 metre Ecoline RS200



The Cela DT40 on the Alfa Access Services stand



The OTR Wheel Engineering stand



The first 230 tonne Liebherr LTM1230-5.1 in the UK



The 20 metre Multitel HX 200 EX



Nagano's 20 metre articulated tracked boom - the 20Tuj - the first CE unit arrives next month



The IPAF and TVH cocktail event



The JCB scissor line-up



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Results are for January 2019 and include printed copies - currently posted to 83 countries - and digital copies downloaded from [www.vertikal.net](http://www.vertikal.net) or the Magzter newsstand.



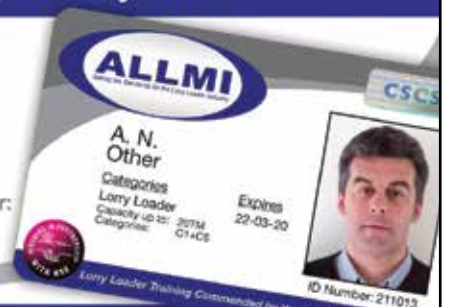
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*The Nifty HR12L attracted a lot of attention*



*Kato showed this five tonne searcher hook*



*Comet showed this 46KV insulated 18 metre twin basket truck mounted platform*



*Palfinger P130A on the CPL stand*



*Southern Cranes had its GMK5250L on the Grove stand and was looking to add another AT to its fleet*



*Skyline purchased the first five Potain hydraulic luffing jib cranes, with another two sold in Ireland*



*20 metre Klubb T20 truck mount*



*Teupen Leo 21 GT*



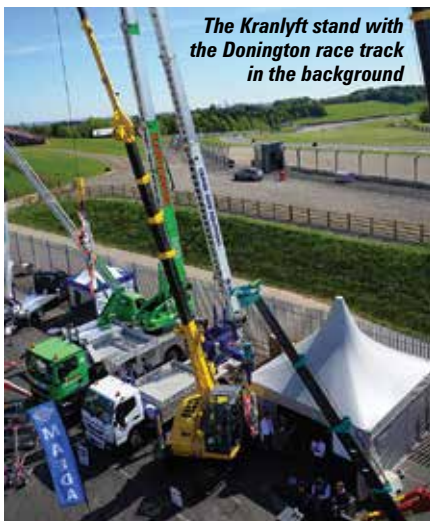
*The new 100 tonne Liebherr LTR 1100 telescopic crawler with Stage V diesel engine sold to King Lifting*



*The APS team with founder Jim Daintith - centre - at what is likely to be his last Vertikal Days before retiring this summer*



*Sterling group was showing off several trailers including this access trailer with a Niftylift boom*



*The Kranlyft stand with the Donington race track in the background*



*Fresh from Bauma the 100 tonne Kato KA-1000RX*



*The Space Cone adjacent to the Catering Pavilion*



*GSR had several truck mounts including the new 22 metre articulated B220PXE with end mounted basket*



*A busy evening event was attended by more than 800 people*





*JT Cranes launched its nine tonne CC90 tracked carrier*



*Ian Burton of SHB Vehicle Hire and Chris Wrenn of Versalift UK - SHB has ordered 10 13.5 metre VTL-135-Fs, with 25 more due in October*



*Universal Cranes Mats had an impressive display*



*Iteco IM 5980MC scissor with side deck extension*



*Ifor Williams showed several light trailers*



*Many tried the IPAF VR simulator*



*Ruthmann's 28.5 metre TU285 City Steighter on a 7.5 tonne chassis*



*Foster Cranes showed the two, three and four tonne Hoeflon tracked spider cranes and a small tracked carrier*



*Shawtrack Services showed several bespoke designed and built beavertail bodies*



*SAEClimber showed a hoist and mastclimber*



*A Tracked Carriers Beaver 10.07 on the Kranlyft stand*



*The 19 metre Leguan 190*



*Visitors entering the show*



*The Bronto Skylift stand*



# HIGHER STANDARDS



JCB have used their experience in designing tough, hardworking equipment to ensure their electric scissors range are also built to higher standards. With high quality paint finish and many unique features, the machines have higher levels of safety, ease of use, reliability and serviceability. Industry standard components across the range allow seamless integration into existing rental fleets. JCB also offer higher levels of support through an unrivalled dealer network with quick start guides, good parts availability, finance and technical advice.







Skyjack showed its new 53ft SJ9253RT scissor, the revamped 40ft SJ4740 electric scissor and a host of new technology and telematics



ITI UK demonstrated its VR crane simulator



Palfinger P220BK



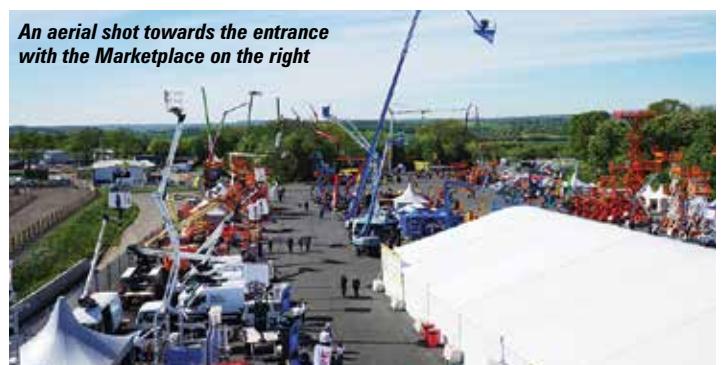
Falcon Tower Crane Services displayed one of its Jaso cranes outside the entrance



Networking in the aisles



AJ Access Plaforms showed the 65ft Holland Lift HL-220 D25 with 1,000kg platform capacity, the 45ft Yamei 4655 scissor and a refurbished Genie Z30-20 boom



An aerial shot towards the entrance with the Marketplace on the right

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JMG sold County Lifting this 35 tonne MC350 with jib, winch, 16 tonne forks, radio remote and front stabilisers which give an additional 30 percent lift capacity



Hird showed this Ergo handler to move outrigger pads more easily



AJ Access Platforms showed the 45ft Yamei 4655 scissor and the 65ft Holland Lift HL-220 D25 with 1,000kg platform capacity and the 45ft Yamei 4655 scissor



CPL launched the Klubb KT20 truck mounted platform



Bocker's stand included the new HL24 tracked hoist



Versalift launched its new 16.7 metre VTM170-F on an Iveco Daily chassis



Teupen spider lift on the Alfa Access Services stand

A world premier at Bauma and a UK first for the Valla 70R



CTE UK launched the 20 metre Traccess 200 spider lift, with plans in place for a 27 metre model



Klaas 1003 aluminium truck crane with Donington race track in the background



Skyjack's new 53ft SJ9253RT scissor



Comet UK and Faraone are in discussions regarding distributing Faraone equipment in the UK



The second Maeda MC815 sold to Lift Mini Cranes



The 150 tonne Kobelco CKE 1350G2 was sold to GH Johnson



The Airo X16EW from Aerial and Handling Services



Dinolift's Dino 280RXT





*Thisjs Korte (L) and Wesley Wittstock of Pfeiffer Heavy Machinery with the 20 metre Nagano 20ATuj*



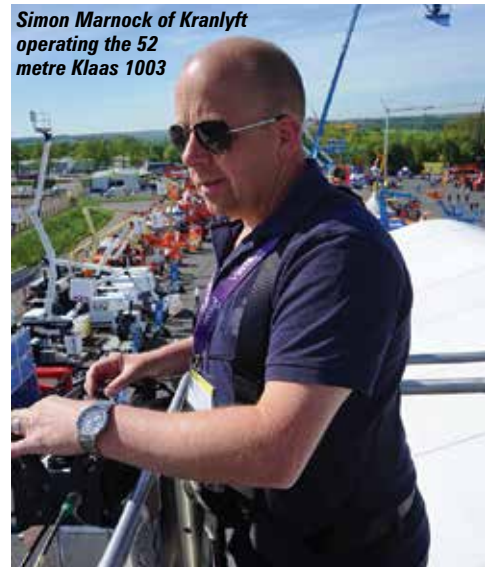
*The Genie Fall Arrest Bar*



*Magni RTH 6.46 SH with 46 metres working height*



*Skyking had a range of Palfinger truck mounts including the electric 37 metre P370KSE*



*Simon Marnock of Kranlyft operating the 52 metre Klaas 1003*



*Hinowa LL26.14 Bi-Energy spider lift*



*LGMG and Snorkel scissors*



*Part of the APS and IPS stand*



*Skyline Arcomet stand with the AC 50 Eco*



*An Hitachi Sumitomo SCX 800A-3 crawler crane sold by NRC Crane Hire & Sales to Farans*



*The London Tower Cranes stand*



*Ellis Crane Hire had its new 90 tonne Liebherr LTM 1090-4.2 at the show*



*Cranesafe's stand was dedicated to this impressive crane simulator, which works with its anti-collision systems*



*FLG Services stand featured a wide range of lifting and safety equipment*



*The Hek MC 450 mastclimber sold to Lyndon SGB*



# Telematics - what's all the fuss about?



We have all heard anecdotal stories about the benefits of telematics. One I heard last week was about a farmer who received a text message one Friday lunchtime saying his brand new telehandler was outside the pre-set 'geofenced' area. Far from being stolen, it turns out that the operator had used his machine to get the Friday lunchtime fish and chips in the local village. However being spotted outside of the area posed a few questions. It turns out the driver didn't like the local 'chippy' and for years had been driving seven miles to the next town without telling anyone - always blaming queues at the chip shop or traffic jams when questioned about how long it had taken.

Stories like this show us how clever telematics technology is, however many users still do not see the relevance, the expense or like the idea that 'Big Brother' is watching your every move. In spite of all the sales patter many fleet owners still ask 'what tangible benefits do I get?'

The technology for tracking and geofencing vehicles has been around commercially for more than 20 years but in recent years the technology and information provided has increased exponentially - much like the development of the smart phone

and tablet. However, such is the rate of development many users, owners and rental companies are unaware of what is possible and the level of detail and sophistication that an increasing number of manufacturers are capable of providing. Within our sector many manufacturers and rental companies have already invested heavily in this technology including companies such as Hiab, Manitou, Genie, Skyjack, Haulotte, Manitowoc, Tadano, Link-Belt, Bronto and JCB along with rental companies including Boels, which was the first European company



to adopt JLG's Clear Sky system on 740 JLG platforms it purchased in January 2018, and also uses Trackunit and Skyjack Elevate, while the world's largest rental company United Rentals is going all out to have the latest telematics systems on its more than 150,000 strong telehandler and platform fleet and last year signed a 'partnership' deal with Trackunit, to include its 'Manager' system along with Trackunit Go and Trackunit On.

While the costs of developing the systems or adding them to an existing fleet retrospectively involves a massive investment, the benefits for manufacturers, their distributors, rental companies and end users can be huge. For example a simple "the machine won't start" call from a customer may now be diagnosed remotely, and typically it might be that the emergency stop button has been left engaged or the battery has not been charged, all of which can save several wasted hours of downtime for the customer and a steep call-out cost to send a service engineer just to identify simple problem. Real issues can also be diagnosed before the engineer leaves the depot, allowing them to load up the necessary parts or tools.

## JCB updates LiveLink

JCB has added new features to its LiveLink telematics system which it launched 12 years ago and now has more than 250,000 machines across 195 countries actively using the system, with all of them being monitored in real time, giving operators and fleet managers instant access to data through an online portal and mobile app.

New JCB Uptime Centres use LiveLink to monitor machines globally and inform fleet managers of impending problems, including breakdowns. The company began managing customers' machines through LiveLink in 2010, and in 2016 began rolling out its Uptime centres starting with the one at headquarters in Rochester, UK. Since then further centres have been opened in Pune to cover India, California and Georgia for the USA, Singapore for South East Asia with plans for a sixth centre in Sao Paulo, Brazil to cover South America. More recently dealers have been able to set up their own centres to manage customer machines via a new 'Dealer dashboard. It is currently in use with 10 dealers worldwide, with a further 15 dealer centres due to be added by year end.



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-  Usage Data
-  Largest Database of Cranes







**JCB's Machine Health Monitoring System uses predictive algorithms to forecast the likelihood of a machine failure**

It also continues to develop its telematics software and analytics, launching three new products this month - 'LiveLink Tag' which allows customers to track fixed items such as telehandler attachments, a brand new Operator app that makes daily checks easier and the 'LiveLink Fleet' management tool allowing customers to access the live machine information directly.

### So how does it work?

The Uptime Centres bring together JCB parts and technical staff, to diagnose issues when they are flagged by the system, so that they can be dealt with through the dealer network. Among the new features on the interactive Uptime Dashboards is the 'Machine Health Monitoring System', which uses predictive algorithms to forecast the severity of the error codes transmitted by the machines and the resulting likelihood of a failure. These are then converted into a health percentage for each machine enabling the staff to identify machines most at risk and then recommend preventative action to prevent unplanned downtime.

The central Uptime map allows users to zoom into any machine all of which are colour coded to indicate its status. By clicking on the unit icon it brings up information on the machine, the customer and dealer. Different colours indicate various alert stages - purple means it has a minor alert which may include some diagnostic codes from the machine. Opening this alert window

may show faults such as water contaminated fuel, which might not yet have caused an issue, while machine performance data can also be viewed. Other issues include safety related items, such as seat belt use on telehandlers, travelling at excessive speed with boom telescoped or excessive overriding of the longitudinal load moment control.

The LiveLink Fleet portal also provides a raft of data that allows rental companies to add value for its customers, for example by providing information on efficiency and sustainability by monitoring and storing fuel consumption and carbon emissions data. The system can also be used to order replacement parts, view manuals and technical information and request servicing or urgent assistance. JCB says that the management system can also be used with machines from other manufacturers, to avoid the need for more than one system.

Skyjack and Genie have also launched major developments in their telematics system this year.

### Skyjack Elevate

Skyjack's Elevate system has been developed with Trackunit, following an agreement signed in 2017, with the fruits of their collaboration coming on stream last year. The company predicts that this year more than half of all machines its ships will be equipped with active Elevate systems on board.

Ownership of the data collected is increasingly becoming an issue, given the commercial sensitivity of some of the information collected. Skyjack president Brad Boehler clearly states his company's view on the subject: "Technology has moved to a point where our customers are storing their entire businesses in the cloud. Telematics isn't a throw in, it's becoming a core piece of our customers' business systems. They are paying for this product and get to have it



**Skyjack's Elevate system has been developed with Trackunit**



**Skyjack's solenoid self check on a smart phone**

on their terms - that means their data."

Skyjack says that so far the feedback from the system indicated that the biggest issues include battery management, both onsite and at the rental depot and operator unfamiliarity - such as trying to use machines with the emergency stop pushed in, the battery disconnect on while it was plugged into the



**JLG's smart phone remote control uses a QR reader**

socket or without resetting the breaker. All of these are simple enough to fix, to the point that they do not require a call out and can be sorted in a phone call if the advisor has access to the information. Skyjack service technicians now have a single, live updated input called 'ready to operate' which allows them to see the status of the machine while still on the phone with the operator and whether or not these items were in the right position to operate the lift, or if the batteries have been recharged.



**LiveLink fleet is available to use on a smart phone.**





This year Skyjack will move towards an analytical dashboard and with Elevate will have an advanced battery management tool to eliminate more service and operational problems with analysis of battery charge history, battery life percentage and problematic charging behaviours across a fleet, in order to help prevent such problems arising in the first place. Customers will be able to receive a report on their smart phone on battery life with an analysis of battery pack health and remaining life. Launched along with its new ANSI electric scissor line it will also remotely flag when a machine is being overloaded and provide a true utilisation figure of how long it is actually working, allowing rental companies to work with their customers to use the machines they have on rent more efficiently.

Skyjack is also trialling a number of innovative autonomous solutions to perform a series of tasks carried out by aerial work platform and telehandler operators.

"At the ARA we demonstrated a remote systems check of an SJ3215 scissor carried out from Australia. While it was pretty cool, it was only an illustration of the sort of work we have been doing that will lead to more advanced autonomy, which could provide major benefits to our customers," says Boehler

### Genie Lift Connect

Genie has also invested heavily in telematics developing its Lift Connect telematics system since the initial launch in 2015. The latest version - available next year - features a new Access Control keypad allowing users to programme codes and operator ID cards preventing unauthorised

machine use. It focuses on providing information that allows rental fleet and service managers to use access dashboards to quickly prioritise what should be worked on first, by viewing the entire fleet, creating and setting filters to view important information, see what is due for maintenance, set geo-zones and related alerts to better track usage and near real-time reporting on machine status, faults and utilisation.

Fleet managers can benefit by viewing all machines on the map - all of them colour coded to highlight which machines have alerts - while providing the ability to drill into clusters to view individual machines, obtain fleet reporting and analytics, search directly for individual asset numbers or models and reports to understand equipment utilisation and provide that information to rental customers, giving them a greater insight on their usage. Equipment can also be remotely diagnosed of course, saving time and money, as well forming maintenance plans and identify parts required to complete a service or maintenance call with a single site visit.

Senior product manager Christine Zeznick says: "Lift Connect is designed to provide our customers with the ability to share more information than other offerings available in the industry, no matter what the size their aerial lift fleet. And with the Access Control Keypad feature, customers also have the option of accessing all this data, with personal data protection, at any time from any place. As time goes on, the data from Lift Connect will become more and more powerful. Initially, this information will be descriptive, focusing on



what's currently happening with a machine including its hours, where the machine physically is and if it has any fault codes. Over time, data can be leveraged on a larger scale and used for predictive and prescriptive activities, such as predicting service calls in the field and proactively prescribing maintenance and service based on how the equipment is actually being used."

Genie understandably claims that the latest version of its Lift Connect system - launched earlier this year - provides more data than any other player in the industry, accessing data from any Genie CAN bus-enabled machine including fault codes, sensor data, fuel level, battery life and charger information.

Although manufacturers telematics systems are evolving and changing so rapidly at the moment, as soon as one gets a lead, others catch up or overtake. The key challenge is how well all the data is pulled together, how accessible and easy it is to use and the company's policy on data usage and ownership.

### Data ownership and usage

Much of the information that the latest systems gather is potentially commercially sensitive, for example providing the exact location of every machine in a rental company's fleet - highly valuable to its competitors, fleet and individual machine utilisation levels and safety abuses. A classic example of the latter is where a contractor continues to work with a tower crane when wind levels have exceeded its safe working limits. This information is increasingly communicated to the owner - and in some cases the manufacturer - both of whom then need to decide how to deal with that information.

Systems that monitor machine usage have been in use by some

companies for more than 25 years, particularly in Germany, initially downloaded via a wired connection to a laptop. Using this information to generate extra charges has been tested in court and is now accepted as a perfectly legal commercial practice. The fear of some rental companies has been that end users will avoid those companies that monitor usage and charge for extra hours used - such as weekends or night shifts - and service calls caused by misuse or neglect. Others might avoid rental providers that can see and record unsafe use of their equipment such as overloading or continuing to work in high winds.

The world is changing and telematics appear to have finally come of age, with good companies - both large and small - beginning to seize on the huge range of actual and potential opportunities that this technology offers. It is truly transformational.

There is so much going on in this area that we will provide additional coverage later in the year.



Genie launched its Lift Connect Telematics system in 2015



Manitowoc released a free diagnostic mobile app to its customers to increase uptime.



# CPA Voluntary Roadworthiness Scheme for mobile cranes

The CPA hosted an introduction event at Vertikal Days to discuss its new voluntary roadworthiness scheme for mobile cranes on bespoke chassis. More than 30 delegates attended representing equipment manufacturers, crane owners and operators.

The overall aim of the meeting was to explain the background and details of the scheme, to instil the importance of roadworthiness inspections as part of the maintenance process and express the importance of training roadworthiness inspection personnel.

Former CPA chief executive Colin Wood gave an overview detailing the background to the scheme. The majority of vehicles on the road in Britain are required by law to have an annual roadworthiness inspection 'MOT test' to ensure that vehicles are roadworthy and meet the requirements of the regulations governing construction and use. Some large vehicles, including mobile cranes mounted on bespoke chassis, are not included - mobile cranes have been exempt since the introduction of commercial vehicle MOT testing in 1962.

Wood referred to the Department for Transport's consultation in 2009 about bringing mobile cranes into scope. At the time, the CPA's Crane Interest Group highlighted concerns about practical and logistical issues such as the availability and size of testing stations and the fact

that mobile cranes are not always available for fixed test dates, but agreed that they should be brought into scope providing the practical issues were addressed.

The Department consulted with the European Commission on a new roadworthiness directive and issued a second consultation on the removal of exemptions in December 2014 to which the CPA responded positively. It transpired that it only intended to remove the exemption for mobile cranes on commercial chassis and recognised that 95 percent of mobile cranes on UK roads would continue to be exempt.

At this point the CPA suggested a voluntary roadworthiness inspection scheme would be appropriate which could address the issues of testing station unsuitability and the need for test date flexibility. The department was highly supportive of this approach and a working group was established, with a working draft of the scheme completed in May 2017. A few months later, the Department published The Goods Vehicles (Plating and Testing) (Miscellaneous Amendments) Regulations 2017, removing the exemption from plating and testing for mobile cranes on 'lorry-based chassis' with testing required from May 2018.

The 'Good Practice Guide: Annual Roadworthiness Inspection Scheme for Mobile Cranes Mounted on Non-Standard Chassis' is now available on the CPA website and fully supported by the Department and



C&A

CPA

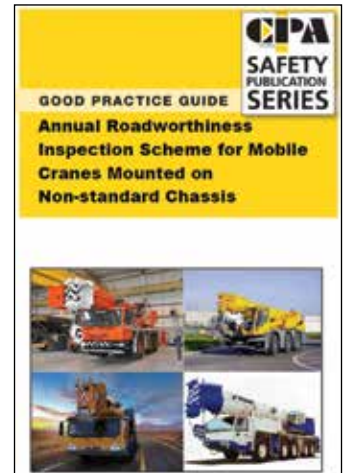
the Driver and Vehicle Standards Agency (DVSA).

John Miller, Crane Care director at Manitowoc UK spoke next on the importance of roadworthiness inspections and machine records as part of the maintenance process, adding that training will be a major part of the voluntary scheme and highlighting how it will benefit the industry as a whole through a growth of knowledge and understanding.

CPA consultant Tim Watson then outlined the need for the voluntary roadworthiness scheme and how it works, mirroring the HGV MOT with annual roadworthiness inspections. It is recommended that these are carried out by a third party inspection body, however if crane owners wish to carry them out in-house the scheme imposes stringent criteria to ensure independence and freedom from commercial pressure. The scheme's inspections and tests are set out in the DVSA HGV Inspection Manual and have pass/fail criteria. Vehicle preparation is required much the same as for an MOT.

He also referred to the new HGV Inspection manual, which incorporates the requirements of the EU Roadworthiness Directive and includes changes such as new definitions of insecure and unsafe modification, amendments to emission testing standards and changes to how defects are defined so that they are now categorised as minor, major and dangerous.

The final presentations of the day were made by Graham Weights, engineering manager at Ainscough Crane Hire and Neil Peveller, operations director at Mammoet UK, both members of the working group.



Weights talked about the training of inspection personnel, both in-house maintenance inspection personnel and independent examiners. Both need to clearly understand what roadworthiness legally represents and what would constitute an MOT pass or failure, or a roadside check PG9 Prohibition Notice for example. Peveller reviewed a number of high profile incidents surrounding the roadworthiness of vehicles, and stressed that the industry has to have some compulsory elements of responsibility and be seen as being proactive as opposed to reactive.

CPA chief executive Kevin Minton closed by stating that this was just the start of introducing the concept of the voluntary roadworthiness scheme. And that while it is primarily aimed at mobile cranes it may also be applied to other vehicle mounted equipment such as large truck mounted platforms operating under STGO rules.

The 'Good Practice Guide: Annual Roadworthiness Inspection Scheme for Mobile Cranes Mounted on Non-Standard Chassis' can be downloaded free from [www.cpa.uk.net/crane-interest-group-pu](http://www.cpa.uk.net/crane-interest-group-pu)



CPA consultant Tim Watson outlines the need for the voluntary roadworthiness scheme



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# ISO Crane Conference review

ALLMI was a key sponsor of the ISO TC 96 Crane Conference, which took place in London from 31st May to 7th June. The annual international gathering was held in the UK for the first time in 10 years and saw more than 80 technical specialists attending from countries including the UK, France, Germany, USA, Australia, Poland, Finland, Sweden, China, Italy and South Korea.

With 19 meetings taking place over six days, delegates discussed a range of issues affecting the design and safe use of cranes. ALLMI technical manager, Keith Silvester, attended the meeting of SC6, the committee responsible for 'ISO 15442 Cranes - Safety Requirements for Loader Cranes'.

"We were very pleased to support this high profile event," he said, "which brought together senior design and safety engineers from some of the world's major crane manufacturers and component suppliers, as well as leading professors and researchers from the field of testing and performance analysis, all of whom share a genuine passion for the improvement of standards."



The ISO Crane Conference dinner

## ALLMI membership meetings - 17th October

ALLMI has announced that its annual meetings for all members of the association will take place on 17th October at the Belfry Hotel & Resort in Sutton Coldfield.

ALLMI chairman, Mark Rigby said: "The Belfry provided an excellent setting for our 2018 membership meetings and we very much look forward to returning to the venue. 2019 will see us pause the Membership Event format of recent years, but nevertheless the meetings on 17th October will provide a great networking opportunity, as well as facilitating discussion and updates on a wide range of topical issues affecting the lorry loader sector. Our preparations will take shape over the next month or so and we look forward to keeping members, as well as the wider industry, informed of developments in due course."



## Membership growth doubles in 2019

ALLMI's new member registrations over the last five months have more than doubled compared to the same period last year. One new member of ALLMI's fleet owner division is Swindon based, Bevan Transport. Managing director Paul Bevan said: "For many years we have been putting our staff through ALLMI training programmes and so joining the association was a logical step for us to take. The rigorous application process included a thorough review of our lorry loader activities, ensuring that we operate in line with industry good practice, standards and legislation. This results in a membership that we can be proud of, giving the company further credibility and enhancing our reputation for quality and safety. We have already experienced many of the benefits that membership brings and been provided with an excellent level of support and guidance since joining, helping us to ensure that our company continues to work to the highest standard at all times, and adopts an ethos of ongoing development."

ALLMI chief executive Tom Wakefield said: "ALLMI membership is something which is earned, companies work hard to meet and maintain the required standard. It is therefore important that the industry recognises the value of dealing with an ALLMI member, and the investment in quality that the company will have made to have the right to display the ALLMI logo. We also have a provisional membership category, allowing companies which aren't quite able to meet the audit requirements to be a part of the association, thereby having access to our training, guidance and support. Importantly, these companies cannot bear the ALLMI logo until full membership has been achieved, but it is an excellent means of helping them to improve what they do and another demonstration of ALLMI's ability to raise industry standards in a direct and tangible way."



## ALLMI CoP reminder

Launched in February, the new ALLMI Code of Practice (CoP) contains the Statement of Commitment that the association's members sign up to, confirming they will work in accordance with applicable standards and legislation, manufacturer guidelines, ALLMI guidance documents and good practice, as well as verifying employee training and safety, and the highest levels of professionalism, honesty and integrity. These are all guiding principles that have long formed the basis of ALLMI's membership auditing system. Contact ALLMI for a copy of the CoP.



The ALLMI Code of Practice



For details of ALLMI standards, guidance documents and training, visit: [www.allmi.com](http://www.allmi.com)





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# Global fleet nears 1.5 million

The powered access rental market is still booming, with the worldwide fleet nearing 1.5 million units, but uncertainty clouds longer term outlooks, according to the latest market analysis from IPAF.

For the past two years, IPAF's Powered Access Rental Market Report was positive across the board, with the US exceeding expectations, while the European market also sustained growth across most key indicators. In the UK and some Nordic countries, however, growth stalled and outlooks have become more pessimistic. In the UK intense competition and uncertainty linked to Brexit caused rental rates to fall two percent. Rental companies in Nordic countries, especially Denmark and Finland also faced strong overall pressure on rates, which remained static. Platform rental still outstripped construction growth in Denmark, Germany, Sweden and the UK.

The Powered Access Global Rental Market Report is compiled each year by DuckerFrontier for IPAF. The 2019 edition is available to buy now, while last year's can be purchased at a discount and older versions downloaded free at [www.ipaf.org/reports](http://www.ipaf.org/reports)



## New 'Super PDS' format for UK training instructors

A newly formatted annual IPAF Professional Development Seminar for all training instructors and managers in the UK will be held on 17th September at the Holiday Inn Birmingham. Speakers will include Ray Cooke, head of the HSE's Construction Sector Safety Team, and Richard Lofts of Nationwide Platforms, current chairman of the IPAF Training Committee.

Training operations co-ordinator Susan Foster said: "The PDS programme is an important part of how IPAF keeps its instructors and training managers up to date with the latest industry developments and improvements to IPAF courses and training materials. Last year we responded to requests for smaller, bespoke events in different locations around the UK, this year in order to get as many of our instructors together in one room and to continue to attract a high calibre of speaker, we decided to change the format to a single 'Super' PDS, but will still host multiple regional PDS events in alternating years."

Booking will open shortly with a special B&B rate of £100 for those wishing to stay at the hotel ahead of the event.



## First speakers confirmed for Europlatform

The first speakers have been announced for Europlatform 2019, at the Hotel Le Negresco in Nice, France, on 3rd October. Speakers will include: Olivier Colleau of Kiloutou, David McNicholas of AFI-Uplift, Clotilde Jouette of Avesco Rent, Audrey Courant of DuckerFrontier and Valeriy Klimenko of FortRent and president of the Russian Construction Equipment Association - NAAST.

Tim Whiteman of IPAF said: "Last year's Europlatform in Belfast was the best attended yet and heard from a superb line-up of speakers. This year's event in Nice will once again present an exceptional line up, I urge all those interested in excellence and innovation in the powered access industry in to book now." Visit [www.europlatform.info](http://www.europlatform.info)



## IPAF partners with Henderson insurance

Henderson Insurance Brokers, an AON company, has been appointed as IPAF's preferred insurance partner in a move that will benefit IPAF members in the UK and Ireland. The company also becomes the third IPAF Sustaining Member. Henderson has committed to working with IPAF to help find insurance deals for IPAF members, offering a 'one stop shop' for a range of products. IPAF and Henderson will also explore the possibility of an extended range of employee benefits including health insurance.

IPAF chief executive Tim Whiteman said: "It was a key objective of Nick Selley, IPAF's Immediate past president that we should explore such opportunities to increase the range of member benefits IPAF offers, this new partnership does just that."

## Jean Harrison retires

Jean Harrison has retired from IPAF after more than 27 years' distinguished service in a variety of roles. She stepped down from the role of membership officer and events & committee coordinator following a rousing send off at the IPAF Scottish Regional Meeting in Glasgow, and a celebratory meal with around 30 colleagues past and present.

Chief executive Tim Whiteman said: "Jean has had many roles during her time with IPAF, and has always embraced new responsibilities and technological innovations with enthusiasm. From helping to make the first ever IPAF PAL Cards after she joined in the mid-1990s, to demonstrating a VR Simulator, the industry has certainly changed during her time at IPAF and Jean moved with the times. On behalf of members and colleagues, thank you Jean and very best wishes for an enjoyable and well-earned retirement!"





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## Vertical days

Thank you for all of you who exhibited or attended this year's Vertical Days event at Donington Park last month. The dates and location for Vertical Days 2020 will be announced later this summer.

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# PASMA Conference 2019

Save the date! PASMA's 2019 conference will take place on Thursday 26th September at the Forest of Arden Marriott Hotel in Coventry. This event is where the mobile access tower industry comes together to learn, share and network, so it promises to be a fantastic day. Tickets will be available shortly and are free to all those individuals and organisations with an interest in towers. The PASMA Annual Members' Meeting will be held in the morning of the same day, with all members invited to attend.

## IOSH Work at Height roundtable

PASMA managing director, Peter Bennett represented the Access Industry Forum in a discussion hosted by IOSH Magazine covering topical work at height issues, including the 'Staying Alive' Report published by the All-Party Parliamentary Group on Working at Height. You can watch the roundtable online: [ioshmagazine.com/work-at-height-round-table](http://ioshmagazine.com/work-at-height-round-table).



## Westminster Hall debate on working at height

On 2nd May, Alison Thewliss member of parliament - who also chairs the All-Party Parliamentary Group (APPG) on Working at Height - led a debate in Westminster Hall on preventing serious injuries and fatalities while working at height. The APPG published a report earlier this year, entitled 'Staying Alive: Preventing Serious Injury and Fatalities while Working at Height', recommending improved reporting and regulation aimed at preventing serious injuries and fatalities. The debate gave Thewliss an opportunity to discuss the group's findings and recommendations with her colleagues.

The government's response was delivered by Guy Opperman, the parliamentary undersecretary of state for Work and Pensions, who welcomed the report, calling it 'worthy and important'. He confirmed that the Health and Safety Executive intends to respond in full within 60 working days.

PASMA chairman Gillian Rutter said: "PASMA has been a big supporter of the APPG since it formed in 2018. Many of our members contributed evidence to the consultation which helped inform and shape the report. I know they join me in eagerly awaiting the HSE response and hoping that it moves us another step closer to the APPG's recommendations becoming reality."

## Bookings open for 2019 AIF Conference

Delegates wishing to take advantage of the 'early bird' discount for this year's 'Working at height: Access for life' conference at the AJ Bell Stadium in Manchester on Thursday, 14 November can now do so by visiting [accessindustryforum.org.uk/conference](http://accessindustryforum.org.uk/conference).

With 14 speakers from every aspect of the work at height sector, the conference will address the latest trends and developments in access and height safety. Speakers include representatives from the Health and Safety Executive, the Office for Product Safety and Standards (OPSS), the Royal Society for the Prevention of Accidents (RoSPA) and Transport for London (TFL). A work at height exhibition will run alongside the conference, details are available from [chriscen@aol.com](mailto:chriscen@aol.com).

## PASMA's new marketeer



Rhona McCallum has joined PASMA as head of marketing and communications, bringing 12 years' experience to the role.

She will be responsible for keeping members updated on what's going on at PASMA using channels such as the PASMA website, social media and this column. PASMA's new marketeer will also be promoting the message that mobile access towers are a versatile, cost efficient and safe way to work at height.

## No Falls Foundation charity ball

PASMA supports the No Falls Foundation, the only charity dedicated to preventing falls from height and helping people affected by the consequences of a fall.



The Foundation is holding a charity ball on Saturday 9th November at Coombe Abbey Hotel in Warwickshire. Tickets are £80 per person which includes dinner, dancing and entertainment. If you would like to attend this major fundraiser for the Foundation, contact [gillian@skywardtraining.co.uk](mailto:gillian@skywardtraining.co.uk) or [sue@eurotowers.co.uk](mailto:sue@eurotowers.co.uk).

## International events

PASMA recently held its first Qatar Symposium, providing an opportunity for over 50 delegates to hear from expert speakers on safety when working at height. PASMA also exhibited at A-OSH EXPO 2019, Africa's foremost occupational health and safety trade show in Johannesburg.



## Abbi's story

Abbi Taylor, daughter of motivational and behavioural safety speaker Jason Anker has filmed a moving and thought provoking video talking about the life changing consequences that followed his fall from height that left him paralysed from the waist down and wheelchair bound when he was 24. She was only three years old when the accident occurred. Her message is clear: "Think of your loved ones at home. Don't risk it. Take it from me, the last 26 years have been a nightmare. I don't want you and your family to go through what we have endured." Watch online at [youtube.com/watch?v=cwhrMUEkdpo](https://www.youtube.com/watch?v=cwhrMUEkdpo).



For more information about the Access Industry Forum (AIF) and the No Falls Foundation charity for working at height, please visit [www.accessindustryforum.org.uk](http://www.accessindustryforum.org.uk) and [www.nofallsfoundation.org](http://www.nofallsfoundation.org)



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# CM Labs develops new Manitowoc simulator

Canadian developer CM Labs is developing the second in a series of Vortex simulators incorporating the Manitowoc group's Crane Control System (CCS). The initial simulator will be based on the 165 tonne Manitowoc MLC165 lattice boom crawler crane, however the CCS controls are common across Manitowoc and Grove cranes.

Vortex simulators are powered by Vortex Studio, high fidelity physics based real time simulation platform that delivers unparalleled realism and immersion, and incorporates actual onboard crane computers and load moment indicators, different boom configurations, accurate simulation of machine behavior, plus cable physical property simulation for winch line, slings, load and multiple rigging options. High quality visuals and sound effects complete the immersive experience. The realism ensures skills learned on the simulator will transfer well to live equipment.



The CM Labs Manitowoc CCS simulator

## LEEA school programme

The Lifting Equipment Engineers Association (LEEA) has launched Think Lifting, a school engagement programme to bring the opportunities of the lifting industry to the attention of school children aged between 11 and 13.

The LEEA will provide members who wish to get involved in the scheme with free training to provide volunteers with the required knowledge to work with local schools and will equip them with the tools for demonstrations and problem solving exercises. There are also videos introducing students to opportunities in the lifting industry. Chief executive Ross Moloney said: "Finding the next generation of engineers is one of the most pressing concerns in our industry. So the association is taking vital action to help create a sustainable workforce."



## Lack of safety checks costs £35,000

UK granite worktop manufacturer Grantech has been fined £30,000 plus costs of £4,906 after failing to ensure that its lifting equipment was examined and maintained to ensure it was safe to use. Following an inspection at the site in Buckley near Chester, it was discovered that the examinations were not carried out at the required six month intervals, and that when they were done, the same faults were reported, as the company had taken no action in the interim.

HSE inspector Mhairi Duffy said: "This prosecution could so easily have been avoided by simply carrying out correct control measures and safe working practices. Companies should be aware that the HSE will not hesitate to take enforcement action against those who fall below the required standards."



Thorough examination of lifting equipment  
A simple guide for employers



# Skyjack supports Skills Ontario

Skyjack has worked with long term customer Battlefield Equipment Rental on the 30th 'Skills Ontario Competition' for Canadian trade and technology students. The two day event held in May at the Toronto Congress Centre included over 2,400 competitors. Skyjack provided two 26ft SJIII 3226 DC slab electric scissor lifts for the competition to help secure telephone poles to the ceiling trusses.

Skills Ontario chief executive Ian Howcroft said: "The Skills Ontario Competition is the largest event for skilled trade and technology students in Canada. Our competition encompasses students of all ages varying from fourth grade students all the way up to apprenticeship level professionals. It's an exciting opportunity for these participants as they prepare themselves for a future in skilled trades and technology."



## My Future My Choice @ Vertikal Days

Vertikal Days once again hosted local schools to My Future My Choice workshops. The sessions were once again sponsored and supported by Liebherr GB, with students able to operate a real crane and also take a



turn on the IPAF VR simulator.

## Who trained him then?

Spotted in Worthing, Sussex, UK, two men working on ladders from the roof of their van. They have footed the ladders against the edge of the van's roof rack, but then the ladders are being used at an angle that they were not designed for. It also forces the person using it to stand at an angle that subjects the ladder to a risk of tipping. Odd that they pay no attention to safe and efficient work at height equipment, yet have taken great care to protect their van roof.





# GOING UP IN THE WORLD

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

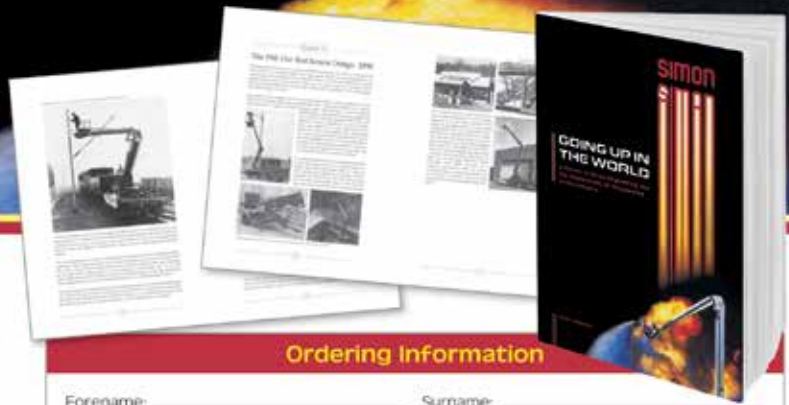
Ashworth was a keen engineer and from an early age found himself in at the very start of the modern powered access industry.

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

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

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

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# Demag AC 45 City

The Demag AC 45 City is a 45 tonne class crane designed for city work. IMC Models of Holland has produced this new model of it in 1:50 scale. It comes in nice packaging with a manual describing the crane's main features.

A high point is the detailing, the chassis in particular is very good with the transmission, suspension, wheels and tyres all looking convincing. All three axles have independent steering and suspension, although the steering is a little springy as the wheels want to remain straight.

The travelling mode looks good with a hitching point for the hook block and a metal bumper for the boom head provided. There are nice lights, metal handrails and texturing, and tiny decals add realism. Two fold down ladders are fixed to the deck.

The outrigger jack rods have visible screw threads when the pads are lowered rather than smooth faces, and they cannot be fully retracted which is a pity. Nice metal spreader plates are also included.

Small detailed graphics enhance the detailing around the cab and there are work lights and a beacon. The counterweight is nicely decorated with chevrons and the Demag name.

Detailing on the boom includes a couple of spooling drums, and the winch is modelled well including a guard, hydraulic hoses and tubes. The sheaves resemble the plastic sheaves used on the real crane.

The boom angle is set on the metal main boom cylinder by using a key to tighten a screw and this works well. Telescoping the boom is smooth with a spring clip to lock each section at maximum extension.

The metal bi-fold swingaway extension can be used in both lengths, while the only

hook block is three sheave, although the model really needs a separate single line hook to complement the extension.

A key is used to operate the main winch but there was not much brake action on the review model.

This model is generally very good quality and it is really good looking in Demag colours. It is available to purchase from the Demag brand shop for €145. A version with smaller road wheels is also available.

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

## Cranes Etc Model Rating

Packaging (max 10)	9
Detail (max 30)	26
Features (max 20)	16
Quality (max 25)	20
Price (max 15)	11
Overall (max 100)	82%





## Readers

## Letters

**Letters**

I wanted to let you know I liked the review of Bauma in the magazine this month, it was nice to have so many pictures and not so many words. I was at Bauma but saw many things in the report that I did not see at the exhibition. Maybe next time you can do this review before I go!

Very good job!!

**Benny Stillman**

**Tadano and Demag**

Looking at this month's front cover I could not tell who appeared happier, Koichi Tadano for thinking that he had stolen Demag from Terex, in a deal that would give his company the tools to overtake Liebherr, or John Garrison of Terex relieved that he would no longer have the problem of trying to 'fix' Demag production efficiencies or invest in updating the 'oldy but goody' cranes at the upper end of its range.

When we look back in five years who will have done the deal of the century? Tadano or Terex? I am not a betting man, but if I was..... I think my money would go on Terex?

The mag is a surprisingly good read for an industrial type publication, long may it stay so,

All the best.

*Name withheld for "commercial sensitivity reasons"*



*The following was submitted by a regular reader and given the content, we posted it as the first guest editor contribution, we have edited it down slightly for space reasons. The item generated a fair few comments online that added to the debate. You can access the original online version at <https://www.vertikal.net/en/news/story/33102/we-are-being-under-sold>*

Dear Sir,

I am a highly experienced freelance heavy crane operator, and for the past five months have been looking for work outside of the U.K. as a precautionary measure should UK work become scarce due a Brexit induced slow down.

During this time I have made a startling discovery, it seems that we are now among the lowest paid heavy crane operators in Europe, and it's got nothing to do with Brexit.

Yes Brexit is causing us some grief as I have been turned down for two contracts so far that are due to start in Europe, where they actually told me on the phone "sorry but due to the uncertainty with Brexit, we can't take you until it's all cleared up!" it's not the fact we are leaving so much, it's the mess our politicians have made by not leaving.

Getting back to the rates, over the past few months I spoken with many large European crane companies and also chatted to some of the guys that work for them, mostly to get an idea of what they are like to work for, and to find out what sort of money their operators take home each week. And what has shocked me the most is the difference between what these lads are getting and what the same companies are offering UK operators for doing the same work. In one case, a French Guy I know is getting €50 an hour, plus all the perks like hotel and flights etc... The same company offered three UK workers, including myself, €35 an hour, now that's a massive difference by any standards. Now don't for one minute think that I am being ungrateful for this offer as even €35 is still great compared to the awful rates for operators in the UK.

€35 an hour is around £25 to £26 an hour when converted and you are not spending money on digs or travel, unlike working for a British crane company. So my conclusion is that the UK will start to see a fall in skilled crane operators over the next few years, especially within the heavy crane industry. Why would you work for £15 an hour and have to pay out for digs, food and travel when you could work for a European company and get £25 to 26 an hour plus everything paid for?

*Name withheld at his request.*



**Roger Wickens** 1957 - 2019

**Roger Wickens, group technical manager of Loxam's powered access division - formerly Lavendon - passed away on the 17th May, following a courageous 17 month battle with cancer. He was just 61 and eight weeks short of completing 30 years' service with the company - the longest serving male employee at Nationwide Platforms.**



Wickens began his 40 year career as a trainee mechanic working on the transport fleet of Starch Products. In 1980 he joined Greenham Plant Hire as a service engineer for aerial work platforms, followed by a short spell at the Colbrook depot of Isis plant before rejoining Greenham, which was later merged with Scott Crane Hire after the Scott brothers acquired Greenham's crane and aerial lift operations to create Scott Greenham, and later SG Aerial Platforms - both of which were based at Alfreton, Derbyshire. The business was then acquired by BET and he was appointed as national service manager shortly before the business was merged with PTP - following its acquisition by BET - where he worked mostly with JLG, Grove Manlift, Marklift and Benford products.

In 1989 he joined Nationwide Access - as it was then - as national service manager based in Scunthorpe, at the time the company ran a fleet of just 200 units, mostly Genie booms and UpRight scissor lifts. The business had only recently been acquired by David Price and his new company Lavendon - supported by CinVen - in a Management Buy In. As the business expanded he played a significant role in the technical integration of several UK, Belgian and German acquisitions, and the later launch of operations in Dubai, Spain, Hong Kong and France which led him to his final role as the group technical manager of Loxam's powered access division, following its acquisition of Lavendon in 2017.

During his career he worked closely with powered access manufacturers to develop new products and technical enhancements, while being actively involved with IPAF and later joined the European Rental

Association's Technical Committee.

He was an avid collector of crane and aerial lift models amassing a collection of around 100 cranes and more than 250 platforms, he eventually had to curb the crane collecting due the rising costs of the models and space limitations. He would often dismantle new models and painstakingly repaint them in a company colours, complete with miniature decals.

He met his wife, Anne James shortly after she joined Nationwide Access in 1996, they became a couple in 1997, but did not get married until 2004. As well as Anne, he leaves behind two stepchildren - Lauren and Richard.

Roger Wickens was one of the 'good guys', modest, quiet, yet exceptionally knowledgeable, and always interested in finding ways to improve safety and good practice. While he could hardly be described as 'larger than life' or 'exuberant', he was highly knowledgeable and had a dry yet highly tuned and well developed sense of humour. He had a subtle and engaging smile which lit up his face, when relaying an observation or piece of information that he clearly found ridiculous or nonsensical without ever saying so. In the hope that you might take up the fight, although he never directly suggested such action.

In this way he played a more substantial role in the development of new product standards, than is appreciated, all too often he would simply point out or highlight issues to others whom he knew would take up the issue in a more forceful way than he could, and yet if he cared about an issue he was more than able to fight his corner in a highly determined and effective manner, without ever getting heated or unpleasant. In fact he came over as simply wanting to solve the issue. It seemed at times that he underestimated the respect that he was held in and therefore how much 'real power' he wielded.

The industry has lost a kind, warm and intelligent individual, a true gentleman. He was missed already, but more so now that we know he will not be making a comeback. His funeral was held on Monday June 10th, with dozens of ex colleagues, suppliers and others filling the crematorium to the point where it was standing room, all wishing to say their goodbyes to a quiet man who made a difference.

**Jan Westerhof** 1941 - 2019

Dutch access industry veteran Jan Westerhof passed away on May 22nd following a period of ill health, he was 77. He entered the access industry in 1976 when he joined the UpRight sales and rental subsidiary in the Netherlands - Vectur, in order to set up the new Rotterdam branch in Schiedam. Over the years he won numerous sales awards, achieving Salesman of the Year on several occasions.

In mid 1992 he participated in a Management Buy Out of the Dutch

business, which had been rebranded as Instant Holland in 1990. He and his son Erik bought out the Rotterdam branch - by then largest of the three locations - the others being Apeldoorn and Amsterdam, each run by a father and son team - The Westerhofs, the Koldenhofs and the Mays. The Westerhofs sold the Schiedam operation to Peinemann a few years later.

Erik Westerhof went on to establish Rotterdam-based rental company Xtra Materieel in 1998, originally as a general rental company but over the years it has expanded increasingly into powered access.

**Richard 'Rick' Gross**

**We have learned very belatedly of the passing of US lattice crane product and sales manager Rick Gross. We understand that he passed away within the past 18 months, following a fairly long period of ill health. Sadly we have been unable to find out exactly if this is so, and if so when and where, although we understand that he had moved from Pennsylvania to a care facility in Oklahoma, near to his daughter.**

Born in Ohio he worked for the Lima crane division of Clark, joining Grove Manufacturer in Shady Grove Pennsylvania as lattice cranes product manager when it purchased the Lima crane designs and other intellectual property in 1981. Grove quickly discovered that it had little

immediately realisable value, but it did 'acquire some knowledgeable staff, including Rick Gross, who worked with Paul Church and others to develop Grove's hydraulic lattice cranes the HL150 truck crane and HL150C crawler, which although they did not sell in great numbers - Grove was perhaps too telescopic minded - were widely acknowledged as being first class innovative products, a good deal of which was down to Gross' enthusiasm and knowledge. After leaving Grove when it dropped the lattice products he joined Liebherr dealer Schiller International which was later acquired by Liebherr America. He retired around 2010.

*If anyone has more information, please do not hesitate to contact us.*



# Whats on?

## 2019

### HCEA annual international convention and show

September 13-15, 2019  
Historical/vintage equipment show  
Bowling Green, Ohio, USA  
Tel: +1 419-352-5616  
www.hcea.net



### Crane Safety 2019

September 17, UK Crane Safety conference by the Institution of Mechanical Engineers  
London, UK  
Tel: +44 (0)20 7973 1304  
www.imeche.org



### The SC&RA Crane & Rigging Workshop

September 18-20, 2019  
Seminar and exhibition for lifting professionals  
Phoenix, USA  
Tel: +1 (703) 698-0291  
www.scranet.cvent.com/events



### JDL Beaune 2019

September 25-27, 2019 French cranes and access exhibition/event  
Beaune, France  
Tel: +33 (0)1 45 63 68 22  
jdlevents.cluster1.easy-hebergement.net/jdl2019



### GIS 2019

October 3-5, 2019  
The Italian Cranes & Access Show Piacenza, Italy  
Tel: +39 010 5704948  
www.gisexpo.it



### ICUEE - The Demo Exp

October, 2019  
The US show for the utility industry  
Louisville, Kentucky, USA  
www.icuee.com



### AEM Annual Conference

November 18-20, 2019  
The Association of Equipment Manufacturers annual conference  
Marco Island, Florida, USA  
Tel: +1 (414) 272 0943  
www.aem.org



### IPAF Elevation

November 25, 2019  
IPAF's Elevation conference and dinner Coventry, UK  
Tel: +44 (0)15395 66700  
http://em.ipaf.org/web/elevation-2019



## 2020

### The ARA Show 2020

February 9-12 2020  
Orlando, Florida, USA  
Tel: +1 800 334 2177  
www.therentalshow.com



### ASEAMAC Rental Forum

January 29-30, 2020  
Annual meeting of Spanish rental companies  
Madrid, Spain  
Tel: +34 911593555  
www.aseamac.org/eventos/foro



### Conexpo 2020

March 10-14, 2020  
The leading US construction show.  
Las Vegas, Nevada, USA  
Tel: +1 414-298-4133  
www.conexpoconagg.com



### IPAF Summit 2020

April 23, 2020  
Annual summit and awards dinner.  
Dubai UAE.  
Tel: +44 (0)15395 66700  
www.ipaf.org



### Vertikal Days 2020

UK/Ireland crane, access and telehandler event.  
Mid May 2020  
Location TBC  
Tel: +44 (0) 8448 155900  
www.vertikaldays.net



### HIRE20

May, 2019  
Hire and Rental Industry Association annual convention,  
Adelaide.  
Tel +61 (0)2 9998 2255  
www.hireandrental.com.au



### Apex 2020

June 9-11, 2020  
International powered access trade show  
Maastricht, The Netherlands  
Tel: +31 (0)547 271 566  
www.apexshow.com



### Bauma China 2020

November 24-27, 2019  
SNIEC Shanghai, China  
Tel: +49 (0)89-9492051  
www.bauma-china.com



## 2022

### Bauma 2022

April 4-10th  
World's largest construction equipment exhibition,  
Munich, Germany  
Tel: +49 (0) 89 51070  
www.bauma.de



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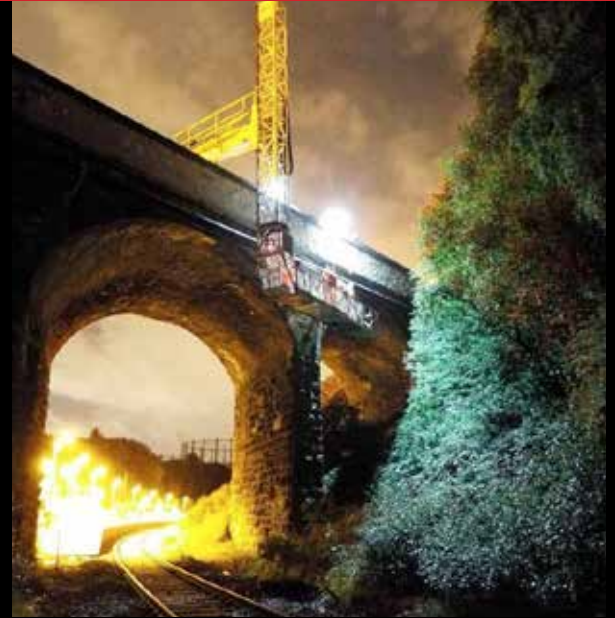






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GB Access	<a href="http://www.gbaccess.co.uk">www.gbaccess.co.uk</a>
GEDA-Dechentreiter	<a href="http://www.geda.de">www.geda.de</a>
Klaas	<a href="http://www.utility-equipment.com">www.utility-equipment.com</a>
SGB	<a href="http://www.sgb.co.uk">www.sgb.co.uk</a>
LTC Hoists Division	<a href="http://www.ltchoists.co.uk">www.ltchoists.co.uk</a>
Safi	<a href="http://www.safi.it">www.safi.it</a>
<b>Specialist Scaffolding</b>	
Advance Scaffolding (SW)	<a href="http://www.advancedscaffoldingltd.co.uk">www.advancedscaffoldingltd.co.uk</a>
SGB	<a href="http://www.sgb.co.uk">www.sgb.co.uk</a>

## Platform Rental

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

## Notified Body

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

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

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

## Special/Bespoke Access & Lifting Solutions

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

## Special & Niche Access

Acrolift	<a href="http://www.acrolift.co.uk">www.acrolift.co.uk</a>
DENKA Narrow	<a href="http://www.rothleher.com">www.rothleher.com</a>
Easy Reach Scotland	<a href="http://www.easyreachescotland.co.uk">www.easyreachescotland.co.uk</a>
Facelift	<a href="http://www.facelift.co.uk">www.facelift.co.uk</a>
Height for Hire	<a href="http://www.heightforhire.com">www.heightforhire.com</a>
High Access Hire	<a href="http://www.highaccesshire.co.uk">www.highaccesshire.co.uk</a>
Higher Access	<a href="http://www.higheraccess.co.uk">www.higheraccess.co.uk</a>
JMS Powered Access	<a href="http://www.jms.co.uk">www.jms.co.uk</a>
Rapid Platforms	<a href="http://www.rapidplatforms.co.uk">www.rapidplatforms.co.uk</a>
Smart Platform Rentals	<a href="http://www.smartplatforms.co.uk">www.smartplatforms.co.uk</a>
Special Equipment	<a href="http://www.special-equipment.eu">www.special-equipment.eu</a>
Universal Platforms	<a href="http://www.universalplatforms.com">www.universalplatforms.com</a>
Utility Equipment	<a href="http://www.utility-equipment.com">www.utility-equipment.com</a>
Wilson Access	<a href="http://www.wilsonaccess.co.uk">www.wilsonaccess.co.uk</a>

## Special Lift & Transport Equipment

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

## Heavy Transport/Abnormal Loads

Collett A Sons, UK	<a href="http://www.collett.co.uk">www.collett.co.uk</a>
S.A. Smith	<a href="http://www.sa-smith.co.uk">www.sa-smith.co.uk</a>

## Self-Propelled Modular Transporters

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

## Telescopic Handler Manufacturers

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

## New & Used Telehandlers

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

## Telehandler Rental

ABBA	<a href="http://www.abbaplantire.co.uk">www.abbaplantire.co.uk</a>
GT Lifting Solutions	<a href="http://www.gtliftingltd.co.uk">www.gtliftingltd.co.uk</a>
JMS Powered Access	<a href="http://www.jms.co.uk">www.jms.co.uk</a>
Mr Plant Hire	<a href="http://www.mrplantire.co.uk">www.mrplantire.co.uk</a>
Readyplant Ltd	<a href="http://www.readyplant.co.uk">www.readyplant.co.uk</a>

## Site Safety Audits

Access Safety Management	<a href="http://www.accesssafety.co.uk">www.accesssafety.co.uk</a>
Alfa Access Services	<a href="http://www.alfa-access-services.com">www.alfa-access-services.com</a>

## Industry Associations

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



## Crane Manufacturers

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

## Lorry/Truck Loader Cranes

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

## New & Used Cranes

AGD Equipment	<a href="http://www.agd-equipment.co.uk">www.agd-equipment.co.uk</a>
Cotec Oy	<a href="http://www.crane.fi">www.crane.fi</a>
Cranes4Cranes	<a href="http://www.cranes4cranes.com">www.cranes4cranes.com</a>
Cranes UK	<a href="http://www.cranesuk.net">www.cranesuk.net</a>
Crowland Cranes	<a href="http://www.crowlandcranes.co.uk">www.crowlandcranes.co.uk</a>
Delden Cranes	<a href="http://www.deldencranes.co.uk">www.deldencranes.co.uk</a>
Electrogen Int	<a href="http://www.electrogen.ie">www.electrogen.ie</a>
IMC Cranes	<a href="http://www.imc-cranes.com">www.imc-cranes.com</a>
Hird	<a href="http://www.hird.co.uk">www.hird.co.uk</a>
Jones-Iron Fairy	<a href="http://www.jonesironfairy.co.uk">www.jonesironfairy.co.uk</a>
Kobelco	<a href="http://www.kobelco-cranes.com">www.kobelco-cranes.com</a>
Leader	<a href="http://www.leader-piatt.it">www.leader-piatt.it</a>
London Tower Cranes	<a href="http://www.londontowercranes.co.uk">www.londontowercranes.co.uk</a>
Maeda	<a href="http://www.maedaminicranes.co.uk">www.maedaminicranes.co.uk</a>
Mantis Cranes	<a href="http://www.mantiscranes.co.uk">www.mantiscranes.co.uk</a>
M. Stemick	<a href="http://www.stemick-krane.de">www.stemick-krane.de</a>
NRC	<a href="http://www.nrcplnt.co.uk">www.nrcplnt.co.uk</a>
P.V. Adrighem BV	<a href="http://www.adrighem.com">www.adrighem.com</a>
Rivertek Services	<a href="http://www.rivertekservices.com">www.rivertekservices.com</a>
Terex Demag	<a href="http://www.terex-cranes.com">www.terex-cranes.com</a>
Transloader Services	<a href="http://www.transloaderservices.co.uk">www.transloaderservices.co.uk</a>
Utility Equipment	<a href="http://www.utility-equipment.com">www.utility-equipment.com</a>

## Heavy Lifting Equipment

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

Böcker	<a href="http://www.boecker.de">www.boecker.de</a>
The Furniture Hoist Co	<a href="http://www.furniturehoists.co.uk">www.furniturehoists.co.uk</a>
Utility Equipment	<a href="http://www.utility-equipment.com">www.utility-equipment.com</a>

## Crane Hire

AB2000	<a href="http://www.ab2000.co.uk">www.ab2000.co.uk</a>
ABBA	<a href="http://www.abbaplanthire.co.uk">www.abbaplanthire.co.uk</a>
Ainscough	<a href="http://www.ainscough.co.uk">www.ainscough.co.uk</a>
Berry Cranes	<a href="http://www.berrycranes.co.uk">www.berrycranes.co.uk</a>
Bob Francis Crane Hire	<a href="http://www.bobfranciscranehire.co.uk">www.bobfranciscranehire.co.uk</a>
Bryn Thomas Cranes	<a href="http://www.brynthomascranes.com">www.brynthomascranes.com</a>
Cork Crane Hire (Liverpool)	<a href="http://www.corkcranehire.com">www.corkcranehire.com</a>
Crane Hire Ltd	<a href="http://www.cranehireltd.com">www.cranehireltd.com</a>
City Lifting	<a href="http://www.citylifting.co.uk">www.citylifting.co.uk</a>
Delden Cranes	<a href="http://www.deldencranes.co.uk">www.deldencranes.co.uk</a>
Emerson	<a href="http://www.emersoncranes.co.uk">www.emersoncranes.co.uk</a>
Graham Jones Cranes	<a href="http://www.grahamjonescranes.co.uk">www.grahamjonescranes.co.uk</a>
J&M Crane Hire	<a href="http://www.jandmcranehire.co.uk">www.jandmcranehire.co.uk</a>
John Sutch Cranes	<a href="http://www.johnsutchcranes.co.uk">www.johnsutchcranes.co.uk</a>
King Lifting	<a href="http://www.kinglifting.co.uk">www.kinglifting.co.uk</a>
Ladybird tower crane hire	<a href="http://www.ladybirdcranehire.co.uk">www.ladybirdcranehire.co.uk</a>
London Tower Cranes	<a href="http://www.londontowercranes.co.uk">www.londontowercranes.co.uk</a>
Mantis Cranes	<a href="http://www.mantiscranes.co.uk">www.mantiscranes.co.uk</a>
McNally crane hire	<a href="http://www.cranehire-ireland.com">www.cranehire-ireland.com</a>
NRC	<a href="http://www.nrcplnt.co.uk">www.nrcplnt.co.uk</a>
Port Services Heavy Crane division	<a href="http://www.portservices.co.uk">www.portservices.co.uk</a>
Sangwin	<a href="http://www.sangwin.co.uk">www.sangwin.co.uk</a>

## Mini Crane Hire

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

## Self Erecting Tower Cranes

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

## Tower Cranes

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

## Heavy Lift Management

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

A1A Software	<a href="http://a1asoftware.com">a1asoftware.com</a>
DWLS	<a href="http://www.dwls.co.uk">www.dwls.co.uk</a>
HLC Consulting	<a href="http://www.hlcconsulting.com">www.hlcconsulting.com</a>

## Ancillary Equipment

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

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

Shield Batteries	<a href="http://www.shieldbatteries.co.uk">www.shieldbatteries.co.uk</a>
Trojan Battery	<a href="http://www.trojanbattery.com">www.trojanbattery.com</a>
Platinum International	<a href="http://www.platinuminternational.com">www.platinuminternational.com</a>

## Load Cells & Load Monitoring Systems

Force Logic UK Ltd	<a href="http://www.force-logic.co.uk">www.force-logic.co.uk</a>
MSL Oilfield Services Ltd	<a href="http://www.msluk.net">www.msluk.net</a>
PCE Instruments UK Ltd	<a href="http://www.pce-instruments.com">www.pce-instruments.com</a>

## Control Systems

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

## Generator Sales & Rental

Electrogen Int	<a href="http://www.electrogen.ie">www.electrogen.ie</a>
JMS Powered Access	<a href="http://www.jms.co.uk">www.jms.co.uk</a>

## Insurance

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

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

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

## Component Suppliers

Cone Drive	<a href="http://www.conedrive.com">www.conedrive.com</a>
PCE Instruments UK Ltd	<a href="http://www.pce-instruments.com">www.pce-instruments.com</a>
UE Components	<a href="http://www.ue-components.com">www.ue-components.com</a>

## Parts & Service Suppliers

Aerial & Handling Services	<a href="http://www.aerialandhandlingservices.com">www.aerialandhandlingservices.com</a>
Alfa Access Services	<a href="http://www.alfa-access-services.com">www.alfa-access-services.com</a>
Amerparts	<a href="http://www.amerparts.net">www.amerparts.net</a>
Caunton - Access	<a href="http://www.caunton-access.com">www.caunton-access.com</a>
Cone Drive	<a href="http://www.conedrive.com">www.conedrive.com</a>
Crowland Cranes	<a href="http://www.crowlandcranes.co.uk">www.crowlandcranes.co.uk</a>
C-Tech Industries	<a href="http://www.ctech-ind.com">www.ctech-ind.com</a>
Davis Access Platforms	<a href="http://www.davisaccess.co.uk">www.davisaccess.co.uk</a>
Donghua Limited	<a href="http://www.donghua.co.uk">www.donghua.co.uk</a>
Electrogen Int	<a href="http://www.electrogen.ie">www.electrogen.ie</a>
IPS	<a href="http://www.ipspartsonline.com">www.ipspartsonline.com</a>
JLG	<a href="http://www.jlgeurope.com">www.jlgeurope.com</a>
Lift-Manager	<a href="http://www.lift-manager.com">www.lift-manager.com</a>
OTR Wheel Engineering Europe	<a href="http://www.otrwheel.co.uk">www.otrwheel.co.uk</a>
TVH - Group Thermote & Vanhalst	<a href="http://www.tvh.be">www.tvh.be</a>
UE Components	<a href="http://www.ue-components.com">www.ue-components.com</a>
Unified Parts	<a href="http://www.unifiedparts.com">www.unifiedparts.com</a>
Vertimac	<a href="http://www.vertimac.com">www.vertimac.com</a>
Workplatform	<a href="http://www.workplatformltd.co.uk">www.workplatformltd.co.uk</a>

## Innovations

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

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

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

## Replacement Filters

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

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

SMIE	<a href="http://www.smie.com">www.smie.com</a>
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## Software

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

## Structural Repairs

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

## Training Associations & Networks

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

## Training Centres & Trainers

Access Platforms Direct	<a href="http://www.accessplatformsdirect.co.uk">www.accessplatformsdirect.co.uk</a>
Access Platform Sales (APS)	<a href="http://www.iapsgroup.com">www.iapsgroup.com</a>
Astra Access	<a href="http://www.astratraining.co.uk">www.astratraining.co.uk</a>
Boss Training	<a href="http://www.bosstraining.co.uk">www.bosstraining.co.uk</a>
Active Safety	<a href="http://www.activerentals.co.uk">www.activerentals.co.uk</a>
Advanced Access Platforms	<a href="http://www.accessplatformsuk.com">www.accessplatformsuk.com</a>
Ainscough	<a href="http://www.ainscoughtraining.co.uk">www.ainscoughtraining.co.uk</a>
AJ Access	<a href="http://www.accessplatforms.com">www.accessplatforms.com</a>
Approved Safety	<a href="http://www.approvedsafetytraining.com">www.approvedsafetytraining.com</a>
Training -Ca	
CMT	<a href="http://www.c-m-t.co.uk">www.c-m-t.co.uk</a>
Elevation	<a href="http://www.elevation.net">www.elevation.net</a>
Emerson	<a href="http://www.emersoncranes.com/training">www.emersoncranes.com/training</a>
GT Access	<a href="http://www.gtaccess.co.uk">www.gtaccess.co.uk</a>
IAPS	<a href="http://www.iapsgroup.com">www.iapsgroup.com</a>
Lift-Manager	<a href="http://www.lift-manager.com">www.lift-manager.com</a>
LTC Training Services	<a href="http://www.ltctrainingservices.co.uk">www.ltctrainingservices.co.uk</a>
Mentor Training Solutions	<a href="http://www.mentortrainingsolutions.co.uk">www.mentortrainingsolutions.co.uk</a>
Nationwide Platforms	<a href="http://www.nationwideplatforms.co.uk/Training">www.nationwideplatforms.co.uk/Training</a>
SGB	<a href="http://www.sgb.co.uk">www.sgb.co.uk</a>
Smart Platform Rentals	<a href="http://www.smartplatforms.com">www.smartplatforms.com</a>
Transloader Services	<a href="http://www.transloaderservices.co.uk">www.transloaderservices.co.uk</a>
TVH Group	<a href="http://www.tvh.com">www.tvh.com</a>
UTN	<a href="http://www.utntraining.co.uk">www.utntraining.co.uk</a>
Versalift Training Direct	<a href="http://www.versalift.co.uk/training">www.versalift.co.uk/training</a>
Warren	<a href="http://www.warrenaccesstraining.co.uk/courses/">www.warrenaccesstraining.co.uk/courses/</a>
Access Training	
Workplatform	<a href="http://www.workplatformltd.co.uk/customer-support/operator-training">www.workplatformltd.co.uk/customer-support/operator-training</a>

## Safety Training

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

## Training Services

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

## Training Simulators

CM Labs	<a href="http://www.cm-labs.com">www.cm-labs.com</a>
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## Crane Attachments

Kinshofer	<a href="http://www.kinshofer.com">www.kinshofer.com</a>
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## Wire Rope & Cable

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

## Winches & Hoists

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

Mitas Tyres	<a href="http://www.mitas-tyres.com">www.mitas-tyres.com</a>
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## Traffic Management

Atlas Traffic Management	<a href="http://www.atlastm.co.uk">www.atlastm.co.uk</a>
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## Technical & Safety Consultancy

Access Safety Management	<a href="http://www.accesssafety.co.uk">www.accesssafety.co.uk</a>
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## Site Safety Audits

Access Safety Management	<a href="http://www.accesssafety.co.uk">www.accesssafety.co.uk</a>
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Make	Working Height	Year
Bronto S46XDT	46m	2005
Bronto S52XDT	52m	2006-2008
12.5m Vans 3.5t Cat	12.5m	2012-2013
15m Vans 5.2t Cat	15m	2010
16m Trucks 3.5t Cat	16m	2003-2013
17m Trucks 3.5t Cat	17m	2007-2009
22m Trucks 7.5t Cat	22m	2006-2010
29m Trucks 7.5t Cat	29m	2008

### 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
Nifty HR12NDE	12.2m	2010
Nifty HR12NDE	12.2m	2012
Nifty HR15NDE	15.6m	2007
Nifty HR15NDE	15.6m	2012
Nifty HR21D 4x4	21.2m	2007
Haulotte Star 10	10m	2012

### Scissor Lifts

Make	Working Height	Year
Skyjack SJ3219	7.8m	2009
Skyjack SJ3219	7.8m	2010
Skyjack SJ3219	7.8m	2011
Skyjack SJ3226	9.9m	2009
Skyjack SJ3226	9.9m	2010
Skyjack SJ3226	9.9m	2011
Skyjack SJ4632	11.8m	2010
Skyjack SJ4632	11.8m	2012
Skyjack SJ8831	11.4m	2006
Skyjack SJ8831	11.4m	2007
Skyjack SJ9250	17.3m	2008
Haulotte Op 8	7.8m	2006
Haulotte C14	13.8m	2017
Genie GS1932	7.6m	2017
Genie GS2632	9.8m	2017

### Low Level

Make	Working Height	Year
Skyjack SJ12	5.6m	2012
Skyjack SJ16	6.7m	2012
Snorkel TM12	5.8m	2012
Power Tower Nano	4.5m	2017
Power Tower	5.1m	2017

### Trailer Mounted & Narrow Access

Make	Working Height	Year
Nifty 90ME	9.5m	2013
Nifty 120TPET	12.2m	2015
Denka DL22N	22m	2005
Palazzani 20/22	20-22m	1996

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- Crawler crane hire from 50t to 300t
- Used crawler crane sales
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- Fabrication of crane parts including boom sections
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- Ancillary equipment such as hooks, booms and grabs

### Crawler cranes for sale

**Fuwa QUY90 90t**, Year 2009, 49m boom + 39m luffer

**Fuwa QUY90 90t**, Year 2014, 61m boom + 39m luffer

**RB CH50 50t**, Years from 1996 – 1998, 45m boom + fly available

**Fuwa QUY160 160t**, Year 2008, 63m boom, 31m fly Jib, runner jib

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Email: info@deldencranes.co.uk Web: www.deldencranes.co.uk





Summer 2019

### Spare parts



**TI-1245NM**

Genie eq. 105122

**Wheel, non-marking**  
Type 12x4.5

Used for GS1530, GS1532, GS1930, GS1932



**TI-125425NM**

Haulotte eq. 2820302920

**Wheel, non-marking**  
Type 12.5x4.25

Used for Optimum 6, Optimum 8



**TI-323100NM**

JLG eq. 2915012

**Wheel, non-marking**  
Type 323x100

Used for 1230ES, 1930ES



**TI-2008SGGF**

Skyjack eq. 158436

**Wheel, non-marking**  
'front' - no brake

Used for SJ12, SJ16, SJIII3215, SJIII3219



**TI-305100255D**

Upright eq. 504350-000

**Wheel, non-marking**  
'front-drive' - Type 305x100x255

Used for MX19



**TI-155NM**

Genie eq. 105454

**Wheel, non-marking**  
Type 15x5

Used for GS2032, GS2646, GS2632, GS3232, GS4047



**TI-155NM-H**

Haulotte eq. 2820302890

**Wheel, non-marking**  
Type 15x5

Used for Compact 8, Compact 8W, Compact 10, ...



**TI-406125NM**

JLG eq. 2915013

**Wheel, non-marking**  
Type 406x125

Used for 2030ES, 2630ES, 2646ES, 3246ES



**TI-16512FG**

Skyjack eq. 161891

**Wheel, non-marking**  
'front' - no brake

Used for SJIII3220, SJIII3226, SJIII4626, SJIII4632



**TI-155NM-S**

Upright eq. 502170-000

**Wheel, non-marking**  
Type 15x5

Used for SL20, X26N, X32N, ...

### Machines

V20575



**Haulotte**  
Optimum 8

€ 7.750

2017 ■ 108 Hrs

Electric ■ 7,76 Mtr.

V26558



**Skyjack**  
SJ8841

€ 7.950

2006 ■ 983 Hrs

Electric ■ 11,4 Mtr.

V26341



**Skyjack**  
SJ7127

€ 4.950

2004 ■ 3229 Hrs

Diesel 4x4 ■ 10,1 Mtr.

V26496



**Haulotte**  
H12SX

€ 11.500

2008 ■ 2290 Hrs

Diesel 4x4 ■ 12 Mtr.

V25504



**JLG**  
4394RT

€ 16.500

2007 ■ 1253 Hrs

Diesel 4x4 ■ 15,11 Mtr.

V26973



**Genie**  
Z30-20N

€ 10.950

2004 ■ 1992 Hrs

Electric ■ 11,14 Mtr.

V22526



**Manitou**  
120AETJC

€ 12.500

2006 ■ 1231 Hrs

Electric ■ 11,95 Mtr.

V26901



**Upright**  
AB38L

€ 9.500

2005 ■ / Hrs

Electric ■ 13,5 Mtr.

V26857



**Genie**  
Z34-22RT

€ 15.950

2009 ■ 3061 Hrs

Diesel 4x4 ■ 12,62 Mtr.

V20749



**Haulotte**  
HA16RTJ Pro

€ 39.500

2017 ■ 929 Hrs

Diesel 4x4 ■ 16 Mtr. ■ Generator

### More information?

- **Spare parts** + 32 56 612 666 ■ parts@vertimac.com
- **Machines** + 32 56 772 666 ■ sales@vertimac.com



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