

cranes & access



October 2018 Vol.20 issue 7

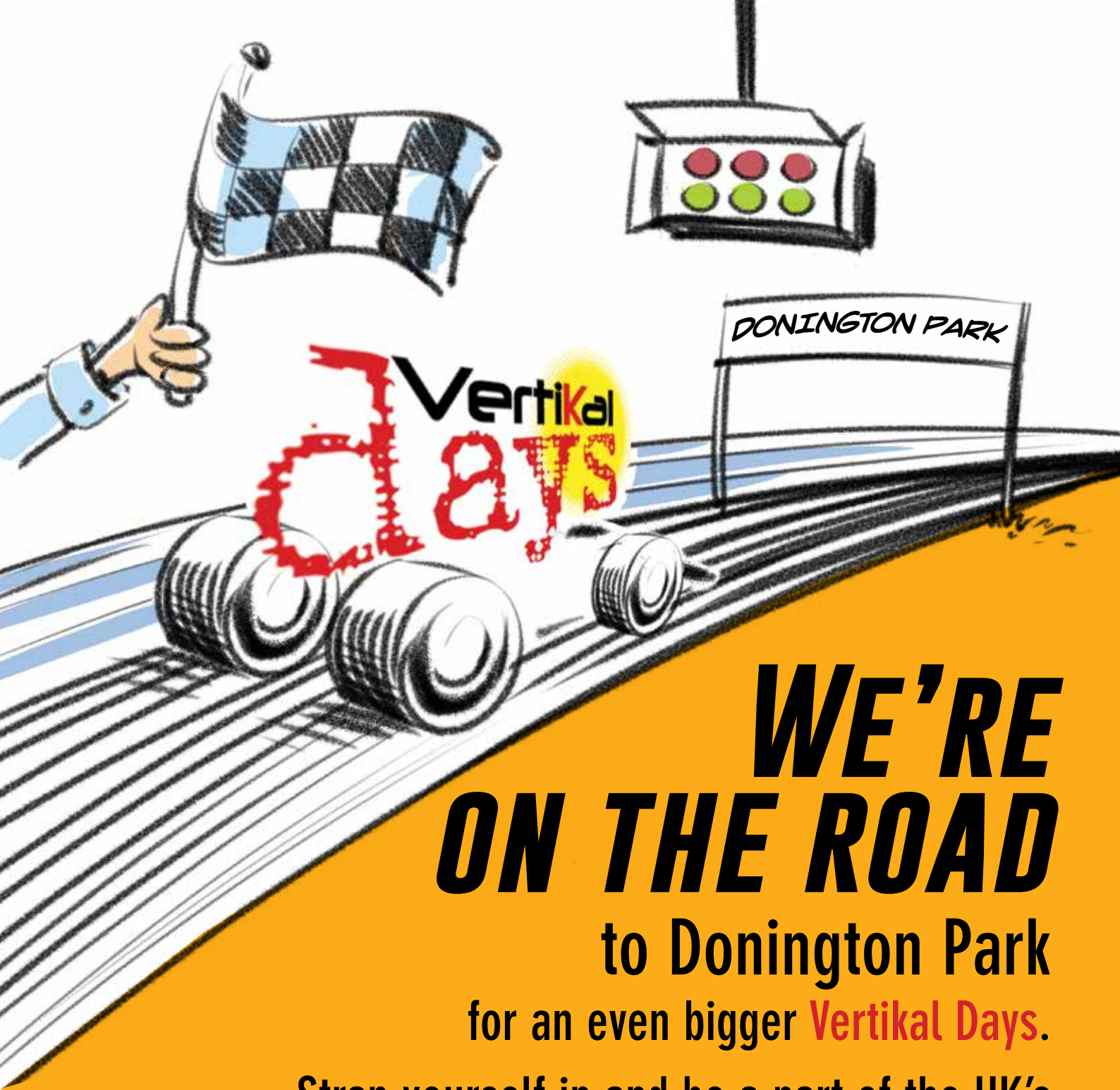
**All Terrain
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...All electric Manitou telehandlers...31 metre Comet on 3.5 tonne chassis...New 150 tonne Link-Belt AT...



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On the cover:

Tadano says that the capacities of its new 60 tonne ATF60G-3 - which features a single engine mounted at the rear of the superstructure - are up to 46 percent stronger and 62 percent stronger on the extension than other 60 tonne/three axle cranes.



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Finally sinking in? 39



It is now 14 years since we first published a feature highlighting the importance of using mats to spread loads imposed by outriggers. In the intervening years their use has increased significantly, resulting an apparent reduction in outrigger set-up incidents. We ask if the message is finally getting through and take a look at the latest outrigger mat size calculators.

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All Terrain cranes



29 3.5 tonne truck mounted platforms



39 Outrigger mats and trackway



New AT and RT from Link-Belt, All-new Terex luffing jib tower crane, LGMG opens European operation, All electric & hybrid Manitou telehandlers, Mammoet upgrades PTC 200DS for 2,000 tonne lift, First Almac boom lift, Comet 31m on a 3.5 tonne chassis, New Hiab loader cranes, JLG external fall arrest system, New Klubb electric platform, Arcomet to distribute Terex Cranes in Germany, Sinoboom opens European hub, Tadano's largest loader crane, Maeda updates the MC285C, Spierings expands UK service, Versalift launches hybrid VTL van mount and financial coverage.



Strong activity in the All Terrain sector 17

This year has already seen some interesting activity across the small to mid capacity All Terrain crane market with new models from many of the major manufacturers. We look at some of the new introductions and developments and how the new 60 and 300 tonners compare against existing models.



Truck mounts go hybrid 29

The move towards electric is now spreading rapidly to the truck mounted platform market and over the past few months numerous manufacturers have introduced hybrid versions. We review the latest hybrids, catch up on the other developments across the sector and interview Richard Martin, director of Skyking, the UK distributor for Palfinger Platforms, Ascendant and Isoli truck mounted platforms.



In the next C&A

The next issue of Cranes & Access scheduled for mid to late November will feature Access equipment for arborists, Heavy lift/alternative lifting, Spider and atrium lifts and technology/remote controls. If you have any contributions or suggestions or are interested in advertising in this issue, please contact our editorial or sales teams.

Platformers' Days 2018 45



This year Platformers' Days celebrated its 19th anniversary with the largest event so far in terms of the volume of equipment on display and the range of lifting related products. We look at a few highlights from the popular German access equipment show.

Mobile Mini investment pays dividends 49

UK cabin rental company Mobile Mini has been providing portable accommodation/cabins and storage solutions in the UK for 40 years. Mark Darwin visited its new Thames Valley depot near Aylesbury and spoke to lift operations manager Nick Sesevic about the latest investment and developments.



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Prototypes and concepts

We all like to see and hear about new developments - advances in technology, equipment that performs better and improvements in efficiency etc - which is why trade exhibitions are so popular.

Manufacturer's often target these shows for their major product launches, even building product development schedules around them. Given the fixed dates of such events new models are often not quite finalised or ready when they have to ship out to the show.

The importance of a big show launch is such that development is often suspended while the key prototype is displayed, as manufacturers seek reactions prior to fixing the final design while

hoping to land a few orders and generate end user interest.

The term 'prototype' indicates that a machine is not yet production ready. In some cases it may even lack major internal components such as a transmission. Others may be 99 percent complete but have management systems disabled. This is particularly true today when a machine's software is so critical and is often subject to fine tuning right up to the point the first units roll off the production line.

The risks of exhibiting prototypes were highlighted at Platformers' Days, in Germany last month, when the boom of a CTE truck mounted platform buckled while two people were in the basket. Fortunately, the platform came to rest against another lift and both men were wearing harnesses and lanyards which helped them escape with minor injuries.

The subsequent statement from CTE said that the incident was caused by, and I quote, 'an incorrect and non-agreed use of the prototype CTE MP 32.19 by a non CTE authorised operator and not imputable defects in the design or production of the platform'.

Ignoring the content of this statement for now... here we have a machine that the manufacturer and exhibitor knew was a prototype, that should not have been operated at this busy public event, yet somehow someone was able to do so.

The episode raises many questions.

This is not the first such incident, at SAIE 2012 in Italy a prototype 32 metre CMC spider lift was operated by one of its dealers and overturned. Thankfully he and his customer landed on the roof of an adjacent exhibition hall and were not badly injured.

One solution would be to ban prototypes from exhibitions, but this would be wrong. I am all for seeing manufacturers' latest design concepts and prototypes and discussing their merits with others. It is a critical element of a good trade show. However it should be obvious that operating functions should be disabled while the show is open.

Do we really need to operate any machine at a busy show - even if it is production ready? Surely a full demonstration on proper work in the correct environment is the better way?

Exhibitors and show organisers take note and sort it!

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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Link-Belt launches new RT

Link Belt has launched a new 90 tonne Rough Terrain crane - the 100RT - with a 47.2 metre full power boom, topped by a 17.7 metre bi-fold swingaway extension which incorporates a new, easy erecting system and offsets by two, 15, 30 or 45 degrees. A 4.9 metre lattice insert can be added to the extension to provide a maximum tip height of 72 metres.

The 100RT has an overall width of just over 3.2 metres, is 3.91 metres high and 15.3 metres long with a Gross Vehicle Weight of 55 tonnes including its removeable 13 tonne counterweight. Power

comes from a tier 4 final Cummins diesel equipped with a diesel particulate filter and Diesel Emission Fluid (AdBlue). It is said to exceed European Stage V emissions regulations.

The cab is an update of Link-Belt's latest design with up to 20 degrees of tilt and features Link-Belt Pulse 2.0 load moment and information system with a 10 inch screen and WiFi connection for remote software updates. The system incorporates V-Calc set-up allowing variable outrigger set-up and automatic monitoring. Shipments of the new crane are due to begin during the first quarter of next year.



The Link-Belt 100RT also features an updated cab

So how does the new Link-Belt stack up

The new Link-Belt adds to the growing range of recently launched 90 tonne Rough Terrain cranes so how does it compare?

Make Model	Link-Belt 100RT	Liebherr LRT1090-2	Tadano GR1000XL	Grove GRT8100	Terex RT100US
Capacity	90t	90t	90.7t	100t	90t
Boom length	47.2m	47m	47m	47m	47m
Extensions	17.7m	19m	17.7m	17.1m	17m
Outrigger spread	7.3m	7.3m	7.3m	7.3m	8.0m
OA Width	3.32m	3.3m	3.31m	3.33m	3.17m
OA Length	15.3m	14.45m	14.38m	14.5m	14.1m
OA Height	3.91m	3.58m	3.795m	3.74m	3.99m
OA Weight	55t	52.5t	52.4t	53.5t	52.6t



The new Link-Belt 100RT features a 47.2 metre full power main boom with load telescope capability

Stop Press • Stop Press • Stop Press • Stop Press

New 150t Link-Belt AT

Link Belt has also unveiled a new European-style 150 tonne five axle All Terrain crane, the 175AT with a 60 metre pinned boom, plus 16.8 metre bi-fold swingaway extension. The drive train is Cummins Tier 4 Final diesel, matched to a ZF TraXon transmission with 10x8x10 four axle drive and all wheel steer. More on this model in next month's issue.



The new Link-Belt 175AT

First Almac boom lift

Italian tracked scissor lift manufacturer Almac has entered the crawler boom market with the 33ft Jibbi 1250 Evo, a self-levelling telescopic boom lift with three section telescopic boom plus articulated jib. It can level on slopes of up to 22 degrees while on the move, has a 12.2 metre working height with 5.5 metres outreach with its 230kg maximum platform capacity, while an outreach of seven metres is possible with a capacity of 80kg.

Equipped with a three cylinder Yanmar diesel, the lift is 1.15 metres wide, 1.98 metres high, 3.7 metres long and weighs 2,850kg. The unit is equipped with 'Dynamic Working Performance' which constantly adjusts the machine's performance to match working conditions and a new patented rubber track system - Safe-Lock - said to prevent the track from coming off its tensioning wheels. An ultrasonic secondary guarding system is also part of the package and a 250kg winch kit as available as an option. Deliveries will start from March 2019.



Almac Jibbi 1250 Evo

Mammoet upgrades PTC 200DS for 2,000 tonne lift

Dutch international heavy lift company Mammoet has upgraded its 3,200 tonne, 200,000 tonne/metre PTC 200DS modular ring crane to the 210,000 tonne metre PTC210 DS.

No details of the upgrade have been disclosed but it has been developed to handle a 2,000 tonne module at the world's largest refinery in Jamnagar, India, owned and operated by Reliance which has awarded Mammoet the contract for critical heavy lift work. The PTC 210 DS can handle 2,000 tonnes at up to 78 metres radius, with 3,500 tonnes of ballast and 117 metre boom or 58 metres radius on a 140 metre boom.



The Mammoet PTC 210 DS on test in the Netherlands before shipping to India

New Hiab loader cranes

Hiab has launched three new 'building material' cranes - the L-HiPro 145, L-HiPro 195 and L-HiPro 235 - which range from 13 to 20 metre/tonnes. They are equipped with Hiab's top end control systems, including its innovative Crane Tip Control (CTC), which allows even novice operators to perform complicated movements to deliver the load simply and safely, the Load Stability System which automatically compensates for unintentionally excessive lever operation, high speed boom extension and optional HiPro remote control system.



Hiab L-HiPro 195

31m on a 3.5 tonne chassis

Comet and Hoogweker Centrum/PowerLift have developed the Compact 3117 Jib, a 31 metre truck mounted lift that can be driven on a regular B+E (BE) driving licence - 3.5 tonne truck and up to 3.5 tonne trailer.

Although it is not obvious, the platform is mounted on a trailer behind the 3.5 tonne truck chassis. Weighing 6,850kg it offers 17 metres of outreach with a 250kg platform capacity through 360 degrees and a bi-energy power pack. See the *Small truck mounts* page 29 for more information.



The new 31m Comet 3117 Jib

All electric & hybrid Manitou telehandlers

Manitou has teamed up with Deutz to develop all electric and hybrid telehandler prototypes. The programme is part of the Deutz modular product portfolio for electric drives, which allows manufacturers to choose the best combination of diesel engine, electric motor, battery and power electronics for their application, including a purely electric drive system.

The first battery electric telehandler - an 11 metre/3,500kg MT 1135 - is equipped with a 360 volt power supply with a 30 kWh battery feeding a 60 kW electric motor. The MT 1135 is normally equipped with a Deutz TCD 3.6 diesel however on the hybrid prototype this is replaced by a Deutz TCD 2.2 diesel plus a 20 kW electric motor and 48 volt electrical electric system.



The Deutz hybrid power pack



The all electric Manitou MT1135 Easy

All-new Terex luffing jib tower crane

Terex Cranes has launched a completely redesigned luffing jib tower crane, the 18 tonne CTL 272-18. Developed with extensive input from major Terex customers and dealers, the 270 tonne/metre crane offers a 61 metre jib - six metres more than the current CTL 260-18 and a 10 percent increase in lift capacities - while the Terex 'Power Plus' feature can temporarily increase the maximum load moment even further under specific conditions as well as improving speeds/dynamic loadings.

Seven different jib configurations are possible ranging from 30 to 61 metres with a jib tip capacity of 2.6 tonnes. Maximum free standing height is 84.4 metres on a tower that can be configured using a combination of the 1.9 metre H20, 2.3 metre HD23 and 2.37 metre TS212 tower sections.

The cab and the 5.8 metre counter jib - complete with winches and electrical panel - are located on the same level, for safer more convenient access. A service derrick on the counter jib offers a lifting capacity of 1.25 tonnes, for raising parts or helping recover a sick operator.

The crane offers the choice of one to four parts of line, while 'auto levelling' automatically maintains the same hoist block height while luffing the jib.

Safety has had a good deal of attention, with a built-in independent safety line, galvanised jib walkways with attention paid to eliminating gaps in the deck to prevent small tools or components falling through.

The CTL 272-18 is pre-configured for the installation and set up of zoning and anti-collision systems and cameras. It is also compatible with the next generation of Terex tower crane telematics.



The new Terex CTL 272-18

LGMG opens European operation

Chinese construction equipment manufacturer Lingong Group Jinan Heavy Machinery (LGMG) opened its new European aerial work platform headquarters and distribution centre in Rotterdam, the Netherlands at the end of September. The new operation will trade as LGMG Europe and sell through a combination of direct sales staff, local dealers and badged OEM sales.

Around 60 guests attended the opening, including partners such as PB - which now badges small LGMG scissor lifts for its Eco range - and Sandvik which works with the company on mining equipment and a number of prospective European major accounts and distributors.

Established in 1972 as a general construction equipment manufacturer LGMG only began manufacturing aerial work platforms in 2015. Its product line currently includes scissor lifts ranging from 12 to 46ft and boom lifts from 39 to 78ft. The company will initially focus on scissor lifts in Europe but aims to add boom lifts next year.



LGMG's new European distribution hub

New Klubb electric platform

Klubb K26

French vehicle mounted lift manufacturer Klubb has launched a fully electric version of the 11.8 metre K26. Mounted on a Renault Master ZE chassis with rear cutaway, it has been designed with the support of Renault and features a two section telescopic boom and fixed arm extension, with an outreach of 6.8 metres.



The composite bucket-type platform tucks into the rear cutaway area for road travel, helping keep the machine compact. It is aimed at companies that operate in town centres and emission sensitive areas.

President Julien Bourrelis said: "We are very proud of this new innovative product, developed jointly with Renault."

External fall arrest system from JLG

JLG has launched an External Bolt On Fall Arrest system, which allows the occupant of a boom lift to exit the platform at height while remaining tied off to a lanyard anchor point on the platform. The simple system consists of two steel brackets connected by a 1.8 metre cable with a sliding ring to which a lanyard hook connector can be attached. The company says that attaching the lanyard to the ring gives the operator more room to move around and perform tasks outside of the platform.



The regular short lanyard attaches to the sliding ring

The system allows the operator to work outside of the platform



The system meets both ANSI A92.5 and CSA B354.4-02 North American standards and can be installed to any 6ft or 8ft JLG platform. It can easily be transferred from one platform to another, doesn't require a specially reinforced platform and doesn't affect platform capacity.

Mateco branding for Vamasa and Gunco

Spanish rental company Vamasa is changing its name and identity to Mateco, completing its full integration into the German-based rental arm of TVH which acquired 100 percent of the company's equity last March, having taken a minority stake in 2016. The company had been operating as Vamasa Mateco since the start of the year.

The other TVH owned rental company - Netherlands-based Gunco - will also come fully under the Mateco wing later this year, including the adoption of the Mateco name and branding from November just as it celebrates its 50th anniversary. TVH acquired Gunco and sister company HDW from Pon in 2011.



Arcomet to distribute Terex tower cranes

Terex Cranes has appointed Belgian international tower crane rental group Arcomet as distributor for flat top and luffing jib tower cranes in Germany. Arcomet

has offices in Cologne, Berlin and Hannover and says it has invested significantly in experienced sales staff for the German market.

Terex Cranes general manager Marco Gentilini said: "With Arcomet's investment in multiple German locations, service technicians and parts stock, I believe that our range paired with their capabilities will meet the needs of our German customers."



(L-R) Steve Filipov of Terex Cranes, Philippe Cohet of Arcomet and Marco Gentilini of Terex Cranes

First Platform Basket 30T hybrid spider lift

UK spider lift rental company MBS Access has purchased one of the first 30 metre hybrid telescopic Platform Basket 30T to be delivered. The 30T hybrid - which features a lithium battery and Kubota diesel - has a five section straight telescopic boom with articulating jib for a 30.3 metre working height and up to 14.2 metres outreach. Maximum platform capacity is 230kg with fully automatic working envelope monitoring. When outriggers are set in the narrow position, outreach is 18.5 metres over the front or rear with 136kg capacity.



Shaun Day of Promax Access (L) with Ben Dobson of MBS Access

The lift has an overall stowed width of 890mm and an overall height of 1.96 metres, while overall length is 6.52 metres. For extra stability when travelling the tracks can be extended to a width of 1.29 metres. Given its performance the 30T is also relatively lightweight at 4,250kg. It was purchased through the manufacturer's UK dealer Promax Access.



The 30T hybrid features a lithium battery and Kubota diesel and a 30.3m working height



The first Sinoboom scissor lifts in stock in Poland

Sinoboom opens European hub

Chinese aerial lift manufacturer Sinoboom has opened a new European operation - in cooperation with Liftstore in Jawczyce - near Warsaw, Poland to provide sales and service throughout the region. The new operation will have two locations, one in Poland with another to be opened in the Netherlands.



Erik Geene

The operation is largely owned by the Niewinski family and will be managed by Erik Geene who also has a stake in the business. He joins Sinoboom/Liftstore after working 14 years with Genie, most recently as sales director used equipment and is joined by Lucjan Bogdan based at Liftstore in Poland.

The new venture will focus on building Sinoboom sales and brand awareness throughout Europe, while developing a product support and service operation for the region. The facility already has inventory of Sinoboom's latest generation Q-Line slab electric scissor lifts and will also stock spare parts, while financing programmes will be added at a later date.

The first units - four 47ft GN-4047 scissor lifts - were delivered to rental company Techno West Services in Kruieningen the Netherlands, while Polish rental company Gizo - owned by Grzegorz Niewinski - has added 160 units to its fleet.

Tadano's largest loader crane

Tadano is to launch its largest loader crane to date aimed at the Middle East and south east Asia markets. The TM-ZX1505 has an 18.5 metre boom and a maximum capacity of 15 tonnes at a two metre radius. Maximum tip height is almost 22 metres and a maximum radius is just over 18 metres.

The TM-ZX1505 is fitted with Tadano's AML (Automatic Moment Limiter), which includes a stability monitoring function, a digital display showing actual and rated loads and optional remote controller complete with digital display. The system includes the newly developed load weight function which calculates and displays the weight of the truck load during loading and unloading.




Tadano TM-ZX1505

The remote controller

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10th WAH Best Practice Forum

Nationwide Platforms held its 10th Working At Height Best Practice Forum at Heythrop Park, Oxfordshire at the end of last month, with almost 400 delegates attending. Key topics were the role of virtual reality and augmented reality technology in training and operations, standardisation of equipment and environmentally friendly engines.



Dan Platten, Health & Safety director at the Skanska Costain Strabag joint venture working on the main HS2 contract said: "VR technology is one of the things we can use to make sure people are competent before they go onto site, even if they have a current operator licence they may not have used the equipment for a long time. We will be mandating a telematics type solution to make sure that only the right people are using the equipment and that they are trained and competent to do so."

The potential for augmented reality was highlighted by Guru P Bandekar, vice president, global engineering at JLG: "Smart device apps that translate instruction and warning decals on equipment into the operator's language are being prototyped, along with technology that allows equipment to be loaded and unloaded via a remote control app on a smart device."

Other contributors included Matthew Harrington, a senior partner at law firm BLM, who talked on the potential legal risks to companies and employees who ignore legislation and best practice, including what the increasingly severe sentencing guidelines. Harrington joined Giles Cancell of IPAF and Ray Cooke of the HSE on an interactive Q&A panel.

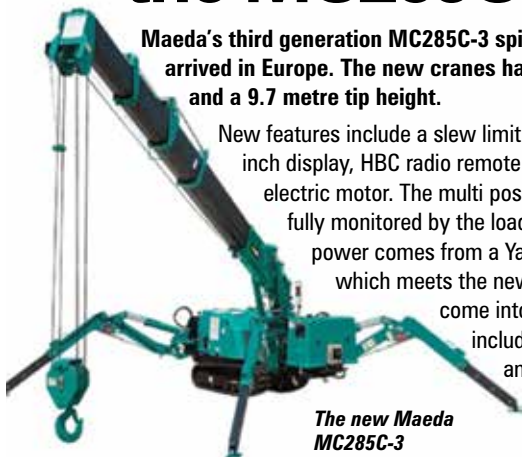
With more than 20 exhibitors delegates had plenty to see and learn outside during the breaks. The Forum concluded with a networking dinner, during which delegates were entertained by Sky Sports presenter Jeff Stelling.



Maeda updates the MC285C

Maeda's third generation MC285C-3 spider cranes have arrived in Europe. The new cranes have a 2.82 tonne capacity and a 9.7 metre tip height.

New features include a slew limit setting, a new seven inch display, HBC radio remote controls and detachable electric motor. The multi position outrigger system is fully monitored by the load moment limiter, while power comes from a Yanmar EU Stage V diesel which meets the new emission standards that come into force in January. Options include an 850kg searcher hook and auxiliary winch with 900kg capacity.



The new Maeda MC285C-3



The new Bronto S35EM

Baby Bronto launch

Bronto Skylift launched its all-new 35 metre truck mounted lift - the S35EM - at Platformers' Days last month. Mounted on a 17.5 tonne two axle Scania or Volvo chassis, the machine has a five section telescopic boom and articulated jib with an outreach of 29 metres and is designed for self drive rentals.

Maximum platform capacity is 500kg with the standard 2.04 metre platform, 450kg with a 2.4 metre basket and 350kg with the extendable 3.4 metre platform. Outrigger set-up is completely variable and the unit has an overall length of 9.5 metres with an overall height of 3.7 metres. The control system is the latest Bronto 5+, with easy touch screen navigation and modifiable main menu, as well as integrated quick manuals and situation related help texts.

An integrated secondary guarding system automatically protects the operator from overhead crushing incidents.



The control panel on the Bronto S35EM.

Spierings expands UK service

Dutch mobile self-erecting tower crane manufacturer Spierings is upgrading its UK service and support with the appointment of Crowland Cranes as UK service partner.

It is also cooperating with a number of UK regional DAF dealers. Spierings will continue to send engineers from its factory in the Netherlands as and when required and is retaining its UK based specialist engineer. Crowland Cranes offers a full range of crane repair services from its Peterborough base, as well as being UK distributor for Grove and Ormig cranes.



Versalift launches hybrid VTL

Versalift has launched a hybrid version of its new 14.6 metre telescopic VTL-145-F van mounted platform, the VTL-145-F Hybrid. Mounted on a 3.5 tonne Mercedes Sprinter van, it offers an outreach of up to 8.6 metres and a platform capacity of 230kg.

The chassis retains its standard diesel power train, while the platform can be operated via the vehicle's PTO pump, or via an electric motor with separate hydraulic pump and an onboard lithium ion battery pack which is said to be sufficient for a full day's work with the vehicle's engine turned off. The battery can be topped up while travelling between jobs.

The new Versalift VTL-145-F



New remote control receiver

German remote control company HBC-radiomatic has launched the FSE 319 plug and play receiver for tough, mobile applications with up to 18 on/off control functions and DC power supply.

The Harting Han or ILME connectors can be plugged directly into the machine controls without additional wiring. The FSE 319 also features an integrated flashlight/torch and horn and HBC's automatic frequency management with adaptive frequency hopping. Suggested combinations with HBC transmitters include the micron 5, which is widely used in crane applications.



The FSE 319 plug and play receiver

Two injured at Platformers' Days

Two men were injured when the boom of a 32 metre truck mounted lift buckled while being demonstrated at Platformers' Days in Germany last month.

The incident occurred when the three section top boom of the prototype CTE MP32:19 was fully extended and the telescopic jib telescoped, at this point it has a maximum platform capacity of 120kg and was probably overloaded given the two large men in the basket with their harnesses etc... As they reached full extension at a height of 13 metres, the mid section of the telescopic boom buckled close to the exit point from the base section. The platform came to rest against a spider lift around a metre from the ground.

Fortunately, the men - one in his 50s and the other in his 60s - were wearing harnesses and short lanyards which may have saved their lives. Both were airlifted to hospital and later discharged with minor injuries. CTE has issued a statement:

"CTE S.p.A. informs its customers and the market that the causes of the incident during Platformers' Days 2018 on the France Elevateur Deutschland Stand are to be attributed to an incorrect and non agreed use of the prototype CTE MP 32.19, by a non CTE authorised operator, and not imputable to defects in the design or production of the platform. The truck-mounted platform CTE MP 32.19 has been designed to meet the strictest international design and safety standards for work at height."



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Time Versalift acquires Aspen Aerials and two Versalift dealers

Time Versalift has made three new acquisitions in the USA, including underbridge inspection platform manufacturer Aspen Aerials and two Versalift dealers - Knoxville, Tennessee based O.G. Hughes & Sons, and MAP Enterprises of Graham, South Carolina which also handles Hiab loader cranes. Aspen Aerials was established 30 years ago and is based in Duluth, Minnesota where it manufactures a range of six underbridge inspection platforms. It will continue to operate as an independent entity under Time Manufacturing ownership. O.G. Hughes and MAP Enterprises will merge their three locations in Tennessee, Georgia and South Carolina into Versalift Southeast - a newly established, wholly-owned distributor.



An Aspen Aerials platform

inspHire acquired by KCS

Equipment rental software supplier inspHire has been acquired by Kerridge Commercial Systems, a supplier of software to wholesalers and other distribution businesses. At the same time Kerridge acquired Current-RMS a provider of cloud based, fully integrated rental management solutions to the audio visual, production and event industries. Kerridge said the acquisitions will strengthen its presence in the rental industry and offer additional functionality to its customers. It plans to invest in product development and support inspHire's expansion in the USA European markets.



Riwal acquires in Germany

Dutch international aerial lift and telehandler rental group Riwal has acquired German aerial lift rental company Adam taking its German depot network to 12 locations. Founded by Markus Adam in 1990, Adam is based in Hanau, near Frankfurt with 20 employees across two locations, with a fleet of 110 scissors, boom lifts and truck mounted platforms. Markus Adam will remain in an advisory capacity until the end of the year, assisting with the integration of the business into Riwal Germany.



Nixon Hire acquires Mechplant

UK rental company Nixon Hire has acquired the equipment assets of Mechplant, the rental division of Esh Construction. The deal sees Nixon Hire become sole supplier of large equipment to Esh, and 'primary preferred supplier' for site accommodation. The acquired equipment includes telehandlers, dumpers and excavators, which will continue to be run from the Mechplant base in Bowburn, north east England. Several employees will also transfer to Nixon.



Irish acquisition for Loxam

Loxam has acquired the Irish tool and light equipment rental company Swan Plant Hire from its founders. Established 45 years ago Swan operates from two locations in Dublin.



Accès Industrie acquires Matelev

French rental company Accès Industrie has acquired Loire valley based access and telehandler rental and maintenance company Matelev. The move comes a year after Parquest Capital took a majority stake in Accès Industrie in partnership with CM-CIC Investissement and IRDI. Established in 1986, Matelev runs a fleet of 800 machines and had revenues last year of €7.5 million. It is also a Dieci telehandler dealer. Accès Industrie currently operates from 29 branches.



Strong year for JCB...

JCB has reported revenues of £3.35 billion for 2017, up 28 percent, while 'earnings' were more than 18 percent higher. The company has not published its full accounts.



...as it acquires in California

JCB North America has acquired its dealer for the greater Los Angeles region - JCB of Southern California - from Yale/Chase Equipment and Service. The business will continue to operate with the same name and most of the existing team.

Californian rental merger

West Coast Equipment and D&D Lift have merged to form Rental Equipment Service Company (RESCO).

West Coast Equipment was founded in 1984 by Dave Robidoux and is based in Corona. In 2006 Shaun Flanagan - former owner of Horizon High Reach - and ex business partner Jeff Davis bought into the business. D&D Lift is based in Tracy and was established in 1981 by Dave Priolo, his wife Lorraine and son Dave Jr. Both companies will retain their names and brand identities.

Two acquisitions for Hüffermann

German crane and access rental company Hüffermann Krandienst has acquired Velsycon and Autodienst West Ganske (ADW). Velsycon manufactures the truck mounted Combilift CL system that can pick up, set down and empty bulk storage containers and silos. Established in 1947 crane rental company ADW is based in Bergen-Enkheim near Frankfurt and runs a fleet of All Terrain cranes ranging from 30 and 500 tonnes.

Haulotte acquires Turkish dealer

Haulotte has acquired the 50 percent holding in its Turkish distributor Acarlar Makine that it did not already own, converting it to a wholly owned subsidiary. Acarlar has been a Haulotte distributor since it began trading in 2003, the French manufacturer acquired a 50 percent stake in 2014.

Based in Istanbul, Acarlar employs 34 across four locations. In addition to Haulotte it distributes Omme lift trailer and spider lifts, Ruthmann truck mounted lifts, Unic spider cranes and Teupen spider lifts.



For the full reports on all these stories check out Vertikal.net

A blustery APF 2018 show

This year's APF show held last month at the Ragley Estate, Warwickshire UK was plagued by strong winds and traffic problems. However, once you had braved them and 90 minute entry queues, there was plenty to see.

The show is probably the best tree and timber show in the UK and over the past 15 years has seen an increasing number of aerial lifts on display, particularly spider lifts and 4x4 pickup and truck mounted platforms. This year several new spider lifts made their debut, including the 27 metre Platform Basket 27.14 Hybrid with a special undercarriage modified by UK dealer Promax Access to provide more ground clearance, the 13 metre Platform Basket 13.80 and the 30 metre Teupen Leo 30T Plus.

A few familiar faces popped up - but not on the stands you would have expected. Craig Rooke is now with CTE UK as he prepares to take over from managing director Graeme Hill who is retiring at the end of the year, while Tony Hobbs is now with Niftylift as customer & dealer support manager. A more detailed show review will feature in next month's Cranes & Access.



The new 27m Platform Basket 27.14 Hybrid with modified undercarriage for increased ground clearance



Allen Freeman of Alfa Access Services with the new 30 metre Teupen Leo 30T Plus



Tony Hobbs has joined Niftylift as customer & dealer support manager

Eurolift comes to Belfast

IPAF's Europlatform - held earlier this month at the Europa Hotel in Belfast Northern Ireland - was said to be the best attended so far, with delegates from a fairly wide geographic area. The event kicked off with a networking event the evening before, which had a fancy dress theme of the Game of Thrones.



Melinda Smith and Brad Boehler of Skyjack at the networking event

Don Kenny of Loxam Access kicked off the conference with a presentation on what makes a successful access company, stating a number of key attributes including four rules: 'All Decisions must be taken on what is best for the company, the employees must have fun, No Politics and employees must be team players.'

Andrew Delahunt of IPAF updated on accident statistics and strategies, Skyjack's Brad Boehler talked on harnessing digital technologies, while Kjell Inge Olsen of rapidly growing Norwegian rental company Noboen stood in for managing director Nina Aasland and spoke of how the company has managed to grow more than 15 fold in less than 10 years.

Julie Houston Smyth of Belfast-based rental company Highway Plant gave an excellent and moving talk on starting out as a lone woman in a male dominated industry, and on doing business during Northern Ireland's 'Troubles'. The conference ended up with a panel discussion on the electrification of the aerial lift fleet chaired by Peter Douglas of Nationwide Platforms.



Don Kenny of Loxam Access



Julie Houston Smyth



The panel discussion with Peter Douglas then (L-R) Jos van Grootveld of Smart Platform Systems, Arnold Grootveld of Hoogwerkt, John Ball of the UK's Access Link, Stéphane Hubert of Haulotte and Norty Turner of Rival

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Telescopic Boom Lifts



Articulating Boom Lifts



Genie has appointed **Thomas Meheust** and **Arjen Snijder** as regional sales directors.



Thomas Meheust

Arjen Snijder

JLG will now offer non-marking tyres on JLG and **SkyTrak** telehandlers.

Montreal Gateway Terminal has ordered 10 **Liebherr** rubber tyre gantry cranes.

Germany's **Meyer Lift** has taken a 17.5m/4,000kg **Magni RTH 4.18** telehandler.

Haulotte is to build a new greenfield HQ and R&D centre.

Ashtead has appointed **Angus Cockburn** as a director and chairman of the audit committee.



Angus Cockburn

Riwal is switching to **Shell** GTL fuel in the Netherlands.

Easy Lift has appointed **Aerial and Handling Services** as UK dealer.

Members of Germany's **System Lift** ordered 58 **Ruthmann** truck mounted platforms.

Haulotte has become **IPAF**'s first 'Sustaining Member'.

New Zealand's **Tower Cranes NZ** has taken a 130t **Demag AC 130-5** crane.

Germany's **Hüffermann** has taken a 90m **Ruthmann T 900 HF** truck mounted platform.

Hiab has acquired **Londonderry Garage Specialist Equipment**, its dealer in Yorkshire/north east England.

Ramirent CFO Pierre Brorsson has resigned and left the company.



Pierre Brorsson

Access Hire Middle East has taken 73 **JLG** booms with 34 more on order.

UK's **John Sutch Cranes** has taken a 90t **Liebherr LTM 1090-4.2**.

Platform Basket delivered five RR14 EVO 2 road/rail boom lifts to **Riyadh Metro**.

Germany's **Hundrup** has taken seven **Magni** slab electric scissor lifts.

Spain's **Transporte y Grúas Aguado** has taken its third 90m **Bronto Skylift S90 HLA-X**.

UK's **M&D Services** has taken a **Palfinger PK 19.001 SLD5** tractor mounted loader crane.

France's **Mediaco** has taken a 55t **Demag AC 55-3** the first of 21.

Kranlyft has appointed **Jonas Gadolin** group technical director.



Jonas Gadolin

Bobcat has opened a new European parts centre in Germany.

IPAF has launched a Russian language training programme.

Mammoet Canada opened a facility with the **Haisla First Nation** in British Columbia, Canada.

UK's **RRC Crane Hire/Road Rail Cranes** has taken a 300t **Demag AC 300-6**.

JLG has appointed **Riwal** as distributor for Croatia, Slovenia, Bosnia-Herzegovina and Montenegro.

Germany's **Anton Schick** has taken a 250t **Liebherr LTM 1250-5.1**.

US-based **Hydraulic Machinery** ordered five **Terex** boom trucks.

Austria's **Flott Arbeitsbühnen** has taken a 27m **Ruthmann TB 270**.

Rotterdam's **Xtra Materieel** has taken a 120ft **JLG 1200SJP** and 150ft **1500SJ** boom lifts.

Roll-Lift USA, has taken its third 220t **Liebherr LTR 1220** telescopic crawler crane.

Alimak Hek is to drop the Hek name rebranding as **Alimak**.

Italy's **Nolo Servizi 2000** has taken a 135ft **Genie SX-135 XC** and 80ft **Z-80/60**.

UK's **Cork Crane Hire** has taken a 450t **Liebherr LTM 1450-8.1 AT**.

Genie has confirmed **John Chandler** as UK sales director and **Craig Duffy** for Scotland and Ireland.



John Chandler

Craig Duffy

UK's **C & AJ Marshall Builders** has taken a 5.9m/3,000kg **Bobcat AGR1** telehandler.

TL30.60

Versalift UK has added four new field service and service workshop engineers.

Netherlands-based **Siesling** has ordered four **Ruthmann** truck mounted platforms.

The **Summit Station** polar research facility in Greenland has taken a **Genie** Trax boom.

Access industry veteran **Ron 'Skippy' Card** has died, he was 65.



Ron Card

US **Maxim Crane Works** has taken 19 cranes from **Grove** and **National Crane**.

The first 18t **Raimondi LR330** luffing jib tower crane has been erected in London.

UK's **King Lifting** has ordered 22 **Liebherr** All Terrain and crawler cranes.

Maxim Crane Works has taken three, eight axle **Liebherr** All Terrain cranes.



Ken Kilhefner

Brazil's **Mills** and **Solaris** are discussing a merger.

Former **Grove** executive vice president **Ken Kilhefner** has died.

Denmark's **KH Lift** has taken a new **Denka DL18** telescopic trailer lift.

Goldwind Australia has signed a multi-year contract with **Mammoet** for wind farm work.

South Africa's **Transnet** has taken seven **Liebherr LRS 545** reachstackers.

Denmark's **Steiness Liftcenter** has taken a 33 metre **Falcon FS330Z** spider lift.

Maxim Crane Works has taken 15 **Tadano** RT cranes from 90 to 145 tonnes.

Netherlands-based **Wagenborg Nedlift** has ordered two **Demag** All Terrain cranes.

France's **Mediaco** has taken a 52m **Palazzani XTJ 52** spider lift.

UK's **Reid Lifting** has appointed **David Underhill** as business development manager.

Italy's **CD Removals** has taken a 70m **Horyong PE-700** ladder lift.

Canada's **Global Container Terminals** has ordered 10 **Kalmar** machines.



Jürgen Müller

Ahern Deutschland has appointed **Jürgen Müller** as sales rep for Bavaria and Austria.

PT SH Machinery Indonesia has ordered four 100t **Grove** **GMK4100L** cranes.

Andy Wright has left **Speedy** and is believed to be joining another major UK rental group.



Andy Wright

Ireland's **Nationwide Crane Hire** has taken a 450t **Liebherr LTM 1450-8.1**.

US-based **MHI** has appointed **John Paxton** as chief operating officer.

South Korea's **YK Construction Equipment** has taken 42 **Snorkel** scissor lifts, with 100 more on order.

CMC and **IPAF** hosted a safety day at the **CMC** facility in Bari, Italy.

UK's **City Lifting** has taken a 13t **Kato CR-130Rf** City type All Terrain crane.

Germany's **Mayer Hubarbeitsbühnen** has taken a 105ft **Genie SX-105 XC** boom lift.

US-based **W.O. Grubb Crane Rental** has taken a 500t **Demag AC 500-8** All Terrain.

UK's **Bella Access** has added 40ft **Genie GS-4069** RT scissor lifts to its fleet.

UK/Irish **Cork Crane Hire** has taken a **Liebherr MK 140** mobile self-erecting tower crane.

Netherlands-based **Doornbos Equipmy** has taken a number of **Hinowa** spider lifts.

MAS in the UK has added more **Niftylift** booms and **Dingli** scissors to its fleet.

US **Absolute Crane** has taken a 160t **Liebherr LTM 1160-5.2** All Terrain.

Oshkosh has appointed **Sandra 'Sandy' Rowland** as a non executive director.



Sandra Rowland

Brian Parker of **AFI** has completed a charity ride from London to Brussels for **Action Medical Research**.

Australia's **Coates Hire** has taken 406 **Haulotte** aerial work platforms.

Palfinger has delivered two 117t/m **PK 150002** loader cranes to Malaysia.

Hiab has launched new **Jonsered** recycling cranes.

UK's **GGR** group held an open day at its new facility in Haddenham.

UK's **Nationwide Platforms** has appointed **Colin Hotchkiss** as managing director.

Ainscough Crane Hire has appointed **Andrew Spink** as operations director, Heavy Cranes.

US' **Ramar Steel** has taken a 220t **Tadano ATF 220G-5** All Terrain crane.

Stefan Heissler has left the board of **Liebherr International**.



Stefan Heissler

Members of the Germany's **System Lift** placed an €18 million order with **Genie**.

Point of Rental Software has appointed **Kristy Myrick** as global director customer care.

Graeme Hill of **CTE UK** will retire at year end and be replaced by **Craig Rooke**.



Craig Rooke

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Strong activity in the AT sector



Liebherr LTM1060-3.1

This year has already seen some interesting activity across the small to mid-capacity All Terrain crane sector, with new models from many of the major manufacturers including Grove, Liebherr, Terex, Tadano and Kato. We take a look at some of the new introductions and developments and see how they compare against the competition.

Perhaps the most interesting All Terrain crane to be launched this year is the 60 tonne Tadano ATF60G-3. Details were originally unveiled at Bauma 2016, but deliveries have only just started. The delay in the launch has meant other manufacturers have had the time to bring out improved models of their own to counter some of the innovative features. Tadano is gaining somewhat of an unwelcome reputation for dragging its feet with new products - its 600 tonne ATF600G-8 still has not seen the light of day almost four years after its original 'launch'. Whatever the reasons - supply problems following the tsunami in Japan, technical/manufacturing problems or changes to the design - other companies do not seem to have the same issues, at least not to the same degree.

Tadano makes some very bold claims for its 'new' 60 tonner - particularly as the original design concept now is almost five years old and other products have appeared

since then.

At the heart of the ATF60G-3 is a single superstructure mounted six cylinder Mercedes Euromot IV / EPA Tier 4f, diesel. Mounted at the rear of the superstructure it drives the carrier via a mechanical drive training that passes through the slew ring. Tadano has in the past famously defended the two engine concept but is now promoting the fact that placing the engine in the superstructure is better for the operator in terms of noise and exhaust fumes/heat, given that it is always well behind him compared to a carrier mounted engine.

10 tonne per axle

By positioning one axle to the rear of the slew ring and two towards the front of the carrier, Tadano has managed to achieve an even weight distribution of 10 tonnes per axle - even when carrying a 20 tonne hook block, but without the counterweight or extension. The axle loads can be increased up to a maximum of 16.5 tonnes for markets such as the UK or while moving around site, at which



Tadano claims that capacities on the ATF60G-3's main boom are up to 46 percent stronger and 62 percent stronger on the extension than other 60 tonne/ three axle cranes

point it can carry its full 13 tonnes of counterweight, the 7.5 metre swingaway extension and a 40 tonne hook block.

The seven section 48 metre main boom is five metres longer than the Grove but equalled by Liebherr, but both are two metres short compared to the 50 metre boom on the new Terex AC 60-3. Maximum radius is 44 metres, using full boom plus the extension at which it can lift 700kg. While this is good the Liebherr tops it by four metres, thanks to its longer extension. It is entirely possible that Tadano will add a longer extension at a later date.

Tadano claims that capacities on the ATF60G-3's main boom are up to 46 percent stronger than other 60 tonne/three axle cranes, and 62 percent stronger on the extension. Given that the crane is advertised as having 10 tonne axles loads, the

load chart without counterweight is of keen interest, and it does not disappoint, lifting eight tonnes at 10 metres, three tonnes at 20 metres, or handling 6.3 tonnes on the fully extended main boom at a radius of up to 11 metres. The crane also as some decent pick & carry duties - up to 21 tonnes but at a 2.5 metre radius, more practically it can handle 10.3 tonnes at up to six metres.

Compact Tadano

The new Tadano is also compact, with an overall length of just under 11.2 metres and an overall height of 3.68 metres, however is a fraction wider than the Liebherr and Terex cranes at 2.66 metres.

The crane features Tadano's new AML crane control system, with variable asymmetrical outrigger set up, with the system calculating the maximum capacities for the set up selected and superstructure slew position.

Overall the latest three axle 60 tonners are quite similar, with Liebherr possibly coming out slightly stronger on paper, depending on your requirement or application. What is obvious is that over the past few years all of the manufacturers have upped their game and can compete reasonably well with the Tadano.



At the heart of the ATF60G-3 is a single superstructure mounted six cylinder Mercedes Euromot IV/EPA Tier 4f diesel.



Perhaps the most interesting All Terrain crane to be launched this year is the 60 tonne Tadano ATF60G-3



Grove GMK3060

Larger ATs

Liebherr dominates the All Terrain market, with an overall market share in excess of 40 percent - in some markets this is even higher. The company gained ground when Grove lost share and Terex began having problems, but both companies have begun to bounce back, particularly Terex with its new Demag models,

which are starting to sell in larger numbers following its major effort to sort out the quality/performance and spares problems with some of its cranes - particularly the Challenger models.

One reason that Liebherr has been able to maintain its dominance, which dates back to the early days of the All Terrain market, is its regular upgrading or launching of

new products which include the latest technology etc... and the speed that it can ship in serious volumes before competitors catch up. Its latest model - the 230 tonne LTM1230-5.1 - was unveiled during the summer at its Customer Days event at its mobile



Demag AC 60-3



Liebherr LTM1230-5.1 at the launch

The Tadano AFT60 G-3 compared against the competition

Make Model	Tadano AFT60 G-3	Liebherr LTM1060-3.1	Terex AC 60-3	Grove GMK3060
Max capacity	60 tonnes	60 tonnes	60 tonnes	60 tonnes
Max @ 3m	41.4 tonnes	42.3 tonnes	39.5 tonnes	48.5 tonnes
Main boom cap.				
@ 10m radius	14.5 tonnes	15.2 tonnes	15.0 tonnes	15.0 tonnes
@ 20m radius	5.6 tonnes	5.7 tonnes	5.4 tonnes	5.2 tonnes
@ 30m radius	2.2 tonnes	2.8 tonnes	2.5 tonnes	1.9 tonnes
Max @ full main boom	6.3 tonnes @ 8 metres	6.1 tonnes @ 8 metres	6.1 tonnes	7.6 tonnes@ 10 metres
Boom length	9.5 - 48m	10.3 - 48m	10.4 - 50m	9.6 - 43m
Extension	1.7 - 7.4m	9.5 - 16m	9.1 - 16m	8.7 - 14.9m
Max tip height	58.4m	67m	69m	60m
Max radius	44m	48m	40m	38m
Axles	3	3	3	3
Dimensions L x W x H m	11.18 x 2.66 x 3.68	11.18 x 2.55 x 3.80	11.67 x 2.55 x 3.66	11.41 x 3.66 x 2.55
Engine location	superstructure	chassis	chassis	chassis
Steering standard	6 x 4 x 6	6 x 4 x 6	6 x 4 x 6	6 x 4 x 6
Steering option	No	6 x 6 x 6	6 x 6 x 6	No
Speed	85 kph	85 kph	85 kph	80 kph
Max counterweight	13t	12.8t	12.1t	13.6t
Outrigger spread	6.4m	6.3m	6.5m	6.2m
Chassis length	9.74m	9.4m	9.73m	9.1m
Min axle weights	10 tonnes	12 tonnes	9.1 tonnes	12 tonnes

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Liebherr LTM1230-5.1 cab

crane facility in Ehingen, Germany.

The new five axle LTM1230-5.1 will replace the 200 tonne LTM1200-5.1 and features a 75 metre main boom - three metres longer than its predecessor - as well as having 20 percent greater capacities on average, partly due to the new VarioBallast system which adjusts the counterweight tail swing from 4.8 to 5.7 metres. The crane has an 11.5 to 22 metre bi-fold swingaway extension with up to 40 degrees offset and a hydraulic luffing option. Additional reach is available by inserting up to three, seven metre straight lattice sections between the boom nose and extension.

For the last three years, owners of the LTM1250-5.1 have been able to install a long fixed lattice jib - said to be the first of its kind in the five axle class - giving a maximum radius of 98 metres, ideal for working over buildings etc. This jib - up to 43 metres long - is also available for the new LTM1230-5.1, achieved with an additional TF adapter connection between the telescopic boom and the fixed jib, a reducer section and a head piece. Existing lattice extensions are used for this purpose. The jib is hydraulically adjustable up to 45

degrees and can - to some extent - be used like a luffing jib. The attachments can also be configured to produce a high capacity 39 metre fixed jib. Maximum tip height has been increased by 10 metres to 114 metres making it ideal for erecting tower cranes or maintaining wind turbines.

The crane follows Liebherr's single chassis mounted engine concept with a Stage V, six cylinder diesel, driving a 12 speed ZF Traxon transmission and superstructure pumps by a mechanical shaft system through the centre of the slew ring. Additional features include EcoMode and EcoDrive to maximise fuel efficiency while reducing noise and emissions and the 'Hill Holder' feature to assist with hill starts.

The LTM1230-5.1 is unusual in that it has an asymmetric maximum outrigger base with a front spread of 7.4 metres and wider rear of 8.1 metres which is said to provide additional capacity over the rear quadrant. It is also equipped with Liebherr's VarioBase outrigger set up system. The maximum counterweight on the LTM1230-5.1 is 72 tonnes - the same as its predecessor - but thanks to the VarioBallast



Liebherr LTM1230-5.1

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Grove GMK6300L-1

system, the long reach capacities have been significantly increased.

New 300 tonners

Over the past year or so, two new 300 tonners have been introduced by Grove and Terex. The Liebherr LTM 1300-6.2 is slightly older with first deliveries starting at the beginning of 2015 following its launch at Bauma in 2013.

Grove has quietly been updating its AT range introducing models including the 90 tonne GMK4090, 100 tonne GMK4100-L and 150 tonne GMK5150L. The latest is the new version of the six axle 300 tonner, the GMK6300L-1. The original model - along with the 400 tonne GMK6400 - effectively kick-started the new era of Grove All Terrain cranes, quickly gaining a good reputation for specification and performance. To date more than 400 units of its 300 tonner have been delivered.

The new GMK6300L-1 has significantly improved load charts with an average of seven percent overall, and more at longer boom



The new Grove GMK6300L-1



Demag AC300-6

lengths. For example, the crane can lift an impressive 14 tonnes on full boom at up to 28 metres radius. Improved specifications including new engines are made possible by redesigning the structural fabrications. Maximum tip height is 120 metres comprising the fully extended 80 metre main boom and a 37 metre extension. The crane retains its two engine set up - both Mercedes Tier 4 final diesels - offering improved fuel economy, with the carrier engine matched to an Allison torque converter transmission. The steering and suspension systems remain unchanged while the counterweight slabs and auxiliary hoist are interchangeable with the GMK5180-1, GMK5200-1, GMK5250L and GMK6300L.

How it compares?

So how does the new Grove compare against the Terex AC300-6 and the Liebherr LTM 1300-6.2. Tadano does not have a model of this capacity for the moment.

Make Model	Terex AC300-6	Grove GMK6300L-1	Liebherr LTM 1300-6.2
Capacity	300 tonnes	300 tonnes	300 tonnes
Capacity @3m	155 tonnes	190 tonnes	135.5 tonnes
Main boom	80m	80m	78m
Max radius	86m	94m	94m
Jib	42.4m	37m	70m
Max system ht	119.9m	120m	120m
Main boom capacity @ radius	15t @ 18m 14t @ 26m 10.9t @ 34m 2.2t @ 74m max	14t @ 18m 14t @ 26m 12.2t @ 34m 1.7t @ 74 max	13.3t @ 18m 11.8t @ 26m 10.0t @ 34m 1.9t @ 74m max
Axles	6	6	6
Dimensions LxWxH	17.32m x 3.0m x 4.0m	18.5pm x 3.0m x 3.95m	17.45m x 3.0m x 3.95m
Chassis length	15.59m	15.71m	15.44m
Steering standard	12 x 6 x 10	12 x 6 x 12	12 x 6 x 12
Steering option	12 x 8 x 12	12 x 8 x 12	12 x 8 x 12
Speed	85 kph	85 kph	85 kph
Total weight	93.8t	92.5t	96t
Outrigger spread	8.48m	8.5m	8.53m
Gradeability max	63%	53.6%	56.9%
Engines	1	2	1

crane erection. The AC 300-6 will be the smallest Demag crane to be equipped with a new luffing jib, which provides a maximum system length of almost 120 metres. Other models with the luffing jib option include the AC 350-6 and AC 1000-9.

The new crane adopts all of the features and many of the same components of the other Demag five axle All Terrain cranes, including the 21 metre bi-fold swingaway extension, with up to 40 degrees of offset. It also features the Terex IC-1 Plus control system with real time calculation of lift capacities and can be customised to suit the actual outrigger set up employed, with enhanced capacities when lifting over an outrigger jack for example. It also features a single engine with stop/start function to reduce idle times and total engine hours. The carrier has three drive variants and active all wheel steering. On the road, axle weights range from below 12 tonnes to 16 tonnes with 800kg of extra payload for lifting

Terex announced its new six axle 300 tonne AC300-6 in November 2016, officially launching the model in June 2017, with the first crane delivered to German crane rental company Eschbach at the end of last year. Replacing the AC 250-6, the new Demag AC 300-6 has an 80 metre main boom and can lift 15 tonnes to a height of 75 metres at a radius of between 18 and 22 metres making it ideal for tower



Two 300T Demag AC300-6 AT cranes lifting concrete supports for the Sheikh Jaber Al Ahmad Al Sabah Causeway Project in Kuwait

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Demag AC45 City

accessories while the axle load monitor with dashboard display, helps operators keep an eye on the actual axle loads.

On paper these three cranes have very similar performance. Terex makes a point that its AC300-6 can lift a class leading 15 tonnes on a fully extended main boom between 18 to 22 metre radius. However, as the radius increases it is the Grove that is the strongest, capable of 12.2 tonnes at 34 metres - 2.2 tonnes more than the Liebherr. On the other hand, the Terex has the highest capacity of 2.2 tonnes at its 74 metre maximum.

While all claim to be 300 tonne capacity cranes, none of the three can achieve this without either lifting over the rear or by using special equipment. Under normal conditions the Grove has the best capacity of 190 tonnes with Terex at 155 tonnes and Liebherr trailing at 135.5 tonnes.

All main booms are similar, with Liebherr two metres shorter at 78 metres although the maximum radius of the Terex is 86 metres, compared to 94 metres on the other two. The AC300 is the most compact however the Liebherr has

the shortest tail swing, which helps when setting up in city centres for installing tower cranes for example.

City cranes

Although Terex relaunched its City type AT crane range at the end of 2016 with the new AC45 City - a sector it abandoned in 2014 - the smaller capacity road going cranes are still not a favoured sector among the major crane producers. The old AC 40 City which was introduced in 1998 went on to sell more than 1,000 units, becoming the most successful model in its class. While based on the old AC-40, more than 80 percent of the new AC45 City has been changed and improved, including a new engine and cab. Terex says that the range will be extended but indications suggest the next model will be the larger AC60 City rather than a lower capacity model.

The Japanese manufacturers - Kobelco, Tadano, Kato and Komatsu - developed and refined the City crane throughout the late 1970s and 1980s with Demag the first major European manufacturer to enter the market. For many years it was the only major crane manufacturer with a line of City cranes, probably

due to the maximum price buyers would pay for a crane of this size, compared to their high production costs.

The Japanese manufacturers pulled out of western markets as they struggled with adapting to the changing emissions regulations, in what was a low volume market. This, and the longer term strategies of independent carrier manufacturers also helped kill off exports of Japanese truck cranes to Europe. When Terex phased out its City models it left a void and pent up demand for the smaller City cranes. Some companies looked to source machines through 'grey imports' while others focused on refurbishing older machines.

That all changed with Kato's re-entry into the European market in 2015, more than 10 years after the company stopped homologating and selling its cranes in the region. The three model Ri range included 20 tonne CR-200Ri, the 35 tonne CR-350Ri and the 13 tonne CR-130Ri. The cranes were well received achieving good sales particularly to the established crane rental companies however one area that was lacking was the road speed of less than 50kph compared with at least 80kph of the other two axle AT cranes. This and other improvements were made when the new two model Rf range of cranes were launched at Vertikal Days this year.

The new Rf cranes include the CR-130Rf and CR-200Rf and retain most of the structural elements of the Ri models, including the 24



Liebherr LTM1300-6.2

metre six section boom and 5.5 metre telescopic offsetable jib on the CR-130, and the 28 metre boom and 5.8 metre jib on the CR-200. However, travel speed has been increased to 62 kph together with Hino/Cummins Stage IV diesels and completely redesigned operator cabs with greater glazed area, improved information displays and a raft of operator comfort features. Other features include automatic outrigger levelling with five extension widths, a standard Parking Distance Assist system with sensors front and rear, rear view cameras and standard two position three tonne searcher hooks.

Given that every crane manufacturer is gearing up for product launches at next year's Bauma show in Munich, Germany, there has been a surprising amount of new models introduced over the past year. It will be interesting to see what new developments will be seen and if the other manufacturers can break Liebherr's dominance in this sector.



Kato CR130Rf



Kato CR200Rf



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Challenging hospital lift for McGovern

Restricted space turned a relatively simple lift into a challenge at the Birmingham Children's Hospital in the UK, with the tight conditions making it almost impossible to set up the size of crane needed to install a 21 tonne generator from the hospital driveway. Derbyshire-based McGovern Crane Hire managed it with its Demag AC 220-5 All Terrain and its IC-1 Plus control system, with one outrigger fully retracted.

Project manager Kieran McGovern said: "We knew that this lifting operation would be very tricky, so we made several advance site visits to measure the road and driveway spaces. We also carried out extensive lifting simulations with CAD based computer programmes as well as constructing a 3D model - helped by the Terex Lift Plan planning tool - to see whether we could slew the crane's superstructure completely, within the surrounding buildings."

Two lift plans were considered, the first using a 350 to 500 tonne crane but which would not have fitted the narrow driveway, so would have had to set up on the opposite side of the road. From there the crane would have to lift the generator at a radius of around 50 metres.

"We decided not to use this method as the site had concerns regarding larger cranes due to ground capacity and lifting loads over the hospital's nitrogen tanks," said McGovern. "So we opted



for a smaller crane - our new Demag AC 220-5 - set up in the driveway, however it only worked because of the IC-1 Plus control system taking advantage of the maximum available lifting capacity for each slewing position and crane configuration. The system is particularly useful when working with reduced outrigger settings and/or reduced counterweight allowing the crane to perform tasks of a larger crane. Because of the available space, we were only able to extend three of the outriggers to around three quarters of their maximum width. Using the IC-1 Plus we were able to configure the crane to carry out the lift using 84 per cent of the rated lifting capacity even with a reduced counterweight."



The total load of 22 tonnes included generator, hook block and lifting tackle

The AC 220-5 used 51 tonnes of counterweight



In order to lift the total 22 tonne load - the generator, hook block and lifting tackle - the AC 220-5 had 51 tonnes of counterweight. Working with a boom length of 33.3 metres at a radius of 15 metres, the generator was unloaded from a trailer parked in the driveway and lifted to a height of 10 metres, over the adjacent buildings by slewing the crane directly over the front right rigger which was completely retracted. The crane continued slewing until over the back right outrigger at 75 percent extension, and easily lowered to the desired position with a final radius of 19.7 metres.

"We know we can perform complex tasks safely and economically with the AC 220-5 and the IC-1 Plus. Using a smaller crane is more

cost effective for our customers while we use and transport less counterweight."



Restricted space turned a relatively simple lift into a challenge

Super quick bank job

German crane company BKL Baukran Logistik used its 400 tonne Grove GMK6400 to lift parts of a 24 tonne derrick crane to the top of a 94 metre high bank in Eschborn, northwest Frankfurt. Poor weather conditions and a time frame of just 48 hours made the job more challenging. The derrick crane was needed for roof refurbishment work.

"Installations at this height are demanding, especially in wintery weather conditions," said Edwin Weidner, the mobile crane manager at BKL's Frankfurt depot. "Our customer only had a 48 hour time



slot to install the derrick crane and that included assembling and removing the mobile crane. We chose the GMK6400 due to its fast, self rigging Mega Wing Lift, light components and ease of operation."

The GMK6400 lifted the derrick crane in sections which were then assembled on the building's roof. The GMK6400 was required to lift up to seven tonnes to a height of 131 metres and at a 43 metre radius.

Poor weather conditions and a 48 hour timeframe made the job more challenging



Historic church relocated

Australian crane rental company Cranes Combined supplied a Grove GMK5150L All Terrain crane to move a church in the state of Tasmania. Equipped with 5.6 tonne of counterweight and working at a radius of just under 12 metres, the crane took about seven hours to move the six tonne church which had been in position for more than 100 years.

"The church was built in the 1800s and therefore relatively delicate" said Chris Kolodzie, co-owner of Cranes Combined. "The GMK5150L is very smooth in its operation, so the whole lift was carried out without a hitch. Even the windows, which are thin and fragile, were undamaged in the move."

The GMK5150L has a maximum capacity of 150 tonnes, a 60 metre main boom and a maximum tip height of 88 metres.



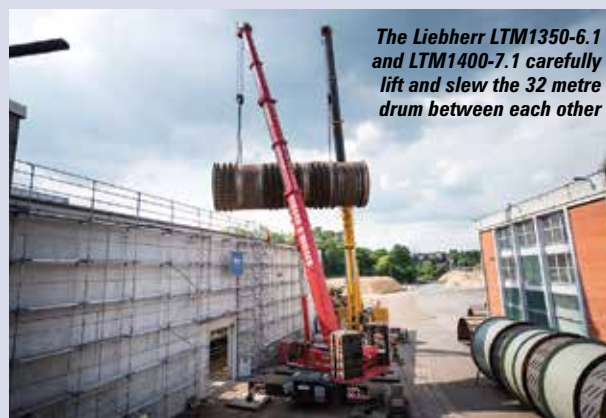
The GMK5150L lifts the six tonne church



Debarking drum tandem lift

Two Liebherr cranes from the Schmidbauer group - an LTM1350-6.1 from Rieger & Moser and LTM1400-7.1 from Fricke-Schmidbauer - helped replace a 20 year old tree debarking drum weighing 90 tonnes at the Sappi paper factory in Ehingen, Germany. The giant drum takes whole trunks of beech and spruce trees and rubs them against each other causing the bark to come off.

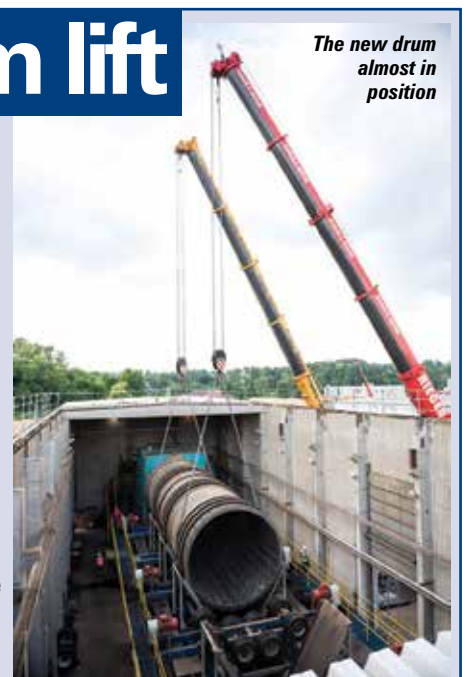
The factory roof had to be removed prior to the lift commencing, the old debarking drum was then removed in a tandem lift to make room for



The Liebherr LTM1350-6.1 and LTM1400-7.1 carefully lift and slew the 32 metre drum between each other

the new 32 metre long, five metre diameter drum made up of several half shells, welded together over a

period of several weeks on the Sappi factory site.



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Truck mounts go hybrid

The speed of the recent move away from diesel powered cars has been staggering. Several manufacturers have led the way announcing either a move to full electric production or ceasing diesel engine production over the next few years. A number of equipment manufacturers - including crane and access producers - are following suit, with many aerial work platform companies introducing hybrid models, while pushing the all-electric threshold to greater heights. Haulotte for example, announced a completely new strategy earlier this year - dubbed Blue Orientation - and plans to cease making diesel machines over the next few years. Holland Lift meanwhile says that diesel models now represent only 25 percent of its production, the rest being electric or hybrid models.

The move towards electric is now spreading rapidly to the truck mounted platform market. Our last feature on the smaller 3.5 tonne truck mounted platforms last June did not even mention the word 'hybrid'. However, over the past few months numerous manufacturers have introduced hybrid versions. In the following few pages we take a look at the new hybrid models and catch up on the other developments across the sector.

Before we look at the latest hybrid introductions an unusual truck mounted variation has reappeared that can be driven on a B+E (BE) driving licence. The 31 metre Comet Compact 3117 Jib is a joint effort between Italian manufacturer Comet and Dutch sales, rental and service company Hoogwerker Centrum, which also owns PowerLift in Germany. It uses a 3.5 tonne Iveco chassis with the

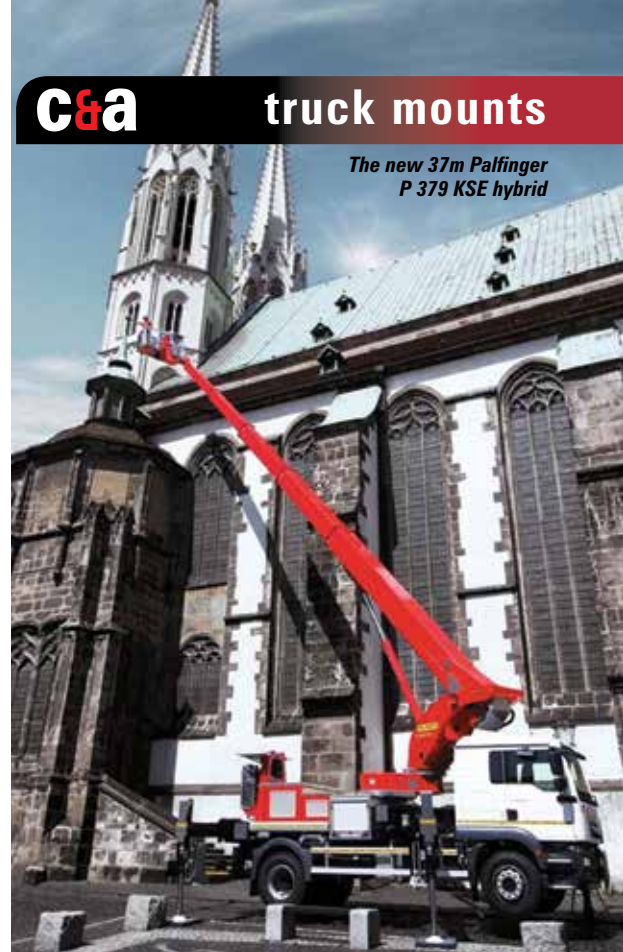


The 31 metre Comet Compact 3117 Jib uses a 3.5 tonne Iveco chassis with the platform mounted on trailer frame that creates a third axle.

platform mounted on trailer frame that creates a third axle which is connected to the top of the truck's chassis. The platform looks as if it is mounted to a three axle chassis although it is claimed that the 'trailer' with platform can be disconnected in about 10 minutes leaving the bare two axle 3.5 tonne chassis.



In 2010 Hoogwerker Centrum worked with Oil&Steel on a similar format 27 metre platform called the Snake 2714 Compact



Maximum outreach of the Comet is 17 metres with 250kg platform capacity covering a 240 degree area over the rear and front outriggers

The all up weight of the truck and 'trailer' is 6,950kg which means that the combination can be driven with the trailer driving licence but not a standard B licence (see Licence requirements below).

The Compact 3117 uses a dual sigma type riser with three section telescopic boom and jib. Maximum outreach is 17 metres with 250kg platform capacity covering a 240 degree area over the rear and front outriggers. Outreach with 250kg is reduced to 13.5 metres over the cab, while the 17 metres outreach through 360 degrees is possible with a reduced 120kg capacity. Overall length is 8.62 metres and it has a rather exposed overhanging rear jib and basket. Overall height is 3.1 metres, with an overall width 2.36 metres, maximum spread on the beam and jack outriggers is 3.6 metres.

Controls are fully hydraulic, while the main hydraulic system is relatively low pressure at 25 bar. Other

features include a bi-energy electric/diesel power pack, and 180 degrees platform rotation. Price is said to be 'attractive' - at least when compared to a high-tech 29 metre 3.5 tonne truck mount or a regular 31/32 metre model on a 7.5 tonne chassis.

Seen it before?

This concept has of course been seen before. In 2010 Hoogwerker Centrum worked with Oil&Steel to launch a similar format platform but with a lower 27 metre working height called the Snake 2714 Compact. The platform had a 14.5 metre outreach and 300kg platform capacity. The new machine obviously benefits from the recent gains in design and high strength steels.

As far as we know, the Oil&Steel machine is the only machine that used this format and it would appear that a fair few have been sold in the Netherlands and Germany. How well this machine is adopted in other countries will depend on several



The Sorage forSte 32DJ has a 32 metre working height, 17 metre outreach with 280kg capacity

factors - the driving licence regime in each country and how rental companies view it.

However, with a working height

of 31 metres, the Comet may just have hit on a winning formula. Equivalent working height machines are mounted on 7.5 tonne chassis



The Ruthmann TB330 has a 33 metre working height, 320kg capacity and 17 metre outreach

and moving up a metre or two means using a much larger and more expensive 18 tonne chassis. This means that the Comet is the only manufacturer with a 31 metre working height truck mount that can be driven on the B+E licence. For the 7.5 tonne chassis platforms

the driver must have or pass the C1 licence. For those with only a B licence limited to driving 3.5 tonne trucks the 28.6 metre Ruthmann TB290 is still the highest platform available.

The Comet is long at more than 8.6 metres - the result of bolting on the trailer section - however it has 17 metres of outreach even with its maximum 250kg capacity and weighs in at under seven tonnes. The only other machines to better these figures are the Sorage 32DJ and Ruthmann TB330 - both on 7.5 tonne chassis. The Ruthmann TB330 tops the 7.5 tonne chassis platforms with its 33 metre working height, 320kg capacity and 17 metre outreach. The Sorage is not far behind with a 32 metre working height and 17 metre outreach with 280kg and is mounted on a much more compact chassis, but weighs 7,600kg which may need an additional category on the driving licence.

How the Comet compares to other 28m+ truck mounted platforms

Make Model	Comet 3117	Palfinger P280 B	Sorage forSte 32DJ	GSR E290PX	Multitel MX290 EX	Ruthmann TB290	Ruthmann TB330
Work height	31m	27.6m	32m	28.7m	29.3m	28.6m	33m
Chassis	3.5 + trailer	3.5/5/7.5t	7.5t	7.5t	7.5/6t	3.5t	7.5t
Max capacity	250kg	230kg	280kg	220kg	225kg	230kg	320kg
Outreach with max capacity	17m/250kg	9.5/230kg over side 13m over rear	17m/280kg	15.6/220kg	13.2m/225kg	10m/230kg side 13.2m over rear	17m/220kg
Max Outreach	17m/250kg	17m/100kg over rear	19m/120kg	15.6m/220kg	14.9m/120kg	16.2m/100kg	21.2m/100kg
Length	8.62m	7.85m	7.99m	7.6m	7.94m	6.94m	8.79m
Height	3.1m	2.9m	3.15m	3.5m	2.95m	3.02m	3.56m
Weight	6,950kg	3,500kg	7,600kg	7,500kg	7,500kg	3,500kg	7,490kg
Slew degrees	360 Cont	500	700	450	400	450	500
Licence required	B+E	B/C1	C1/C LGV	C1	C1	B	C1

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Licence requirements

The trailer concept appears to be more acceptable in Germany and the Netherlands while in many other countries, the UK included, the concept has not been adopted and people's understanding of the law regarding licences and tachographs etc appears somewhat vague. Tachograph rules apply throughout the UK if the maximum permissible weight of vehicle or vehicle combination is more than 3.5 tonnes.

Depending on where you live, if you are younger than 38 years old you will have a regular B licence and are limited to driving vehicles with a GVW of less than 3.5 tonnes. If towing, the trailer must weigh less than 750kg. In many parts of Europe, including the UK, older drivers automatically have the B+E (BE) category licence and can drive a vehicle up to 3,500kg and tow a heavy trailer.

With the B licence, you can tow a heavier trailer, BUT the weight of

the vehicle and trailer combination must not exceed 3.5 tonnes.

There is also a B+ trailer driving licence where you can tow more than 750kg and may exceed the 3500kg maximum of the category B licence. In this case, your car and loaded trailer may weigh up to 4,250 kg together.

The B+E (BE) licence allows you to tow a much heavier trailer - a 3.5 tonne GVW truck and up to a 3,990kg 'fixed' trailer - and this is where the Comet should comply as it weighs 6,950kg.

Hybrid truck mounts

As we have mentioned before, there has been a dramatic move among aerial lift manufacturers towards alternative power sources to diesel. The main reasons for this trend is air and noise pollution, however probably the most powerful driver for the equipment owner is the prospect of much lower running costs. Electric vehicles are simpler, more reliable and less costly to power and

The 31m Comet Compact 3117



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Ruthmann's first hybrid truck mount is the 18 metre Ecoline 180 hybrid

service. Currently they are subject to a premium purchase price however when production numbers increase the cost per unit will fall further benefiting the whole life cost of ownership.

Over the past few months several platform manufacturers have launched hybrid and lithium battery powered machines - a market pioneered by Niftylift with its hybrid boom lifts. This switch is now finding its way into smaller truck mounted platforms with three manufacturers - Multitel, Ruthmann and Palfinger - launching hybrid machines at Platformers' Days in Germany last month. Versalift has also added its first hybrid van mount. In addition to the lower running costs particularly in terms of breakdowns and servicing, platform users working in urban areas can extend their working day thanks to the silent operation, thus increasing utilisation and productivity.

Ruthmann's first hybrid truck mount is the 18 metre Ecoline 180 hybrid which provides the same features as its diesel Ecoline 180 aerial lift, including a 9.5 metre outreach and 250kg platform capacity. A hybrid version of the 16 metre Ecoline 160 will also be available. Both models

feature a choice of Euro 6, 3.5 tonne chassis with, says Ruthmann, sufficient payload capacity despite the relatively heavy battery pack. In addition to operating from the PTO mounted pump on the truck, the superstructure has a battery pack for emission free, low noise level operation.

Optional features include Ruthmann's 'Easy' stabilising and secondary guarding systems.

Ruthmann says that the battery pack on the Ecoline 180 will last six to eight hours in normal working applications. The battery pack is recharged while the truck is driven to and from the job or between jobs, it can also be topped up during operation, when a power source is available, using the integrated charger. The first unit has been purchased by German access rental company Gerken.

Multitel MT162

The 16 metre Multitel MT 162 Hybrid platform - mounted on either a 3.5 tonne Iveco Daily 35 S 13 or Mercedes Sprinter 3.5 chassis - is based on the MT 162 EX and has a 10 metre outreach with a maximum 300kg platform capacity. Outreach is increased to 11.5 metres with an unrestricted capacity of 230kg. The



The 16m Multitel MT 162 Hybrid platform based on the MT 162 EX has a 10m outreach with 300kg platform capacity



Palfinger's first hybrid truck mount the P 370 KSE

chassis continues to be powered by the standard engine, but a second alternator tops up or recharges the battery pack used to power the platform.

Once on site, the platform is operated on battery power with the chassis engine switched off but can also be powered from the vehicle's PTO driving the pump. As the vehicle moves from one site to another the batteries are automatically topped up by the second alternator with the main alternator charging the vehicle starter battery and supplying lights and other standard features as normal.

Multitel says the batteries can be fully recharged from empty in less than four hours and that it is looking to expand its hybrid range saying it will convert other models to the Eco Hybrid specification.

First Palfinger hybrid

Although we are concentrating on 3.5 tonne truck mounts it is interesting to note that Palfinger has recently launched its first hybrid truck mounted platform, the P 370 KSE based on the standard 37 metre P 370 KS.

While the 18 tonne chassis retains its diesel power, the platform hydraulics are battery powered. Working time can be further extended by topping up the battery by plugging into the mains. Palfinger says the intelligent charging system with integrated fast charging function shortens the charging time by 25 percent, and that after one hour of charging from low battery cut out, the machine can be operated for up to one and a half hours.

Compared with an all diesel machine, the hybrid offers considerable fuel savings, is much quieter (less than 62 decibels) and has lower CO2 emissions making it ideal for night-time and indoor work as well as for use on environmentally friendly construction sites in urban areas. With intermediate charging during

work breaks the battery electrical operation can be extended and when the battery charge is low or in emergency situations, platform operation can be continued via the chassis engine and PTO drive.

Versalift VTL hybrid

Another recent launch is Versalift's first hybrid VTL van mount, the 14.6 metre VTL-145-F Hybrid. Mounted on a 3.5 tonne Mercedes-Benz Sprinter chassis the aerial lift has an outreach of up to 8.6 metres and a platform capacity of 230kg. The standard chassis is diesel powered, while the platform is powered either by a 100 percent electric drive system using an electric motor, a separate hydraulic pump and an on-board lithium ion battery pack. The company says that the battery pack will last a full working day between charges. The vehicle's engine driven PTO pump can also be used to power the platform.

Summary

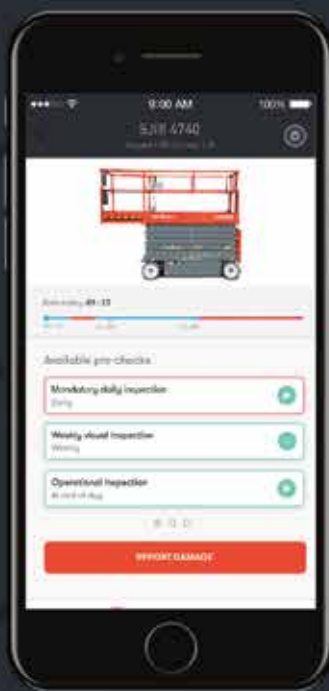
The smaller truck mounted platform market has repeatedly pushed the technology and performance envelope in recent years. With Bauma now just six months away it will be interesting to see just how many manufacturers unveil new hybrid or electric powered models, as they strive to satisfy the increasing demand for cleaner and quieter equipment and benefit from the lower running costs.



Versalift's first hybrid VTL van mount, the 14.6 metre VTL-145-F Hybrid

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Bucking the trend

The past few years have seen a major change at Skyking - the UK distributor for Palfinger Platforms, Ascendant and Isoli truck mounts. Mark Darwin visited the company to see how it is progressing under new management.

Founded in 1962 the King group - which included Skyking, King Trailers, King Highway Products and King Transport Equipment and Safety Vehicle Hire and Lease - was acquired by the HW Martin group in June 2016.

At this point Skyking was the UK distributor of Palfinger Platforms, Almac scissor lifts and Easy Lift aerial work platforms, having just relinquished the UK distributorship for GSR platforms because of the increasing overlap with the Palfinger range, and added Ascendant platforms in May 2017.

However, since the acquisition both Almac and Easy Lift have also departed, leaving Skyking with the challenge of regaining lost market share. Richard Martin joined the company as sales director from Rapid Platforms just over a year ago. Dave Freebody, one of the founders of Riwal UK, joined at the same time as operations director but has since left the company. Martin has now been appointed sole director of Skyking which operates as a stand alone sales and service company but using the back office facilities of the £100 million revenue Martin group.

"It is all about rebuilding customer confidence, expanding our sales portfolio and getting everybody

excited about what we do," says Martin. "The last few years has seen quite a turnover of products and senior staff which has led to disruption and disgruntled customers. All these changes mean we need to improve our game in all areas - sales, parts, service and backup."

Company reorganisation

"There was a problem with the company structure which needed addressing. My first challenge was product backup and to try and replicate the excellent engineering facilities and qualities that we have here at head office in Market Harborough, out in the field. We need to tell the industry about our ability to service, maintain or fully repair and rebuilt even the biggest platforms, including the 103 metre Palfinger P1000. Unlike some other UK platform distributors, we do not have to send any machine back to the manufacturer for repair - a major plus point for customers. Our facilities are second to none."

"For many years Skyking and Palfinger took a good chunk of the large truck mounted platform market in the UK but when the market dipped a few years ago, there was not enough attention paid to developing future sales," he said. "My brief was to reorganise the



Palfinger P 370 KS



The new Ascendant A22-17TJ on an Iveco 7.5 tonne chassis

company taking a new approach. Until now all platforms had to be sent back to head office for even minor work, which meant customers were without machines for longer than necessary - in some cases several weeks. The solution has been to employ two experienced mobile engineers - one in the north, in St Helens between Manchester and Liverpool which is a densely populated area for truck mounted platforms, and the other in the south, in Sussex. Before they started both were put through Palfinger's technical training courses."

"We need to reinstall customer confidence and having our 'reactive squad' i.e. the mobile engineers is starting to pay off with companies such as Elev8 recently ordering two platforms - a 64 metre and 30 metre. I have been here about a year however over the past 10 months we have sold 12 Ascendants, six Palfingers over 30 metres and one Isoli since signing the contract."

Martin is also making changes in other areas of the company.

"We were being too rigid on the pricing structure," he said. "The 30 metre counter-slew Palfinger P300 KS is a great, compact machine but £20k more expensive than Ruthmann's popular 33 metre TB330. Now that the price is the same we are starting to see more interest and have the first sale to

High Access Maintenance (which now owns AA and Outreach) which arrives next month. We have had some help from Palfinger with the financials but essentially I need to get platforms out into the market."

Ascendant success

Skyking says that it is also having some success with the Ascendant platforms.

"Orion Access has just taken delivery of the first two new 20 metre Ascendant 20-15TJ - which has 15 metres outreach. We have stopped using the 3.5 tonne Nissan Cabstar chassis and have decided to put most of them on Mercedes Sprinters or Iveco Dailys. We have a three year warranty on the Sprinter chassis so that if there is a problem - perhaps a broken wing mirror or a blown bulb - Mercedes' service team come out and fix it. Yes, the chassis may cost an extra £3,000 but it is all covered under the warranty. As a hire business that is exactly what I would want."

"Palfinger Germany also manufactures 3.5 tonne platforms which are highly innovative, modern and targeted towards the end user market. The comfort features and supplementary equipment tends to be overlooked in the UK rental markets due to price limitations." "A 25 metre Palfinger is on another pricing level compared to our manufacturers' products and the exchange rate has not helped of



(L-R) Richard Martin with service manager Dan Glaze and sales coordinator Joe Collier

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course, however this is where the UK-built Ascendant scores. It is true that they appeal to totally different users, but you can almost get two Ascendants for the price of one Palfinger.”

However, Martin is determined to push the smaller 3.5 tonne Palfinger platforms and is doing a two week customer tour around the UK with a 25 metre P 250BK on a Mercedes Sprinter chassis.

“The platform may be of interest to the smaller companies/owner operators, but I am also visiting some of the larger rental companies wanting the platform mounted on a five tonne Iveco Daily 4x4 for the utilities market.”

Workshop facilities

The workshop facilities include overhead cranes and equipment for mounting platforms, but Skyking says that at the moment it does not



The Isoli PNT 210



A 30 metre Palfinger P 300 KS

want to be mounting booms onto chassis. All the platforms arrive fully complete from the manufacturers. Another policy decision was to take very high specification truck chassis.

“The standard Palfinger spec chassis is quite basic, with no sat nav’, curtains or heaters on the sleeper cabs etc... Drivers spend so much time in the trucks that we have gone for the highest specification available. Until now Palfinger has favoured MAN chassis for its mid range platforms. One potential customer was interested in the P370 KS but wanted it a Volvo FM chassis, which Palfinger has now

agreed to do, it is due for delivery in March. We have made enormous progress in supplying the equipment asked for by UK customers and this is translating into sales. Palfinger is also improving delivery times on parts - some of which had a 12 week delivery time - and we are looking at the pricing structures. We are also talking with Palfinger engineers about our ideas for UK specific machines rather than having to sell the machines that Palfinger produces.”

Although it no longer distributes GSR products, Skyking still has about £80,000 worth of replacement parts in stock.

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Ascendant A20-15TJ

Bigger portfolio

Skyking surrendered the Almac tracked scissors which has decided to set up Almac UK, while Easy Lift moved the account to Aerial and Handling Services. Palfinger Italia also moved its distribution to CPL.

"We need a wider portfolio of machines and are currently finalising agreements with a self propelled manufacturer to distribute scissor and spider lifts," says Martin. "I have also brought in Isoli as we needed a range of articulated truck mounts. It is early days, but we have already sold a 21 metre Isoli 210 to a customer in Ireland and have a 24 metre Isoli PNT 240 in the depot."

The new Ascendant A20-15TJ is apparently selling well, being well priced thanks to the current exchange rates pushing up the price of imported products. Two A20-15TJs - which have 13 metres outreach with 230kg and 15 metres with 120kg were delivered to Orion Access a few weeks ago.

"I bought my first Ascendant 18-13 when I was at Rapid Platforms, but

the new machine has an additional two metres of outreach which is what people want in the small machines."

Machine Availability

Another change Martin has introduced to the way Skyking operates is by arranging short term availability - as quick as one week - on its most popular products.

"If customers order a large platform from any manufacturer, delivery is probably next May at the earliest. Using this to our advantage, we have looked at the market over the past six months and have identified which machines are required in the UK and have arranged to have these selected models on a short term, if not readily available basis. We have reduced the prices as well so that they are on par with the competition. I want machines out there and to start building relationships rather than trying to maximise profit. We have the engineering/back up sorted and with the machines available we are looking to buck the recent trend and put Palfinger, Ascendant and Isoli back on the UK map."



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Holland Lift presents its new smart models: HL-160 and HL-190. The concept is designed for tailored efficiency. A modular system with various options: 16 or 19m high, electric, diesel or hybrid; the base of the machine always remains the same. These scissor lifts have attractive exploitation costs and a high return on investment. And whatever configuration you choose, Holland Lift quality, safety and durability are as always part of the deal.

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Finally sinking in?

Instilling a new concept or work practice into the mind set can take a long time - weeks, months, years even decades. It is now 14 years since we first published a feature highlighting the importance of spreading loads imposed by outriggers, following a spate of crane and work platform overturns caused by the lack of mats. Since then we have reported on dozens of further incidents - some of them fatal - while highlighting examples of operators failing to use them.

In the intervening years there does appear to have been a transformation, and although no research has been carried out it appears that the number of accidents resulting from outrigger set-up issues has decreased - particularly in Europe. When they do occur they are more likely to be due to the crane set up not programming for short rigging, or using mats too small for very soft ground or voids. Perhaps the message is finally getting through? When *Vertical Days* was launched 12 years ago, the use of outrigger mats was written into the rules of the show, today it is rare to see them not used at any trade show.

Our campaign also sparked off a number of high-profile campaigns by organisations such as IPAF, the CPA and HSE in the UK and CICA/EWPA in Australia. Their examples have spread throughout world. In the USA OSHA has produced a good deal of information and warning notes, and new crane rules there and in Europe require the monitoring of outrigger set-up linked to working area limitations. It is obvious that the use of mats of whatever material - wood or composite - under the outrigger feet is now much more widespread. There has also been a strong move away from the use of scrap wood

for cribbing under outrigger pads to properly designed and manufactured mats, with an enormous increase in manufacturers producing products as well as investing in new product development, providing users with a fantastic choice and suppliers on both sides of the Atlantic.

But there are still plenty of cases where no form of spreader plate is used. Over the past year this appears to largely have been mobile cranes, particularly boom trucks in North America, where numerous reports of outriggers punching through turf or tarmac continue to come in. In a similar manner in Europe we still see many loader cranes set up without the use of mats or spreader plates, in spite of the fact that they tend to have the smallest built in pads!

As well as far greater choice, modern outrigger mats are lighter, easier to handle, more durable and can often be combined in a modular manner to create much larger mats for larger cranes or aerial work platforms on softer ground. We have also seen an explosion in the number of companies offering ground protection products/temporary roadway with a wide range of different products on offer, from simple easy to use composite mats to high capacity professionally installed temporary roadways, that help take cranes and

large platforms over the softest of ground, while eliminating or minimising any damage.

Alternative engineered mats

Larger cranes, big truck mounted lifts and other equipment always requires



DICA FiberMax Crane Pad

C&A

outrigger mats



a solid foundation from which to work. Traditionally this has been an engineered mat, comprising several layers of hardcore and gravel, or heavy timber mats sitting on sand or soft foam, concrete slabs or other materials all of which have to be imported to site and often removed, at substantial cost and environmental impact.

Soil stabilisation option

An alternative form of creating stable ground is soil stabilisation - rotovating cement and additives into the ground which when set increases the ground bearing capacity. This is not new and was first seen on a major contract in the UK during the construction of Stansted Airport in the mid 1980s. However, in today's environmental

age, soil stabilisation seems to tick all the boxes, particularly when compared to other methods such as soil exchange as it requires fewer truck movements, results in shorter construction times, saves resources and reduces CO2 emissions. Typical applications include roadways and trafficked areas for all manner of construction projects from highways to airports.

The process begins with cement being spread on the surface then water, then a soil stabiliser machine such as the Wirtgen WR which uses its rotor to mix the existing ground material with the pre-spread cement. Water is simultaneously injected into the mixing chamber and the resulting homogeneous base course material is graded and then compressed with



compaction equipment. It is used on unstable soils to depths of up to 560mm, binding the soil into a high sub surface with high compressive and shear strength values as well as long term water and frost resistance.

Mammoet's Enviro-Mat

Heavy lifting and transport specialist Mammoet has introduced its own branded variation on soil stabilisation in the form of 'Enviro-Mat'. By using a soil stabilising machine and mixing cement with its 'Enviro-Mat' additive and the soil on site it creates a strong and durable surface that can increase the load bearing capacity of unstable soils by up to 50 tonnes per square metre or more. As with the regular soil stabilisation process, Enviro-Mat mixes the native soil with the additive and ordinary cement, saving earth moving and transport costs along with time. The reductions in a project's carbon footprint are said to be substantial. After the project has been completed, the Enviro-Mat that has been created can remain in place, where it will last for many years, or can be crushed and mixed back into the soil with no negative impact on the surrounding environment. Obviously with the need for a specific stabilising machine it is more cost effective for use on larger areas.

Ronald Kleinjan, director of Mammoet Heavy Duty Pavements said: "Ground preparations are always on the critical path of any project, they affect overall project



The new Premium range from Outriggerpads features integrated steel bar handles.



Outriggerpads have also created a shoe pad for Hinowa Lightlift spider lifts

efficiency and cost effectiveness. Therefore, Enviro-Mat improves a project's efficiency right at the start. We are currently applying this new technology on several of our customers' sites around the world."

Increased demand for temporary roadways

The strong growth in demand for temporary roadways has led to many companies that offer this equipment for rent, investing in more equipment to satisfy the growing demand. For example, in the UK and Germany TPA - part of the Vp group - has recently spent £4 million on additional inventory and vehicles to expand its operations in Scotland. Most of it going into heavy duty aluminium panels.

The company has also taken delivery of six new Scania installation vehicles fitted with remotely operated Epsilon Z cranes complete with a new bespoke panel grab system. A further £250,000 has gone into expanding the existing TPA Portable Roadways depot in Lesmahagow with new offices, a refurbished workshop and the concreting of most of the site. It has also added four more similar truck and crane rigs in Germany where it is competing against cheaper steel plates.

High capacity mats

Outriggerpads - the UK outrigger mat supplier - has expanded its range of spreader plates adding three new products to its Premium range of mats designed for the larger capacity crane market. Manufactured from heavy duty UHMW polyethylene, they are significantly lighter than steel mats and yet can still retain their shape under extreme vertical pressure due to the material's 'muscle memory' properties. They are also completely water resistant and do not corrode or splinter.

The two metre by two metre, 100mm thick mat has a 250 tonne load capacity, weighs less than 400kg and features integrated steel bar handles to ease handling. The 1.1 metre by 1.1 metre, 40mm thick mat has a 60 tonne capacity and weighs less than 47kg. The third new product is a circular 1.2 metre x 50mm pad, with a capacity of 65 tonnes which weighs less than 55kg



TPA has invested in more equipment to satisfy strong demand for temporary roadways



Ideal outrigger mats for an RT scissor lift



Round mats are easier to handle



Mammoet's 'Enviro-Mat' creates a strong and durable surface that can increase the load bearing capacity of unstable soils by up to 50 tonnes per square metre

and is said to be easier to handle.

An updated version of its steel bar handle pads will be launched next year, they feature an additional corner bracket making them stackable and enabling crane operators to lift the full set up in one go.

Dedicated spider lift mat

In addition to the general mats, the company has also created a shoe pad for Hinowa Lightlift spider lifts which fits around the circular foot plate of each outrigger leg and remains in situ when the outriggers are raised and stowed, making it easier and quicker to set up. Attaching the pads to the feet in this way also minimises the risk of theft or loss.

Custom mats and pads

An increasing number of outrigger mat suppliers are now offering branded or customised outrigger mats. The most popular choice being branded versions of a standard mat. UK supplier PCM Fluid Power, which largely targets the loader crane market with load handling attachments and hydraulics has recently launched a new service where

buyers can choose mats from a wide range of colours in order to match their branding, and then add the company logo, contact details and even product information directly to the mat.

As part of the programme it is also offering high visibility mats for pedestrianised and safety sensitive areas and Anti Scuff rubber base pads. The company includes a custom design and personalisation service to help buyers incorporate the changes they require. Branded pads are obviously more easily identified should they be misplaced, moved or left behind on site. As part of the company's expansion in this area it is opening a dedicated crane mat/pad store within its new loader crane attachment and component warehouse at its Long Buckby, Northamptonshire base.



The PCM range of pads

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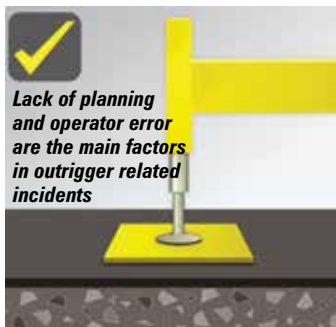
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Reducing incidents

When it comes to outrigger related incidents, good planning is the key as avoiding issues is relatively easy in most cases. When they do occur, it is usually down to one or two factors:

1. Lack of planning

On small more everyday jobs there is often no consideration given in advance to the ground conditions. Only after arriving on site is any thought given to maximum ground bearing pressures, voids or pipes under the ground, even when working in the street. In the face of pressure from the customer to get on with the job, all too often an operator will carry on with the mats he has on board - whether or not they are the correct size. He may of course do a trial lift keeping the load as close to the ground as possible while taking it out to the required radius. However space does not always allow this and in any case a large void can suddenly give way, swallowing up the outrigger or more... even on a test lift.



2. A lazy operator

Over the years we have covered numerous crane and platform overturns where the ground has given way and it is clear from photographs that a perfectly good set of outrigger mats were left stowed on deck rather than used under the outrigger legs as the ground "looked solid enough" or "there was an 80 tonner here last week and it was OK".

Thankfully better work practices and more knowledgeable clients are having a positive impact on reducing such cases, helped of course by the campaigns waged by associations, safety authorities and publications such as C&A.

Outrigger mat size calculators

Outrigger mat/pad calculators are more widely used, with some now available as smart phone apps. The latest is the new spreader plate calculator developed jointly by Outriggerpads and IPAF which aims to help users accurately choose the right pads/mats for each job by accounting for factors such as the maximum allowable ground pressure and the machine load per outrigger. It also helps operators identify where to find the relevant data on the crane or platform itself.

The calculator replaces the IPAF Ready Reckoner and is said to give more accurate results and be more user-friendly. It is available as a web application from the IPAF website www.ipaf.org/en-gb/spreader-pad-calculator and on the Outriggerpads website <http://calculator.outriggerpads.co.uk/>

For the Spreader Pad Calculator to work effectively, you will need to know the maximum load per outrigger and the maximum allowable ground pressure in the same unit of measurement. If you are not sure of the ground pressure, the calculator asks you for the surface materials and you can select the most appropriate type.

The calculator works in four stages

First step is easy, just click the type of machine you are operating - ie with outriggers. The programme does not cater for machines operating free on wheels.

Next, select the unit of measurement you want to work in - for example Load in tonnes/ground pressure in kg per square centimetre, there are six choices. Then you need to know the maximum possible loads inflicted per outrigger for your equipment. If you are unsure, help is given



The new spreader plate calculator can be used on laptops, tablets and smart phones.



or you may have to consult the manufacturer.

You are then asked 'Do you know the ground bearing pressure?' After entering the value, the calculator suggests the size of mats - for square and round pads - as well as the thickness. For example if the maximum load per outrigger is five tonnes and the allowable ground pressure is 2kg per square centimetre, then the required surface area is 2,500 square centimetres and mats measuring 500mm square, or 564mm diameter

round and 40mm thick are required.

If you do not know the ground pressure then it asks questions about the ground - is it cohesive or non-cohesive. If non-cohesive is it made up of dense, medium or loose gravel or dense, medium or loose sand. Cohesive asks if it is very stiff, stiff or firm clays, soft clays and silts or mostly rocks. Again the maximum ground pressure is calculated depending which is chosen and the resulting size of pad is displayed.



For the Spreader Pad Calculator to work effectively, you will need to know the maximum load per outrigger and the maximum allowable ground pressure



A crane drops into a car park below in Idaho Falls USA

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Platformers' Days 2018

This year's Platformers' Days was its 19th anniversary and the largest so far in terms of the sheer volume of equipment on display and the range of different lifting related products. The first event held in 1999 was an informal get together of six manufacturers or their local dealers, with the idea to hold a joint 'open day' saving money compared to each organising his own event and saving the buyers time by being able to see all of the equipment in one place at one time.

The concept - which included catering and a very basic approach with no fancy pavilions permitted - took off and apart from one or two tricky years - and skipping when coinciding with Bauma - it has gone from strength to strength. This year looked set to be the best year with a fantastic day on Friday, a record number of visitors and a highly positive atmosphere, topped at the end of the day by an evening party and dinner which was bursting at the seams.

Sadly, shortly after opening on Saturday morning, two men took the prototype CTE MP32:19 truck mounted platform out to its maximum reach, which should not have been possible with two large people. The boom bent and the two were thrown from the platform as it came to rest against a spider lift. Thankfully they were not seriously injured and were released from

hospital within 24 hours. However, the resulting sirens and helicopter air lift, combined with uncertainty over how badly hurt the two were had its effect on the rest of the day as a gloomy atmosphere settled over the site. The emergency services recommended that the event remain open, but it never managed to regain its early positivity.

Having said all that there was much to see with the main theme to take away from the event being the coming of the age of hybrid truck mounted lift. Palfinger, Ruthmann, Klubb, Versalift, Multitel, France Elevateur and others all showed new products in this range. The following are a few of the highlights, but a full and extensive photo tour can be found online at <https://www.vertikal.net/en/news/story/31344/> The next Platformers Days event is scheduled for September 2020, next year being a Bauma year.



The incident involving the CTE platform on Saturday



The weather was good this year and there was plenty of equipment



A 31m Comet 3117 on a two axle chassis with one axle 'trailer' can be driven on a 3.5 tonne licence



Almac launched its all new Bibbi 1250 Evo tracked boom with dynamic on the move levelling



Bronto's all-new 35 metre S35EM on a short 4x4 Scania chassis



A Comet EuroSky big platform truck mount



ELS showed the prototype of a new 13m mast-type lift



The new Socage E-20T telescopic boom with 13.9m outreach and 300kg platform capacity

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GMG launched the new 4069RT Rough Terrain scissor lift



The new 16 metre Multitel MT16Z Hybrid



Haulotte demonstrated its new hybrid Pulseo boom lift



The new 18m Ruthmann Ecoline 180 Hybrid with battery or diesel power for the superstructure



The levelling MultiLoader 2.5 tracked transporter with Airo scissor lift on board



The new 23m Dino 230 VT truck mounted lift



The Versalift VTL 145F Hybrid van mounted lift



Korea's Horyong making its debut with its electric carrydeck crane



Palfinger's 37m all electric/hybrid truck mount, the P370 KS E



The new updated 52ft Manitou 180ATJ articulated boom



The Skyjack stand



In addition to its telehandlers, Magni showed a number of Magni-badged Dingli platforms including its new Euro type boom lift



The new Niftylift HR12L with lithium ion batteries attracted much attention



The Omme Germany stand with Omme trailers and spider lifts, alongside Airo and Almac scissors and booms which it also distributes



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mobile mini

UK-based company Mobile Mini has been providing secure portable site accommodation units and storage containers throughout the UK for over 40 years. Today it operates a fleet of around 40,000 units which it supplies to more than 17,300 customers including construction companies, retailers, manufacturers, hospitals, schools and utility companies.

To deliver and install these units the company has a fleet of 60 truck mounted loader cranes, recently adding two 82 tonne/metre Fassi F820 cranes mounted on 32 tonne, four axle Scania trucks. Mark Darwin visited its new Thames Valley branch near Aylesbury and spoke to Nick Sesevic, lift operations manager for the Midlands and South - one of four regional managers in the company.



Nick Sesevic

Mobile Mini supplies a full range of steel portable accommodation and secure storage, from single units right up to the more complex stacked and linked site offices. The American-owned group continues to grow, reporting record results for its UK business. Group revenues last year were almost £67 million - up 11.3 percent on the previous year - driven in part by a significant investment in new units as well as its truck-mounted loader cranes.

It has also increased and improved its branch network adding new locations and relocating several

others to increase capacity and improve product quality. Its 15 sites now include newly opened flagship branches in the Thames Valley and Gravesend, serving London and the South East, as well as expanded branches in West Yorkshire, South Wales and the East Midlands. Last year also saw the company, which employs close to 450 people, open its dedicated National Training Centre in Liverpool.

The growth in revenue has been boosted by the double acquisition of rival container companies Containers 2000 and Mr Box at the



Mobile Mini operates a fleet of about 40,000 units

end of 2016, which strengthened its existing container sales and rental business, as well as extending its presence in key non-construction markets such as retail, hospitality and education. Investment in branch infrastructure has been a priority over the last 12 months helping to maintain or grow its market-leading position.

100 percent Fassi

Sesevic started with the company last July - moving from Leigh-based integrated logistics and lifting service provider Commhoist. He is a member of the Mobile Mini health & safety team reporting to the health & safety director for Europe Chris Watcham who is also a member of the ALLMI board. Sesevic is responsible for

producing risk assessments and health assessments and method statements (RAMS), lifting plans and delivering working at height training.

Mobile Mini has invested 100 per cent in Fassi loader cranes with a fleet ranging from the Fassi F315 on four wheelers up to the F820s on eight wheelers with additional stabiliser legs under the cab.

"We can do everything from a 20ft storage container to full bespoke site accommodation," says Sesevic.

"For the larger installations, and therefore more difficult lifting operations, we sometimes have to use mobile cranes but in the planning we try and reduce or eliminate working at height as much as possible. When required



A fleet of 60 truck mounted loader cranes deliver and install the units





The ventilated and heated Thames Valley spray shop



All units are jet washed, shot blasted, repaired and painted before leaving the yard

we have several preferred mobile crane suppliers to supply or source the correct crane for the work everywhere else around the UK."

However, for the regular day-to-day lifting operations the truck-mounted loader cranes carry out the majority of the work and have always been an integral part of the company. The two new Fassi 820s top out the fleet, with more units on order.

"Until the latest F820s arrived, the 64 tonne/metre Fassi F660s were the largest cranes in the fleet. But because it can only lift the five tonne accommodation units to around eight metres radius, it meant constantly moving the truck's position to complete the larger and more complex jobs. The new F820s have a similar maximum lift radius of more than 30 metres but the extra capacity means they can lift in three units wide by three high, side by side from one position all by remote control. They can also lift four tonnes at a 16 metre radius."

"The new F820s are fitted with a tremendous array of features including IMC (Integral Machine Control) and FSC (Fassi Stability Control) that continuously monitor and ensure the ideal crane working conditions versus the vehicle/crane stability based on the position of the outriggers. Information on the crane status is shown both on the radio control display and on the crane's

user panel, letting the operator know exactly what the crane is lifting and the percentage of its maximum capabilities. The F820 - capable of lifting through 360 degrees - is so versatile and we are doing so much with it that we do not need a larger crane for the majority of the work we do."

Why Fassi?

"Historically the company has always used Fassi loader cranes. They are very reliable but when we do have a problem, Fassi UK is excellent and has an engineer with the machine almost immediately and always the same day, even in the most remote areas," said Sesevic.

Utilisation is running at historically high levels, but all units are jet washed, shot blasted, painted and repaired etc before going out again. Each of the 15 branches has the facilities to carry out this and more major work such as full refurbishment, with electricians and fitters on site.

"The Thames Valley branch near Aylesbury was opened about six months ago, with branches in Bridgend, Sunderland, Nottingham and Gravesend having all moved into larger premises, with fully concreted yards, and brand new state-of-the-art workshops including spray shops with full extraction and heating systems."

Health & safety culture

"When I joined I was impressed with the H&S culture within the company. Mobile Mini was the first to introduce bottom lifting, with lifting points more easily accessible at the bottom corners of the containers negating the need to climb onto the top of the units, eliminating working at height where possible.

"All trucks are equipped with auto descend and inertia reel safety devices should the drivers be working at height. We also have cable safe systems with inertia reels in the paint shops when spraying on top of the containers.

"We take working at height and safety very seriously. New truck drivers - even if they are very experienced - are put through our three to four week induction process which is a very intensive training programme involving health & safety, transport and operation inductions. We value experienced drivers, but they still have to go through our own full training and induction procedure. Mobile Mini is also happy to promote internally and has a bespoke driver development programme for employees who wish to train to become a HGV driver and operate the loader cranes."

Scania's telematics system is used extensively to improve each drivers' performance. As well as having 100

per cent Fassi loader cranes, the company only uses Scania trucks.

"The programme evaluates and scores the drivers on a scale from A to D on their use of speed, idling, coasting, cruise control, anticipation and hill driving," says Sesevic.

"By improving these areas, it can make a huge difference resulting in improved safety and better fuel economy. It is good to sit down with drivers to make improvements which can make a big difference."

"Next year we plan to keep our truck fleet under constant review, with long-term plans to further grow the number of vehicles."



The Fassi FAC (Fassi Stability Control) screen



Mobile Mini recently added two 82 tonne/metre Fassi F820 cranes mounted on 32 tonne Scania trucks

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Crowland Cranes two day 'open house'



Crowland Cranes is the leading crane recovery and repair company

Last month UK based crane sales, rental, service, repair and testing company Crowland Cranes held a two day 'open house' at its head office facility in Crowland, Lincolnshire. The first day was a 'Crane Awareness' event aimed at the back room staff from some of the UK's mainstream equipment insurers, staff that handle claims but never get the chance to get close up to the assets they cover. Crowland held a similar event four years ago and has been repeatedly asked by the insurers to repeat it.

The visitors were given the chance to operate two types of All Terrain crane - a new 40 tonne two axle Liebherr LTM1040-2.1 and new three axle 60 tonne Grove GMK3060 - completing simple operational tasks. They also tackled a working at height challenge which involved operating both boom and scissor lifts.

If you have never visited Crowland Cranes you are almost certainly in for a surprise because the facilities are far more extensive than you might imagine, and have expanded substantially over the past few years, as it has tried to keep pace with the increasing demand for its wide range of crane services.

Managing director Peter Issitt said: "The event allowed us to show off our new workshop and test area, demonstrating the big improvements since we last did it in 2014, when we were limited to a four acre site. We were also able to invite some of our key suppliers, enabling them to display and

demonstrate their products to the visitors, in addition customers and insurers were able to work in our engineering training rooms which currently host both Allianz and Bureau Veritas UK. Both of these companies utilise the Crowland training centres for their engineering teams, including drone pilot training and a wide range of Augmented and Virtual Reality training tools."

The second day was more of a general or traditional open day for its customers, with a number of end users that have worked with the company for many years but never had the opportunity or the time to visit Crowland and tour the facility. As the week of the event kicked off the announcement was made that Crowland had been appointed UK service partner for Spierings mobile self-erecting tower cranes and the event was therefore a good opportunity to launch its new working relationship with Spierings owners able to view the workshops and parts facility and check out the new service.



Both Allianz and Bureau Veritas UK utilise the Crowland training centres

Crowland Cranes has a rolling road and maintenance pit capable of taking the largest AT cranes



One of two paint shops



There was a wide variety of equipment and demonstrations



SmartDS demonstrated its Mixed Reality software and 3D content for use with the Microsoft HoloLens headset. The software allows trainers to bring holographic assets such as cranes into training environments and enable immersive, safe, fast and realistic training experiences at any location, reducing risk while bringing cost and time savings



(L-R) Peter van Schijndel and Koos Spierings of Spierings with Pete Issitt of Crowland Cranes

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Manitowoc goes with CM Labs simulators

Manitowoc has commissioned Canada's CM Labs to develop crane simulators for its Crane Control System (CCS), which is now used on most of its Grove, Potain and Manitowoc cranes. The CM Vortex simulators are intended to help distributors educate crane operators on the use and benefits of the CCS system and are being delivered to distributors, large contractors and training operations such as the International Union of Operating Engineers (IUOE).

The simulators incorporate a range of true to life jobsite applications, while replicating the functionality and behaviour of the crane. The first units are based on a Grove RT540E Rough Terrain crane. All Terrain crane service director John Alexander said: "We selected CM Labs because they are the leader in crane simulation, with their top quality solutions already widely deployed at training organisations. Many of our clients are already using CM Labs simulators every day."



Huisman & ATC offer API training in Singapore

Dutch heavy crane manufacturer Huisman has signed a partnership agreement with Australasian Training Company (ATC) to offer training packages, including offshore crane operator, offshore rigger, offshore crane inspector and other training packages and competency assurance solutions in Singapore.

Huisman and ATC claim to be the only parties offering American Petroleum Institute RP2D and Spec 2C training courses for crane operators, riggers and inspectors in Singapore, and thus the only service providers in the wider region offering offshore crane training and qualifications to Australian, British and American standards from a single location.

Huisman Far East Services managing director Nuphar Notschaele said: "ATC Offshore and Huisman Far East Services have recognised the need for certification and qualifications in accordance with multiple international standards and regulatory bodies. We understand the challenges faced

when trainees are obliged to attend multiple locations and providers to obtain or revalidate existing licensing and qualifications."



IPAF training in Russian

IPAF has launched its first Russian language training programme leading to the issue of its PAL card.

The launch was announced at the International Rental and Construction Forum in Sochi, Russia shortly after the new training material was used for the first time at an accredited training centre in Kazakhstan.



A-Plant apprentice award

A-Plant has won the North West regional employer of the year apprenticeship award in the UK government's National Apprenticeship Awards.

Head of training Bob Harper said: "Apprentices are a vital part of A-Plant's future and this latest acknowledgement is testament to the company's commitment to training the next generation of future leaders. Last year we invested more than £2 million in our apprenticeship programme and we currently have over 150 apprentices in all areas from engineering and customer service to plant maintenance and driving."

LEEA training scholarship

The Lifting Equipment Engineers Association (LEEA) has launched the Derrick Bailes Scholarship scheme in which LEEA members can nominate candidates to undertake initial training provided by LEEA's Academy eLearning portal.

The scholarship is a one year programme in which six selected candidates – one from each of the association's six regions – will be able to take up two eLearning courses currently provided by LEEA free of charge.



Who trained him then?

Spotted by a reader in Wellingborough, UK, a man standing on a pallet atop a fork attachment on a telehandler to reach the roof, with seemingly no safety equipment or harness. There is also an empty scissor lift right next to him which would have been much more suitable! After being caught in the act, the man was briefed by our correspondent on the risks he was taking and pointed towards IPAF training.





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Elevation conference

success

IPAF's first Elevation event took place on 25 September with a full day of meetings, workshops, seminar and dinner at the DoubleTree Hotel in Coventry.



Mark Noonan of the CITB, talked about the changes the organisation is undergoing, and how the body is no longer issuing but still administering the CSCS skills card system, with the logo soon to be available on UK issued IPAF PAL Cards.

Jo Fautley of Build UK, touched on the reputational challenges facing major UK construction firms post Grenfell and the collapse of Carillion, as well as covering changing legislation on retentions. She also covered the body's new quality audit scheme and how it will dovetail with other bodies' audit systems, including IPAF Rental+.

Jan-Willem van Weir of JLG, painted a picture of what the work site of the future might look like, previewing technological advances urging powered access innovators to learn from our industry... and others".

Ray Cooke, from the UK HSE's Construction Sector Safety Unit, stressed how the HSE is engaged in "challenging the presence and improper use of ladders". He also questioned why, when health & safety failures cost British business around £15 billion a year, it "still isn't sexy".

At the dinner Andrew Muxlow of AFI Uplift was crowned IPAF's Smooth Operator 2018 after completing the VR simulator challenge with the least faults and closest to the target time, Mark Woolliscroft of Prolift Access was runner-up. Nationwide Platforms won the IPAF training video award, with JMS second and HSS 'highly commended'.

To learn about Elevation 2019, check www.ipaf.org/events.



IPAF qualified service technician

Two clear routes to becoming a qualified aerial work platform service technician have been developed by IPAF in its new Service Engineer Roadmap, one aimed at giving



those without an engineering background the skills, knowledge and assurance to inspect, maintain and repair aerial lifts, the other a formal apprenticeship resulting in IPAF Competent Assessed Persons (CAP) certification, which could ultimately lead to chartered engineer status.

The new Roadmap forms an integral part of IPAF's drive to help powered access companies identify, develop and retain key staff. It is designed to help employers deliver career progression and upskilling to those seeking to fulfil specialist technician roles.

c&a

IPAF focus



Nominations open for IPAF IAPA awards 2019

Booking is now open for the annual IPAF Summit, which will be held in Dubai next year along with nominations for the International Awards for Powered Access (IAPAs). The event will be held at the Radisson Diera Creek Hotel on Wednesday 6 March.

Companies and individuals are urged to enter the awards using forms available to download from the website. The deadline for entries is Friday 30th November. Those wishing to attend the IPAF Summit and the IAPAs awards dinner are also advised to take advantage of early bird rates by securing their place at the event now booking is open.

Some changes have been made to the award categories this year they are:

- Access Rental Company of the Year
- Contribution to Safe Working at Height
- The IAPA Innovative Technology Prize Digital Development Award (NEW)
- Product of the Year - Scissor lifts & vertical mast platforms (low level access, vertical mast booms, push around platforms, stock pickers)
- Product of the Year - Self-propelled booms & atrium lifts; Product of the Year - Vehicle & trailer mounted
- Product of the Year - Mast-climbing work platforms & hoists
- Powered Access Pioneer
- Lifetime Achievement Award
- Access photo of the year
- IPAF Training Centre of the Year
- IPAF Training Instructor of the Year

The new Digital Development Award is for rental companies and owners/users of aerial work platforms and is designed to recognise a significant innovation in the use of digital technology. The IAPAs are hosted in the evening of the IPAF Summit conference, with a networking reception on 5th March and informative site visits offered for interested parties on the 7th. Attendance requires online registration and can be booked at www.iapa-summit.info

More platforms available in BIM library

At the end of 2017 IPAF announced that a selection of 3D virtual aerial work platforms and Mast Climbing Work Platforms had been entered into the UK-based National Building Information Modelling (BIM) Library. Further models have now been added, which means that the following 3D virtual models can now be downloaded by searching for the International Powered Access Federation at www.nationalbimlibrary.com:



MCWP; Vertical Lift; Mobile Boom - Telescopic; Mobile Boom - Articulated; Static Boom - Spider type; Static Boom - Vehicle mounted; and Static Boom - Trailer-mounted.





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Membership Event & 40th Anniversary Celebrations

The 'ALLMI Membership Event & 40th Anniversary Celebrations', held on the 11th October at the Belfry Hotel & Resort in Sutton Coldfield, proved to be a great success, with a record turnout for an ALLMI gathering and all corners of the lorry loader crane industry strongly represented.

Speaking of the event, ALLMI chairman, Mark Rigby, said: "Due to this Membership Event doubling as our 40th Anniversary celebrations, it was an occasion of real significance and so we were delighted with the outcome. The atmosphere throughout was fantastic and the feedback we have since received has been incredibly positive. The Event started with a networking lunch, and this was followed by our membership meetings which saw delegates updated on a raft of important industry issues and projects. We then heard from leading political commentator, Steve Richards, who gave an extremely informative and interesting speech concerning the potential impact of Brexit on the lorry loader industry."

ALLMI chief executive Tom Wakefield, added: "We are also very pleased with the evening's social function. There was a great buzz around the venue and the entertainment was superb. We started with 'mind-reader', Graham Jolley, who completely stunned the audience with his act, as well as getting a lot of laughs. That was followed by table-side magic during dinner from close-up illusionists, Chicks N Tricks, and the evening was then capped by a brilliant set from comedian, Rod Woodward, who also acted as Comperè for the night and led our fundraising activities for the Lighthouse Club, the result of which totalled nearly £2,000."

Mark Rigby said: "This was the perfect way to celebrate a very special milestone in the history of ALLMI, and we would like to thank all those who played a part in making it such a big success, from the ALLMI staff who worked extremely hard in putting it all together, to the Belfry Events team, the guest speaker and entertainers and, of course, the delegates who attended."



Presentation from ALLMI technical manager, Keith Silvester



Comedian Rod Woodward



Relaxing at dinner



ALLMI's administrative staff



Networking during lunch



The presentations were varied



ALLMI 40 year timeline

Digital updates

ALLMI's Membership Event saw the association provide a series of updates relating to the latest digital and online tools, they included:

New ALLMI website

Chief executive Tom Wakefield, gave a progress report on the development of the new ALLMI website, scheduled for launch in the second quarter of next year. New features will include a 'Verify a Card' function, allowing users to confirm the validity of a cardholder's ALLMI qualification, as well as a 'Tools' area which will see some of the calculator tools from the ALLMI App redeveloped for desktop purposes. The website will also include a 'Careers' area, aimed specifically at promoting careers in the industry to young people, as well as facilitating their contact with ALLMI member companies and providing information for educators and careers advisors.

New tools for the ALLMI App

Technical manager Keith Silvester, ran through a series of new calculator tools being developed for the ALLMI App. These include tools for Thorough Examiners, which cover overload test, sink rate and stability test load calculations, as well as RCI / RCL calibration and safety system requirements.

A pre-use checks tool is also being developed for operators.

Should you have any queries regarding these developments, or ideas and suggestions for the Association's App or new website, then please contact ALLMI.



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» Postleitzahl/Ort:

Hiermit bestätige ich, dass die Abbuchung des jährlichen Abo-Betrages von 26,- Euro für o.g. Firma/Anschrift vorgenommen werden kann.

» 2. Unterschrift des Abonnenten:

Widerrufgarantie: Das Abonnement kann jederzeit und ohne Angabe eines Grundes widerrufen werden. Die Kosten für nicht zugestellte Ausgaben werden zurückerstattet.

Vertikal.net

Keeping up standards

PASMA has welcomed the proposed changes to tower standards. EN 1004, the standard that sets the criteria for the design of mobile access towers, is currently subject to revision by the European standards committee for temporary works equipment - CEN TC53.

As part of the consultation process, a ballot of TC53 members has approved the draft revision with a view to proceeding to the comment resolution stage. TG53 WG4, the working group tasked with the job of revising the standard, is now considering all the comments submitted in the consultation process with a view to producing an updated draft.

The draft contains changes that

are welcomed by PASMA as they are intended to help make mobile access towers even safer. The changes include:

- Revising the scope of the standard to cover towers from ground level to eight metres platform height outdoors and 12 metres indoors, rather than starting at 2.5 metres as at present.
- Clarifying the criteria for stability calculations.



Additionally, EN 1298, the standard for mobile tower instruction manuals, is being updated. In addition to the proposed changes to

EN 1004, the revision will consider developments in good working practice.

Tower Safety Week 2018



This annual event - the only event of its type in the work at height sector - will run again from the 11th - 18th November. Taking as its theme 'Working well with towers' Tower Safety Week will promote height safety, develop industry knowledge and skills, and connect with a wide range of tower using industries.

Saving lives by stopping falls

The No Falls Foundation is the first and only registered charity dedicated exclusively to the work at height sector. Championed by PASMA, its aim is to make a positive contribution to height safety and to keep people safe.

Every year literally thousands of people work at height in a huge range of industry sectors. Some are more obvious than others, such as construction, roofing and facilities management, but there are also countless others who work at height on a day-to-day basis - often without realising it - in shops, offices, factories and hospitals.

What they all have in common is risk. The risk that a fall might kill them or leave them with serious life-changing injuries with potentially devastating consequences for their families, friends and work colleagues.

The No Falls Foundation has three distinct objectives:

- To help keep people safe by creating greater awareness and understanding of the risks associated with working at height;
- To better understand the causes of falls from height through research and the exchange of information and knowledge;
- To support those people facing the aftermath and consequences of a fall from height.



Safety dialogue sessions

The association recently participated in a series of safety dialogue sessions organised by



Western Business Exhibitions as part of Health and Safety Scotland at the SEC in Glasgow and Health & Safety North at EventCity in Manchester.

It was standing room only at all four sessions as Gary Chudleigh, PASMA's marketing and communications officer, and Chris Smith, the association's head of audit services and professional standards, fielded questions from health and safety professionals on working at height in general and mobile access towers in particular.

PASMA exhibited at both events as part of the Access Industry Forum (AIF), the forum for the principal trade associations and federations involved in work at height.

Each member organisation of the Forum represents a different sector of the access industry and fosters and supports codes of good practice, equipment standards, training, education and knowledge. Its members are ATLAS, BSIF, EPF, FASET, IPAF, IRATA, Ladder Association, NASC, PASMA, SAEMA and WAHSA. www.accessindustryforum.org.uk

Diary date

PASMA chairman Gillian Rutter and Sue Verall, have arranged a Grand Charity Ball - with live entertainment - in aid of the Foundation on Saturday, 9th November 2019, at four star hotel Coombe Abbey in Warwickshire. Tables for 10 are available at £1,000 per table and seven of these have already been reserved! For more details email gillian@skywardtraining.co.uk



PASMA held its 2018 Conference at the Aviator Hotel in Farnborough on 13th July. Video highlights will be released shortly on the PASMA website. Visit: www.pasma.co.uk/conference



Powered Access

Established in 1977, Speedy is the UK's leading tools, equipment and plant hire company, operating in the construction, infrastructure, industrial, utilities, events and facilities management markets, offering a full end-to-end solution to enable customers to successfully deliver their projects.

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The expansion of our powered access range provides you with a wide choice of equipment from boom lifts, specialist platforms, cherry pickers and other aerial platforms. No matter the size of the project Speedy has a working at height solution, with powered access equipment covering 3m to 65m.

With an even greater choice of scissor lifts and mast lifts, the entire division has been further strengthened following our latest acquisitions of Prolift Access and Platform Sales & Hire.



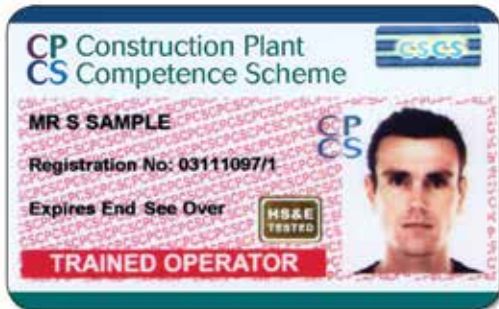
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Call: **0345 609 9998**
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CPA review of operator card schemes

The Construction Industry Training Board (CITB) has confirmed that the NOCN Group has been selected as the preferred bidder for its Construction Plant Competence Scheme (CPCS) card scheme. The sale is subject to due diligence and final negotiations, but if successful, NOCN will create an independent subsidiary for CPCS. A statement from the CITB on the proposal can be found at <https://www.citb.co.uk/news-events/uk/2018/citb-statement-on-cpcs-scheme>



The CPA was a founder member of the predecessor scheme, CTA, in 1986 which aimed to encourage health and safety training and set national standards to assist in raising safety standards for operators. It transitioned to CPCS in 2003 to align with CSCS card requirements. The CPA is reviewing the impact of the sale of CPCS



to an external organisation and believes it is time to review construction equipment operator card schemes to see how they function, how standards can be maintained and improved, and how

they will best benefit the sector's interests.

As a result, the CPA is seeking views about how card schemes are used in order to start a debate on what should be the important elements for a modern competence-based card scheme. The association is also ready to organise regional meetings to discuss factors identified by the review.

The questionnaire can be downloaded at <https://www.cpa.uk.net/cpasurveysandconsultations>



C&A

CPA

Growing theft trends

There is a growing trend of individuals trying to steal equipment through impersonation. In one method an individual arrives at site claiming to be from the equipment owner and attempts to remove it. If a customer receives an unscheduled visit from anyone claiming to be the owner's representative, they should immediately contact the owner to check if the visit is bona fide.

In another example an individual claiming to work for an existing customer, contacts the rental company to order more equipment. Any machines delivered are either broken up for spare parts or shipped abroad.

Individuals may also provide a different e-mail address from the company they allegedly work for, saying 'use my Gmail address because the company server is down at the moment.' To reduce the risk, it is advisable not to rely solely on the information given by the caller, or their e-mail and to call the customer's office to verify that the 'new' contact does indeed work for them.

Another disturbing trend is equipment ransom, where an individual contacts an equipment owner offering to return a stolen machine or give its location for a 'finder's fee'. They specify a place where the 'fee' can be left, after the owner has inspected the machine to verify that it is theirs.

If any equipment is stolen it should be reported to: Your local police station, your insurance broker and The Plant and Agriculture National Intelligence Unit (PANIU) on 020 7230 7290 or paniu@met.pnn.police.uk The CPA can also circulate details to its membership to aid recovery.

Crane Interest Group meeting

The Crane Interest Group meeting held in September, was the first to be chaired by Janet Entwistle, the chief executive of Ainscough Crane Hire. The group is the largest of CPA's special interest groups and has been heavily involved in establishing operational standards for crane hire in the UK and championing their safe operation through a range of safety publications.

CPA consultant Tim Watson provided an update on the removal of the MOT exemption for mobile cranes and the launch of the CPA's voluntary roadworthiness inspection scheme. Technical Information Note (TIN 106) at www.cpa.uk.net/news-events/new-crane-technical-information explains the voluntary scheme and how it matches the new HGV Inspection Manual published in May. A discussion on the timetable required to adopt and fully implement the scheme was provisionally set at 18 months, with a review on progress in six months.

Watson also discussed additions

and revisions to BS 7121: Code of Practice for the Safe Use of Cranes and confirmed that the long-awaited guidance on the use of mobile cranes alongside railways will be published by Network Rail by mid-October.

The discussions then moved on to Thorough Examination of lattice crane booms after rigging. The HSE clarified that practices must take account of real-world risks. Tim Watson and HSE will work together to clarify guidance on this. He also covered the revision of CPA guidance regarding contract lifting which is downloadable from www.cpa.uk.net/crane-interest-group-publications-guidance and

developments regarding the Greater London Authority (GLA) Low Emission Zone (LEZ).

CPA technical development manager Peter Brown updated attendees on the European Crane Operator's Licence which will be launched in November and the CPA's response to the use of red diesel in relation to the Government's Clean Air Strategy. He also called on employers to take up the new Lifting Technician Trailblazer Apprenticeship which was approved in November 2017.



Janet Entwistle



NASC

NATIONAL ACCESS AND
SCAFFOLDING CONFEDERATION

SETTING THE STANDARD FOR SCAFFOLDING

NASC full contracting members operating across the UK are audited and accredited every year – so you can rest assured that their operatives

are highly skilled, professional and reliable. For more information and to find an NASC scaffolding contractor visit www.nasc.org.uk

www.nasc.org.uk



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CISRS

CONSTRUCTION INDUSTRY
SCAFFOLDERS RECORD SCHEME



The **CISRS Continuing Professional Development (CPD)** course is a mandatory requirement prior to the renewal of all CISRS Scaffolder / Advanced cards. Operatives whose cards expire in the next six months should look to **book a course now** to ensure they do not lapse.

For more information visit www.cisrs.org.uk



NASC hosts second safety seminar

Representatives from main contractors and housebuilders attended the NASC Safety Seminar in Manchester. The morning event saw delegates - consisting primarily of Health and Safety, Contracts and Operations professionals - discuss a range of issues relating to scaffolding and safety on site and ways in which the NASC and its members can work more collaboratively with them to further raise standards.

The event was chaired by Wayne Connolly, managing director of Connolly Scaffolding and the NASC North and North Wales regional chairman.

Speakers at the seminar included NASC president and TRAD Group chief executive Des Moore, and David Mosley, CISRS scheme manager, along with guest speaker Bill Hill, chief executive of the Lighthouse Club, the construction industry charity.

Wayne Connolly said: "It was fantastic to talk to people working throughout the north west who regularly employ the services of scaffolding contractors about safety and learn more about the issues and challenges they face. The speakers helped frame the event, giving a quick overview of what the NASC's objectives are and the areas in which its actively working on - including raising awareness of the importance of providing mental health support as well as improving mentoring opportunities and addressing the skills gap - which the delegates built upon during the break out and Q&A sessions."

Des Moore added: "I would like to thank the delegates for giving up their time to join us at this informal seminar and for providing such useful views and opinions on the day. We will use this feedback to help refine and enhance our engagement with main contractors, housebuilders and other businesses that procure scaffolding in the future."

This seminar followed a similar NASC event held in London earlier this year. Further events will be held across the UK next year.

NASC releases TG20:13 maintenance update

The NASC has released an updated version of its TG20:13 eGuide - required by all existing users of version 1.2.

Version 1.3 - which can be downloaded for free in Windows, Mac and Android formats - has been created in response to a recent change in the way Google Maps works. This change sometimes causes version 1.2 to stop when trying to progress from the wind map screen to the compliance sheet. Existing users will need to uninstall their current eGuide before installing the maintenance upgrade. This issue does not affect users with versions 1.0 or 1.1 of the eGuide. The NASC will update the DVD edition for new customers.

For technical support email CADS via support@cad.sco.uk or call 01202 603733.



Swedish Scaffolding Association take CISRS training centre tour

The NASC and CISRS arranged for more than 70 Swedish scaffolding industry professionals to gain a first hand feel for scaffolding training in the UK during a visit to the National Construction College near Glasgow.

The overseas group - comprising members of the STIB, an association of Swedish scaffolding contractors - had travelled to Scotland for their Annual General Meeting.

With the UK now widely regarded as leaders in scaffolding training, the STIB contacted the NASC to see whether its members could visit to a CISRS approved training centre.

STIB members were given a tour of the centre, witnessed CISRS training taking place and received short presentations from CISRS scheme manager David Mosley on the goals and objectives of the NASC and CISRS and an overview of the UK scaffolding market from Haki's engineering manager Charles Stratford, and sales manager Steve Coshall.

David Mosley said: "It was great to meet all the members of STIB, an association which we have developed positive working relationships with through our mutual membership of UEG, the representative body for scaffolding in Europe. I would also like to thank Alastair O'May, head of the access department at NCC Scotland for hosting the event."

Hakan Carlsson, permanent secretary of the STIB, said: "Our members really enjoyed the tour. It was great to witness first hand how scaffolding training is delivered in the UK. I'm sure our members have picked up more than a few ideas from CISRS in relation to scaffolding training which they can put into practice in Sweden."



NASC

Established in 1945 NASC is the national trade body for access and scaffolding in the UK comprising over 240 leading contractors and scaffolding manufacturers.
www.nasc.org.uk



CISRS

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



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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Raimondi MRT 234

The Raimondi MRT234 was introduced at the Intermat Exhibition earlier this year. It has a maximum jib length of 70 metres and can lift up to 12 tonnes, depending on configuration.

This model is by CGM Models of Italy and is to 1:87 scale. It is made of engineered plastic, with the metal parts limited to the counterweight and ballast blocks, as well as the sheaves and hook. The model reviewed was a pre-production version and no instructions were included, although assembly is straightforward.

The cruciform base has feet which were not perfectly level on the review model. The ballast blocks have metal inside, and there is some detail to represent layers of concrete counterweight blocks.

The tower sections are made up of 10 realistic length sections which are the same as the real crane. Plastic ladder sections and platforms are included, although the ladders are vertical rather than angled. The mast sections join together using small screws, and they provide a robust connection.

Detail at the cab level is very good, and inside, the seat has joystick controls. Behind the cab there are hand rails and an electrical cabinet.

The counter jib has a detailed structure, and it looks realistic. It is integral with the tower head, but can be separated from the slew ring. The Raimondi name board looks good.

The jib is very straight and looks realistic. A plastic trolley motor adds detail, and the trolley can accommodate two falls of rope only. The hook block is metal

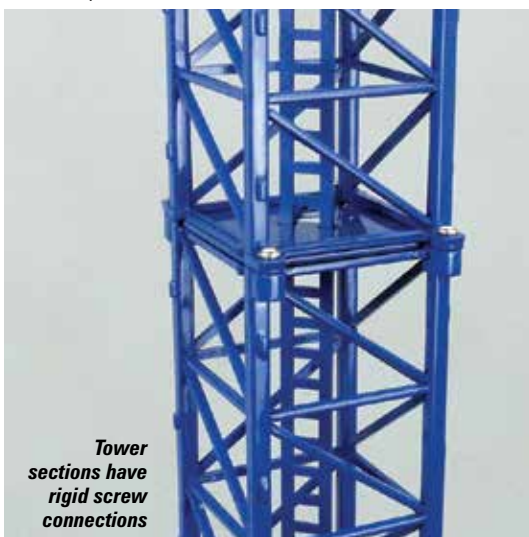
and there is not enough rope on the drum to allow the hook to be posed much lower than approximately half height.

The model can be posed at a variety of heights, and with the jib, trolley and hook in different positions, but there is too much friction in the model for the hoist to work smoothly. Having said that, although the model is almost all plastic, it looks very convincing. It is expected to cost €139 Euro when released.

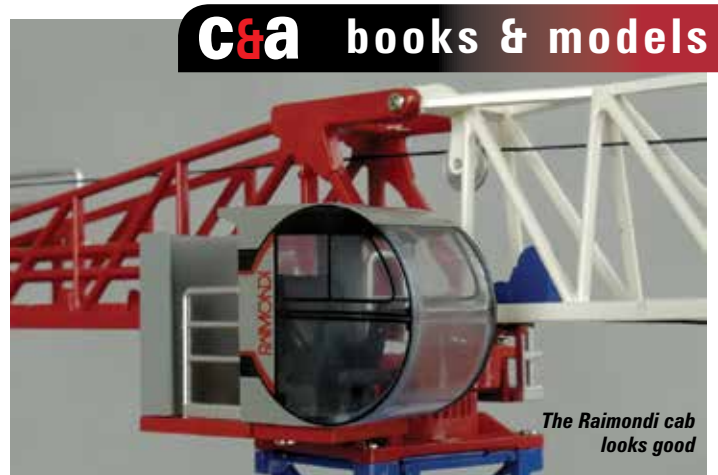
If any manufacturer would like some advice on getting a model made for promotional or merchandising purposes, please contact CranesEtc@gmail.com.

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

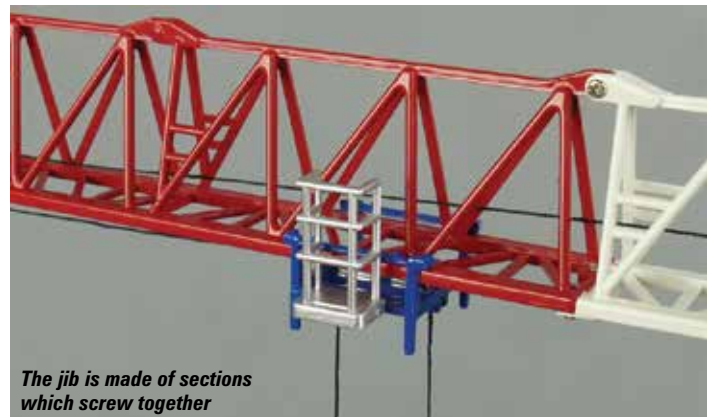
Cranes Etc Model Rating	
Packaging (max 10)	6
Detail (max 30)	18
Features (max 20)	13
Quality (max 25)	18
Price (max 15)	10
Overall (max 100)	65%



Tower sections have rigid screw connections



The Raimondi cab looks good



The jib is made of sections which screw together



Geometry is very good



Convincing on the skyline

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Readers Letters



Good morning Leigh,

I read with interest David Single's letter in this month's edition of Cranes & Access on the use of Fork Mounted Work Platforms on industrial fork lifts and telehandlers and wanted to add some guidance from another perspective for readers operating within the UK.

I have been an IPAF Instructor for several years as well as an Instructor Examiner and have also been a fork lift instructor for more years than I care to think of. I have been a member of IPAF's Training Committee and am currently a member of the AITT (Association of Industrial Truck Trainers) governing Council, so I can come at this subject with some working knowledge from both sides.

In the UK, there is a specific piece of guidance surrounding the use of working platforms on industrial fork lifts - Working platforms (non-integrated) on forklift trucks. Guidance Note PM28 (Fourth Edition) - which is available from the HSE website as a free download.

I will cover several of the more specific items that are included in the guidance to show a difference in the way they should be operated in the UK. However, as always, I would recommend reading the document thoroughly prior to using a working platform.

- Definitions. This defines what purpose-built access equipment, integrated and non-integrated working platforms are. Non-integrated platforms are attachments for use in conjunction with forklift trucks that have no controls in the platform to control the platform lift height or move the truck. Integrated platforms are attachments with controls that are linked to and isolate the truck controls so that only someone in the platform can control the platform lift height and truck movements.
- Occasional Use.

Examples of occasional use:

- Non-routine maintenance tasks for which it is impractical to hire in purpose-built access equipment
- The replacement of light fittings in high rise warehouses if the task is not carried out as part of periodic maintenance operations
- Tasks that would otherwise be carried out using less safe means of access such as ladders, because it is impractical to hire in purpose-designed people lifting equipment due to the short duration and occasional nature of the task e.g. clearing a gutter
- Checking on high-level damage to racking suspected of causing an immediate risk or checking on the condition of damaged roof lights

Routine or planned tasks, particularly those associated with production or pre-planned activities such as periodic maintenance or stocktaking, are not exceptional circumstances and are therefore not examples of occasional use. Generally, non-integrated work platforms do not provide as high a level of safety as purpose-built access equipment. Consequently, forklift trucks fitted with non-integrated working platforms are not suitable for order picking, routine

maintenance or the transfer of goods or people from one level to another.

- The user must ensure that, in accordance with the platform and truck manufacturers' recommendations, the platform is positively locked onto the truck with which it is to be used.
- After fitting the working platform to the truck, the user must ensure that the screens or guards on the platform provide adequate protection for people being carried to prevent the risk of trapping and or crushing by the mechanisms on the truck.
- Attachments and the following functions must not be capable of movement while the working platform is elevated:
 - Tilt or side shift
 - Chassis or mast levelling
 - Reach (reach trucks)
- Any gate provided must open inwards, upwards or sideways and return automatically to the closed position.
- An anchor point, or points to attach a personal work restraint system should be included on the working platform. The anchor point should be marked as a work restraint to deter its use for fall arrest purposes.
- Suitable sized and positioned handholds must be fitted within the confines of the working platform.
- LOLER (Regulation 9) requires lifting equipment for lifting people, which includes trucks and working platforms used to lift people, to be thoroughly examined by a competent person at least once every six months or in accordance with an examination scheme.

This is a comprehensive guidance document and should be read, understood and followed prior to planning the use of a working platform.

There are also exceptions if you are using the working platform attached to a fork lift truck in a cold store. L117 Rider-Operated Lift Trucks. Operator training and safe use (paragraph 153) states that "Lift trucks fitted with non-integrated working platforms are not suitable for stock checking, order picking, routine maintenance or the transfer of goods or people from one level to another. HOWEVER, stocktaking within cold stores is currently permitted using non-integrated platforms, due to the lack of an effective alternative."

I hope the above will shed a bit more light on the use of working platforms and lift trucks within the UK, what they can and cannot be used for and where to find the information.

Best regards

Andy Cartwright CMIOSH, MIIRSM RSP, MIIAI

Technical Manager

Mentor Training

Hi Leigh,

I hope you are well? I have just read your Top 30 in Cranes & Access for the following categories:

'Largest Crawler Cranes' 'Top Crane Hire' 'Crane companies & investment'

And we didn't feature in either of these lists. How do we go about making sure that are included in the lists and to make sure we make an appearance?

Many Thanks,

Elliot Hawkins

Managing Director

Hawks Crane Hire Ltd,

Hawk runs a fleet of 11 full size crawler cranes, including two 250 tonne Kobelco CKE2500G2 units, and as such would have made it into the largest crawler cranes chart and the Top 15 crawler crane rental companies - in 11th place. We have updated the online charts and will of course make sure we include going forward. We try very hard to chase every company that might make it into these charts, but inevitably tend to miss a few. Each year it gets better and the crane and access charts are pretty much all inclusive, while the telehandler charts are still a work in progress having been added only 10 years ago or so.

Hi Leigh,

In your article about Hoogwerkt you got our name wrong, we supplied the total back and front office for Hoogwerkt. It is Advanced Mobility Services, rather than Advanced Mobility Systems as you wrote.

We started Advanced Mobility Services in 2013 with the development of our software and hardware. We then began operating commercially in 2017 in the heavy equipment machinery market covering products like aerial work platforms, cranes, reach stackers, lift trucks etc.. We have developed the multi-lingual cloud-based platform that is suitable for connecting data with new and existing multi-brand machinery and telematic devices. It gives insight of different POI. For example machines, people, equipment etc...with usage statistics, including planning, contracts, invoicing, etc.

We supply one platform where you can manage all your assets, make contracts, invoices, planning tool, pay as you go option, geofencing, set alerts and notifications including an online booking tool.

These are our biggest UPS' and there are no other companies that supply this.

Looking forward to your reply.

Met vriendelijke groet | With kind regards
 Bob Peinemann
 Advanced Mobility Services

We have apologised to Mr Peinemann for getting the full name wrong, which may have come from the interview itself, it is clearly an easy mistake to make - but we should have checked it out. We are planning a follow up with the company when we next look at Software.

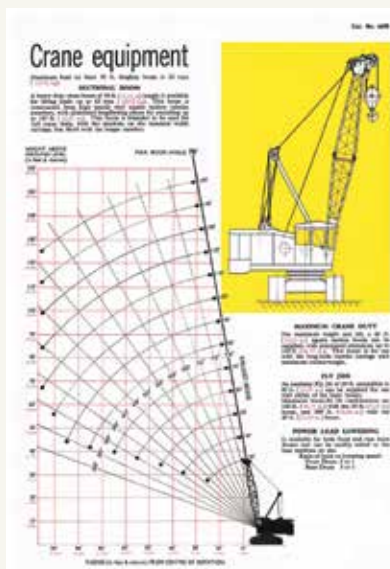
Dear Sir,

I am looking for a Smith C4050 Crawler Crane parts book and any other documentation, photographs etc.. I am happy to purchase or borrow them so that I can copy the drawings to use in a CAD programme to generate a scale drawing, as I would like to produce a scale model.

I am also interested in acquiring any other Smith crane parts books such as the 28 and 35C Eurocrane crawlers/draglines etc including the Truck mounted versions. I would appreciate it if you or your readers can help in this endeavour.

Andrew Cox
 Llanelli
 Wales

We published a short story on the internet which yielded a good bit of help and advice, we were also able to furnish Mr Cox with a copy of an eight page Smith 40 crane and excavator brochure. But he is still keen to find more material as stated above. We have his contact details and he can be reached via editor@vertical.net



Kenneth L. Kilhefner 1933 - 2018

Ken Kilhefner grew up in Ephrata, Lancaster County, Pennsylvania, graduating from Ephrata High School in 1950. After high school he enlisted in the United States Air Force and served as a military policeman in South Korea during the Korean War. Upon his discharge, he used the GI Bill to attend Franklin & Marshall College in Lancaster and graduated with a degree in economics and accounting in 1959.



He began his business career working as a certified public accountant for Price Waterhouse in Philadelphia, moving to Ernst & Ernst in Lancaster in the early 1960's. In 1966 he joined Grove Manufacturing Company in Shady Grove, as treasurer, at this point the rapidly growing company was still majority owned and managed by the Grove brothers, Dwight and John, building farm wagons, tilt back truck beds alongside the rapidly growing mobile crane business which was already making some inroads in Europe and other international markets. In order to take up the new job, he relocated his family to Chambersburg, Pennsylvania and steadily moved up through the ranks at the company. He witnessed a major upheaval at the company at the end of 1967 when the company was acquired by fire systems conglomerate Kidde, and John Grove abruptly left the company while out on sick leave. He was followed shortly afterwards by brother Dwight, with Kidde promoting Martin Benchoff to chief executive. Kilhefner became a trusted member of his senior management team and was promoted to executive vice president of marketing. He helped steer the business through more than a decade of rapid growth and expansion, during which time the company became the clear market leader in the global crane market.

In 1981 he stepped down from his day to day role but remained on board as a consultant until 1986 when he moved to Lebanon, Pennsylvania and joined the accounting firm Kuntz Leshner Siegrist & Martini in Lancaster. He is survived by son Eric Kilhefner and grandchildren, but sadly was pre-deceased by his wife Shirley Peters Kilhefner, son Kurt Kilhefner and daughter Kris Kilhefner Bradley.

No funeral service was held, but he was buried in the family plot at Cedar Hill Cemetery in Ephrata.



Whats on?

2018

Verticaaldagen Benelux

November 6-8, 2018
A specialist lifting event for the Benelux region
Gorinchem, Netherlands
Tel: +31 (0)6 30 421 042
www.verticaaldagen.com



IPAF Middle East Convention

November 7, 2018
IPAF Middle East convention
Dubai, UAE
Tel: +44 (0)15395 66700
www.ipaf.org/en/events



M&T Expo

November 26-29, 2018
Shanghai, China
Tel: +49(0)89 94920251
www.bauma-china.com



Bauma China 2018

November 27-30, 2018
The biggest equipment show in South America
Sao Paulo, Brazil
+55 11 3259 6688
www.mtexpo.com.br



2019

The Rental Show 2019

Anaheim February 17-20 2019
Anaheim, California, USA
Tel: +1 800 334 2177
www.therentalshow.com



Executive Hire Show

February 6-7 2019 Exhibition
for the UK Tool Hire industry
Coventry, UK
Tel: +44 (0)1249 700770
www.executivehireshow.co.uk



IPAF Summit 2019

March 6th, 2019
Annual summit and awards dinner.
Dubai UAE.
Tel: +44 (0)15395 66700
www.ipaf.org



Bauma 2019

April 8 -14th
World's largest construction equipment exhibition, April Munich, Germany
Tel: +49 (0) 89 51070
www.bauma.de



Vertikal Days 2019

UK/Ireland crane and access event.
May 15-16 2019
Donnington Park
Tel: +44 (0) 8448 155900
www.vertikaldays.net



Tabs 2019

German language work at height safety conference.
May 21 2019
Krefeld, Germany
Tel: +49 761 8978660
www.tagung-tabs.eu



HIRE19

May 19, 2019
Hire and Rental Industry
Association annual convention,
Melbourne, Australia.
Tel +61 (0)2 9998 2255
www.hireandrental.com.au



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-herbergement.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



2020

Conexpo 2020

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



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

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Online Directory www.vertikal.net

online Access&Lifting directory – the fast and efficient way to find a supplier

Access Equipment Manufacturers

The Access Platform Company	www.accessplatformcompany.co.uk
Ascendant Access	www.ascendantaccess.com
Aichi	www.aichi-corp.jp
AIRO	www.airo.com
Alimak Hek	www.alimakhek.com
ATN	www.atnplatforms.com
Barin	www.barin.it
Biljax	www.biljax.com
Böcker Maschinenwerke	www.boecker.de
Bravi	www.bravisol.com
Bronto Skylift	www.brontoskylift.com
CLM Construction Supplies	www.clm-supplies.com
CMC	www.cmclift.com
Co.Me.T	www.officinemet.it
CTE	www.ctelift.com
DENKA-LIFT	www.rothlehner.com
Dino Lift	www.dinolift.com
Dingli	www.cndingli.com
Easylift	www.easy-lift.it
Falck Schmidt	www.tcalift.com
GEDA-Dechentreiter	www.geda.de
Genie	www.genielift.com
GSR Spa	www.gsrspa.it
Haulotte	www.haulotte.com
Hinowa Tracked Aerial Platforms	www.hinowa.com
Holland Lift	www.hollandlift.com
Imer Access	www.imergroup.com
Isoli	www.isoli.com
Iteco	www.imergroup.com
JCB	www.jcb.com
JLG	www.jlgeurope.com
Klaas	www.utility-equipment.com
Klubb France	www.klubb-france.fr
Ladder Safety Devices	www.laddersafetydevices.co.uk
Leguan Lifts	www.leguanlifts.com
Manitou	www.manitou.com
Mantis Access	www.mantisaccess.co.uk
Mantall	www.mantall.com
Matilsa	www.matilsa.es
MEC	www.mec-awp.com
Niftylift	www.niftylift.com
Oil&Steel	www.oilsteel.com
Omega Platforms	www.omegaplatforms.com
Ommelift	www.ommelift.dk
Palazzani Industrie	www.palazzani.it
Palfinger Platforms	www.palfinger-platforms.com
Planet Platforms	www.planetplatforms.co.uk
PB Liftechnik	www.pbgmbh.de
Platform Basket	www.platformbasket.com
Power Towers	www.powertowers.com
Ranger tracked access	www.tracked-access.co.uk
Runshare	www.runshare.net
Ruthmann	www.ruthmann.de
Sinoboom	www.sinoboom.com
Skyjack	www.skyjack.com
Skyking	www.skyking.co.uk
Snorkel	www.snorkelusa.com
Socage	www.socage.it
SUP	www.supelefant.com
TCA Lift	www.tcalift.com
Teupen	www.teupen.com
Turner Access	www.turner-access.co.uk
UTS Sales & Repairs	www.towersandpodiums.co.uk
Versalift distributors (UK)	www.versalift.co.uk

Scaffold Towers

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

Mastclimbers & Hoists

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

Specialist Scaffolding

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

Platform Rental

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

Notified Body

Powered Access Certification	www.pac.uk.com
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New & Used Platforms

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

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

Special/Bespoke Access & Lifting Solutions

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

Special & Niche Access

Acrolift	www.acrolift.co.uk
DENKA Narrow	www.rothlehner.com
Easy Reach Scotland	www.easyreachscotland.co.uk
Facelift	www.facelift.co.uk
Height for Hire	www.heightforhire.com
High Access Hire	www.highaccesshire.co.uk
Higher Access	www.higheraccess.co.uk
JMS Powered Access	www.jms.co.uk
Rapid Platforms	www.rapidplatforms.co.uk
Smart Platform Rentals	www.smartplatforms.co.uk
Special Equipment	www.special-equipment.eu
Universal Platforms	www.universalplatforms.com
Utility Equipment	www.utility-equipment.com
Wilson Access	www.wilsonaccess.co.uk

Special Lift & Transport Equipment

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

Heavy Transport/Abnormal Loads

Collett A Sons, UK	www.collett.co.uk
S.A. Smith	www.sa-smith.co.uk

Self-Propelled Modular Transporters

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

Telescopic Handler Manufacturers

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

New & Used Telehandlers

Dieci Telehandlers	www.dieci.com
GT Lifting Solutions	www.gtlift.co.uk
Industrial Access	www.industrialaccess.ro
Lisman	www.lisman.nl
Riwal	www.riwal.com/used
TVH Group	www.tvh.com
Vertimac	www.vertimac.com
VHS Vissers Heftruck Service	www.vhsbladel.nl

Telehandler Rental

ABBA	www.abbaplanthire.co.uk
GT Lifting Solutions	www.gtliftingltd.co.uk
JMS Powered Access	www.jms.co.uk
Mr Plant Hire	www.mrplanthire.co.uk
Readyplant Ltd	www.readyplant.co.uk

Site Safety Audits

Access Safety Management	www.accesssafety.co.uk
Alfa Access Services	www.alfa-access-services.com

Industry Associations

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

Crane Manufacturers

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

Lorry/Truck Loader Cranes

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

New & Used Cranes

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

Heavy Lifting Equipment

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

Böcker	www.boecker.de
The Furniture Hoist Co	www.furniturehoists.co.uk
Utility Equipment	www.utility-equipment.com

Crane Hire

AB2000	www.ab2000.co.uk
ABBA	www.abbaplantire.co.uk
Ainscough	www.ainscough.co.uk
Berry Cranes	www.berrycranes.co.uk
Bob Francis Crane Hire	www.bobfranciscranehire.co.uk
Bryn Thomas Cranes	www.brynthomascranes.com
Cork Crane Hire (Liverpool)	www.corkcranehire.com
Crane Hire Ltd	www.cranehireltd.com
City Lifting	www.citylifting.co.uk
Delden Cranes	www.deldencranes.co.uk
Emerson	www.emersoncranes.co.uk
J&M Crane Hire	www.jandmcranehire.co.uk
John Sutch Cranes	www.johnsutchcranes.co.uk
King Lifting	www.kinglifting.co.uk
Ladybird tower crane hire	www.ladybirdcranehire.co.uk
London Tower Cranes	www.londontowercranes.co.uk
Mantis Cranes	www.mantiscranes.co.uk
McNally crane hire	www.cranehire-ireland.com
NRC	www.nrcplant.co.uk
Port Services Heavy Crane division	www.portservices.co.uk

Mini Crane Hire

A Mini Crane Hire	www.aminicranehire.co.uk
Easy Reach Scotland	www.easyreachscotland.co.uk
Emerson	www.emersoncranes.co.uk
GGR	www.unic-cranes.co.uk
Height for Hire	www.heightforhire.com
Hire Maeda	www.maedaminicranes.co.uk
JT Mini Crane Hire	www.jtminicranes.co.uk
Lift Limited	www.liftminicranehire.co.uk
NRC	www.nrcplant.co.uk
Hird	www.hird.co.uk

Self Erecting Tower Cranes

Bryn Thomas Cranes	www.brynthomascranes.com
City Lifting	www.citylifting.co.uk
Electrogen Int	www.electrogen.ie
John Sutch Cranes	www.johnsutchcranes.co.uk
King Lifting	www.kinglifting.co.uk
Ladybird tower	www.ladybirdcranehire.co.uk

Tower Cranes

London Tower Cranes	www.londontowercranes.co.uk
Electrogen Int	www.electrogen.ie

Heavy Lift Management

DWLS	www.dwls.co.uk
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Heavy Lift Planning & Risk Analysis

DWLS	www.dwls.com
HCI Consulting	www.hiconsulting.com

Ancillary Equipment

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

Ritchie Brothers	www.rbauktion.com
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Battery Suppliers & Manufacturers

Shield Batteries	www.shieldbatteries.co.uk
Trojan Battery	www.trojanbattery.com
Platinum International	www.platinuminternational.com

Load Cells & Load Monitoring Systems

Force Logic UK Ltd	www.force-logic.co.uk
MSL Oilfield Services Ltd	www.msluk.net
PCE Instruments UK Ltd	www.pce-instruments.com

Control Systems

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

Generator Sales & Rental

Electrogen Int	www.electrogen.ie
JMS Powered Access	www.jms.co.uk

Insurance

Specialist Insurance	www.cover1.com
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Online Technical Help

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

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

Component Suppliers

Cone Drive	www.conedrive.com
PCE Instruments UK Ltd	www.pce-instruments.com
UE Components	www.ue-components.com

Parts & Service Suppliers

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

Innovations

Aerial & Handling Services Ltd	www.aerialandhandlingservices.com
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Recruitment

Vertikal.Net	www.vertikal.net/en/recruitment
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Rental Management Software

Higher Concept Software	www.higherconcept.co.uk
Inspire	www.inspire.com
MCS Rental Software	www.mcs.co.uk

Replacement Filters

Plant Filters	www.plantfilters.co.uk
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Safety Equipment

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

SMIE

	www.smie.com
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Software

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

Structural Repairs

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

Training Associations & Networks

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

Training Centres & Trainers

Access Platforms Direct	www.accessplatformsdirect.co.uk
Access Platform Sales (APS)	www.iapsgroup.com
Astra Access	www.astratraining.co.uk
Boss Training	www.bosstraining.co.uk
Active Safety	www.activerentals.co.uk
Advanced Access Platforms	www.accessplatformsuk.com
Ainscough	www.ainscoughtraining.co.uk
AJ Access	www.accessplatforms.com
Approved Safety Training -Ca	www.approvedsafetytraining.com
CMT	www.c-m-t.co.uk
Elevation	www.elevation.net
Emerson	www.emersoncranes.com/training
GT Access	www.gtaccess.co.uk
IAPS	www.iapsgroup.com
Lift-Manager	www.lift-manager.com
LT Training Services	www.lttrainingservices.co.uk
Mentor Training Solutions	www.mentortrainingsolutions.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk/Training
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Vehicle Mounted

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

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

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

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METRE

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HOURS

8
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HOURS

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HOURS

20+
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D DIESEL

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2007



17.07
METRE

2000
HOURS

12
UNITS AVAILABLE

4WD

D DIESEL

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2007



15.90
METRE

3000
HOURS

15+
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4WD

D DIESEL

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2005



12.52
METRE

650
HOURS

6
UNITS AVAILABLE

BATTERY

Genie Z-34/22N €11500

2006



20.22
METRE

3000
HOURS

6
UNITS AVAILABLE

4WD

D DIESEL

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400
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