

cranes & access

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November 2018 Vol.20 issue 8



Heavy
lifting
Spider lifts

Technology
review

... Sarens' new 5,000 tonner...Hybeko Tunnel scissor...New Manitou/Gehl telehandlers...



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On the cover:

A Genie S-45 TraX boom lift - specially adapted to meet polar conditions - being transported in an American military plane to assist with the construction and maintenance of the Summit Station polar research platform in Greenland for CH2M Hill Polar Services (CPS).



C&A contents

17

Heavy lift



31

Spider lifts



50

Verticaaldagen review



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Comment 5

News 6

Sarens new 5,000 tonner, New developments from JLG, Deutz wins injunction, New Klubb K20 urban truck mount, Comansa upgrades 21LC660 and 21LC750 tower cranes, Almac opens Australian subsidiary, 250,000th JLG boom lift, Nationwide/UK Platforms deal inquiry, Platformers Days relocates, New Manitou/Gehl telehandlers, National Crane tractor model, Hybeko Tunnel scissor, New CMC spider lifts, Apex returns to Maastricht, IMT's largest loader crane and financials roundup.



Heavy lift 17

We chart the development of the new generation of heavy lift cranes culminating in the launch of the Sarens 250,000 tonne/metre SGC-250 earlier this month and look at a few applications using big cranes and alternative methods of lifting.



Spider lifts 31

Over the past few years the spider lift has gradually become more of a mainstream access rental product as well as an essential tool for many specialist trades such as tree work and building maintenance. We take a look at the latest developments including the recent growth in the number of manufacturers offering 30 to 33 metre models.



Technology 39



For the first time we focus solely on technology and take a closer look at the latest ideas and developments that will affect the future of cranes, aerial work platforms and telehandlers.

Access and lifting equipment for arborists 45



As well as a review of this year's APF show we take a look the use of access and lifting equipment for tree work, one of the most dangerous occupations in the world.

Verticaaldagen 2018 review 50

This year's Verticaaldagen exhibition in the Netherlands, was the first to have no outdoor exhibition stands. We review the show which included several new product launches.



regulars

ALLMI Focus 55

IPAF Focus 57

Training 59

PASMA Focus 61

NASC/CISRS 63

CPA 65

Books and Models 67

Letters 68

What's on 70

Online directory 76

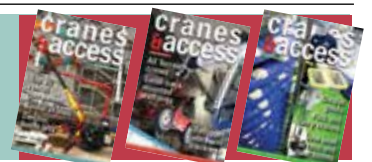
In the next C&A

The next issue of Cranes & Access scheduled for mid January, will feature Rough Terrain scissor lifts, Rough terrain cranes, the annual C&A Rental rate guide, a Look back at 2018 and Transport & rigging. If you have any contributions or suggestions or are interested in advertising in this issue, please contact our editorial or sales teams.

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The law is an ass

'The law is an ass' is an expression that is thought to date back to the 1654 play 'Revenge for Honour' by English dramatist George Chapman. It was certainly popularised by the Charles Dickens character, Mr Bumble in Oliver Twist almost two hundred years later. Whatever the origin, it applies when the law contradicts common sense.

A recent case in point occurred in South Australia when a state coroner recommended that scissor lifts should not be used unless there is a dedicated person on the ground acting as a safety spotter.

The recommendation followed the inquest into a fatal 2014 incident in which a man was crushed between a scissor lift guardrail and the floor

above. A co-worker found him by chance - possible working alone issues? - but he and a colleague struggled to locate and operate the lift's emergency lowering controls as they attempted to save him.

Whilst making the important and obvious observation that all emergency lowering controls should be standardised, easy to find and operate, the coroner added that until that happens, all scissor lifts should only be used with a spotter on the ground to activate the emergency lowering mechanism - reminiscent of the early days of the automobile when a person had to walk in front waving a red flag. Such proposals could easily turn tradesmen towards scaffold towers or ladders which carry far higher risks.

The coroner makes a good point though - one that is perhaps clearer to someone outside of the industry - why not standardise emergency controls?

Whilst it is not feasible for them to all be exactly the same, it would certainly be possible to mandate that they be more prominent and easier to find and operate.

In 2008 IPAF issued a standard decal to highlight the emergency lowering control location, however the emergency descent systems differ widely in terms of where they are located and how they work. In Australia the EWPA issued a more comprehensive Safe Use Pack in 2012.

The incident also highlights a lack of training of those working on the ground alongside aerial lifts. Had they been aware of the controls might they have saved his life? Overhead crushing incidents in scissor lifts are rare, yet many manufacturers are already looking at secondary guarding systems using either ultrasonic or mechanical means to warn operators of overhead dangers.

Platform users may well know where the emergency descent control is and how to use it, however when an emergency occurs at height they are reliant on others to save them.

The law may be an ass but in this case it is at least highlighting the importance of training all staff in aerial lift rescue procedures - and perhaps standardising emergency controls.

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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New 5,000 tonner

Earlier this month around 400 invited guests attended the launch of Sarens' latest heavy lift crane - the SGC-250 - at its site near Ghent, Belgium. The company claims that this third generation SGC is the largest land-based crane in the world, capable of lifting 5,000 tonnes at a 40 metre radius and 2,000 tonnes at 100 metres on its main boom.



The SGC-250 can lift 5,000t at 40m

As soon as the testing is completed the crane will be dismantled and transported to the UK for a four year contract at the Hinckley Point nuclear power station project in Somerset.

The SGC-250 has a 250,000 tonne/metre load moment with a 160 metre main boom which can be topped with jibs of up to 99.5 metres for a 250 metre maximum hook height. Unlike previous models the SGC can also travel along a track while fully rigged allowing it to relocate between lifts. A full report is on page 22.

The cranes 3,200 tonne hook block.



JLG offers smaller platform...

JLG is to offer an optional smaller - 762 x 914mm - platform on all of its internal combustion powered boom lifts. Targeted at specific applications involving work among congested overhead structures, such as the construction or repair of bridges, where a smaller basket is easier to navigate between the steel and concrete support structures.



The new, smaller JLG platform

The manufacturer also expects the new option to be popular in petrochemical plants, refineries, cogeneration facilities and convention centres.

...and introduces SkyLine secondary guarding

JLG has unveiled a new secondary guarding system/control panel protection system for boom lifts, the SkyGuard SkyLine, which will become standard in Europe, Africa and Middle East region from this month.

SkyGuard SkyLine features a small diameter plastic coated wire rope bolted to the left side the platform controls, with a magnetic connection on the other side. If the operator should contact the cable with all but the lightest of force, the magnet detaches from its socket, causing all boom lift functions to stop, while reversing those functions that were activated just before the system was triggered. The system can be reset by reinserting the magnet connection. It replaces the solid bar on the original SkyGuard system, launched in 2012. The bar can still be requested for those users who prefer it.

JLG's SkyGuard SkyLine system.



The Skyworks team with the milestone JLG boom lift

250,000th JLG boom

US rental company Skyworks has taken delivery of the 250,000th JLG boom lift to come off the production line, a 66ft 660SJ. Skyworks also purchased the 100,000th JLG boom lift in 2015.

Deutz wins injunction against supplier

Engine producer Deutz has won an injunction against a long term component supplier which was threatening its supplies. The Saarbrücken Regional Court in Germany ruled that Neue Halberg Guss must resume supplying castings to Deutz with immediate effect as per its contract. The decision, issued in the form of a mandatory injunction will ensure the supply of crankcases and cylinder heads, at least until the end of the year, when the current injunction expires.

The casting supplier apparently threatened to suspend deliveries unless Deutz agreed a significant price increase, one-off payments amounting to millions of Euros and firm purchase commitments, even though a valid contract was in force between the two companies and there was no legal basis for making mid contract changes.

Klubb K20 urban truck

French vehicle mounted lift manufacturer Klubb has launched a new all-electric version of its K20 platform on a Goupil G4 urban chassis, using a lithium ion Phosphate battery pack. The chassis has two simple A-frame stabilisers and provides a working height of 10 metres, an outreach of four metres and a platform capacity of 120kg. Overall width is 1.5 metres and top speed 43 miles an hour.

Developed in partnership with body builder Concepts and Communities, it is aimed at cleaning and maintenance work in pedestrian precincts or residential areas, given that it emits no emissions and is virtually silent in operation.



Klubb K20 on a Goupil G4 chassis

New Comansa luffers...

Spanish tower crane manufacturer Comansa has upgraded its 21LC660 and 21LC750 flat top tower cranes and is to launch two new luffing jib cranes at Bauma China this week.

The brand new CML280 and CML310 are aimed at the growing demand for 18 and 24 tonne capacity luffing jib tower cranes, particularly in Asia and the Middle East. The cranes will also be available in Africa and South America. Details on the new cranes are limited as we go to press, however the CML310 has a maximum capacity of 24 tonnes and a maximum radius of 60 metres. The CML280 shares many of the same elements, including jib and counter jib but has a maximum capacity of 18 tonnes.



Comansa is launching two luffing jib tower cranes at Bauma China including this CML310

...and upgraded flat tops

The 21LC660 and 21LC750 flat top tower cranes - currently available with capacities of 24, 36 and 48 tonnes - have been upgraded to provide 25, 37.5 and 50 tonne capacities respectively by adopting the technology introduced with the recently launched 21LC1050, including a smaller diameter compacted wire rope and lighter trolley/hook set, which improves the capacities at all radii, including the maximum load at the jib tip.

The new flat tops also feature the new modular counter jibs, allowing for a reduced tail swing. For example, when the 21LC750 crane is erected with a 50 metre jib, the tail swing radius is 25 metres instead of 31 metres. An optional 90 metre jib will also be available for special applications. Both cranes also feature the latest Cube cab with fully glazed front as standard.



Comansa 21LC660

Nationwide UK Platforms inquiry

The UK Competition and Markets Authority (CMA) has issued a formal notice confirming that it has launched an inquiry into the planned acquisition of UK Platforms by Loxam/Nationwide Platforms, having confirmed that it falls within the requirements of section 96(2) of the Enterprise Act.

The notice period gives the CMA until 7th January 2019 to complete its inquiry and decide on whether to refer the acquisition to a full stage two investigation. The key factors that will influence the decision are whether the acquisition 'may be expected to result in a substantial lessening of competition within the market in the United Kingdom'.



Almac opens Australian subsidiary

Italian tracked scissor and boom lift manufacturer Almac is to open a direct sales operation in Australia - Almac Pacific Pty Ltd - and has agreed a retail distribution deal with United Forklift and Access Solutions.

Almac Pacific will initially be limited to a registered office, supported from the factory in Italy, with responsibility for sales and support to major accounts, larger rental fleets and all national rental companies. Almac previously worked with Melbourne-based specialist aerial lift sales company ASPAC which has sold the Almac machines under its Athena brand, since launching the product at the EWPA convention in 2015. Since then Australia has become Almac's largest single market. While that partnership has now ended, Almac will continue to use the Athena branding for its products in Australia and New Zealand.

Almac has also appointed major rental company United Forklift and Access Solutions, as its exclusive 'National Retailer' for sales to local rental companies and end users.

Almac general manager Andrea Artoni said: "The appreciation and reception of our products from day one has made Australia our first market. The prospects for the future brought us to the decision to establish a direct presence on the market. Consequently, it was very important to identify a high quality partner to service and support the retail market. United has always been very receptive to our products and produce the same level of quality work."



Andrea Artoni of Almac (L) and David Maxwell of United Forklift and Access Solutions



An Athena branded Almac scissor lift

New Manitou/ Gehl telehandlers

Manitou has unveiled two new telehandlers at its annual North American dealer meeting in Milwaukee, Wisconsin.

The models include the two tonne/4.2 metre, 1.52 metre wide and 1.9 metre high Gehl RS4-14, the company's smallest telehandler to date. The new model, aimed at small projects and homeowners, will be launched and details released at the end of the year.

The company also showed the six metre/2,300kg MLT 630AG, aimed at the agricultural market, with a forward reach of 3.32 metres it will be available for shipment towards year end.



A visitor inspects the Gehl RS4-14 compact telehandler

National Crane tractor model

National Crane has launched a tractor mounted version of its 27.2 tonne NBT30H-2 - the NBT30H-2 TM - which features a 21 metre main boom, giving a maximum tip height of 23.7 metres.

The crane is targeted at oil field applications, but also viable for everyday crane service with its trailer removed, it is road legal in all 50 states, without special permitting.



Spotters for scissor lifts?

A state coroner in South Australia has recommended that scissor lifts should not be operated unless there is a person on the ground acting as a safety spotter. The recommendation was made by coroner Mark Johns as he revealed his findings following the inquest for Jorge Castillo-Riffo, 54, who was crushed between a scissor lift guardrail and the floor above at the Royal Adelaide Hospital construction site in 2014. A passing colleague found him by chance, but he and another man struggled to find the emergency lowering valve as they frantically tried to relieve the pressure on him. He died later from serious brain injuries sustained during the incident.

Johns made the suggestion following his earlier recommendation that the Council of Australian Government's investigate the standardisation of scissor lift controls - in particular the emergency lower controls which he found were difficult to access on the machine in question. He then stated that until such standardisation is in place, scissor lifts should not be operated without a spotter on the ground to activate the emergency lowering mechanism.

New lithium ion batteries from Trojan

US-based battery manufacturer Trojan has launched the new Trillium range of 'intelligent' lithium ion batteries for deep cycle applications. Available in three sizes, the range has a life expectancy of more than 5,000 cycles and employs the industry standard 26650 size Lithium Iron Phosphate (LFP) cells in the highest capacity cell configuration, which provide improved cycle life and energy density, while making them easy to install on a retrofit basis replacing lead acid batteries.

They are IP67 rated for protection against dust and water, while 'intelligent' electronic controls provide integral battery protection and voltage compatibility for all 12, 24, 36 and 48 volt applications, and can be used with most lead acid battery chargers. Other features include CAN-bus communication, built in diagnostics and an integrated state of charge indicator.



The Hybeko Tunnel GS-3390 includes a chassis mounted cable drum stand

Hybeko Tunnel scissor

Norwegian Genie distributor Hybeko has launched the 33ft Hybeko Tunnel 3390 RT scissor lift based on the Genie GS-3390 RT Rough Terrain scissor lift. The factory approved conversion features a two mode operation - Tunnel or Standard - selected with the turn of a key with working heights of either eight or 11.94 metres respectively. In Tunnel mode the lift can drive at full height on slopes of up to eight degrees, while the maximum travel speed when stowed is 8kph. Maximum platform capacity is 1,134kg as per the standard model.

Hybeko decided to retain the diesel power rather than convert to battery power due to long recharging times and the fact that recharging is not permitted in tunnels in Norway. The engine is equipped with a high performance catalyst and diesel particulate filter to keep emissions as low as possible. The Tunnel GS-3390 features the 7.39 metre long dual extension Super Deck, a chassis mounted cable drum stand that extends to avoid interference with the extended deck, towing support and air/water services to the platform.



The Hybeko Tunnel 3390RT can drive on inclines of up to eight degrees at working heights of up to eight metres

IMTs largest loader crane

US-based loader and service crane manufacturer and HMF distributor Iowa Mold Tooling (IMT) has launched the new 42684 loader crane with a load moment of 42 tonne/metres, with a maximum capacity of 4.7 tonnes, a maximum tip height of 28.8 metres and radius of 25.2 metres. Features include remote control, IMTs Progressive Crane Control (PCC) helping smooth crane movements and improve operator efficiency, and Priority Flow Control which optimises crane movements during the simultaneous operation of multiple functions.

The Electronic Vehicle Stability (EVS) system monitors and inputs chassis tilt angles, chassis flex and outrigger pressures into the fully integrated Rated Capacity Limiter (RCL) to maximise lifting capacities. The company is aiming the new model at the sheet wallboard market.



The new IMT 42684

Two new CMC spiders

Italian aerial lift manufacturer CMC has launched two new spider lifts - the 21.6 metre S22HD and the 23 metre S23.

The S22HD has a maximum platform capacity of 230kg with an outreach of 9.9 metres, with 12.5 metres outreach with a platform capacity of 80kg. The S23 features a dual rise and telescopic boom with an outreach of 12.4 metres, with its maximum platform capacity of 200kg.

Both spider lifts are available with hybrid power packs and feature CMC's anti-collision system and wireless remote controls.



CMC S23

The new CMC XS22 HD

Apex returns to Maastricht

The Apex exhibition will return to MECC exhibition and convention centre Maastricht, the Netherlands on June 9 -11th 2020, following two outings in Amsterdam.

The next show will be the 10th Apex with the first held in Maastricht in 1996.

A revamp of the facility means it will include more outside space and will once again run alongside the International Rental Exhibition. A return to the Amsterdam RAI in 2020 was not possible on dates that would have been suitable or acceptable for the industry.



C&A news

ML Holdings acquires in Maryland

ML Holdings Crane Group of Albuquerque, New Mexico, has acquired Crane Rental Company of Capitol Heights, Maryland - on the outskirts of Washington, DC - from owner Michael Scott.

The move adds to the group's existing coverage in the Maryland and greater Washington DC region and takes the number of crane rental companies in the group to eight - Crane Service Inc, Marks Crane & Rigging, United Crane & Rigging, ML Cranes, Winslow Crane Service, Majestic rigging and transportation, Chellino Crane and now Crane Rental Company - with coverage in Texas, New Mexico, Colorado, Chicago/Illinois, North Carolina, Virginia and Delaware.

Crane Rental Company was established in 1937 and runs a fleet of cranes that ranges from a 15 tonne carry deck model to the 350 tonne Liebherr LTM 1350-6.1.



ML Holdings now has eight crane rental operations



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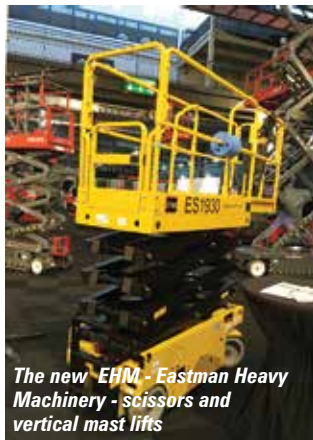
New product launches at Verticaaldagen

The Dutch equivalent of Vertical Days was held earlier this month in Gorinchem, the Netherlands. The event shared the large exhibition hall with paint show SGA Vakdagen, with visitors free to move between both events.

The organisers said that 1,600 visitors attended the second of the three day show to see 40 exhibitors, representing the majority of aerial lift manufacturers. The exhibits included a surprising number of new product launches including crawler booms from Custers and the Dutch Crane Factory and the launch of the new scissor and vertical mast lifts from China's EHM - Eastman Heavy Machinery by Fontexx Cranes and Access which has an exclusive distribution deal for Europe excluding France and Turkey. Full report page 50.



New entrant 'Dutch Crane Factory' showed its new range of tracked booms with working heights of up to 14 metres



The new EHM - Eastman Heavy Machinery - scissors and vertical mast lifts



Custers launched its new 34ft Verda 12 tracked boom

JLG releases 33m X33J Plus spider lift

JLG has launched the European version of its 33 metre X33J Plus CCB spider lift, following the appearance of the ANSI prototype, the X100AJ at the Rental Show in New Orleans this February.

The X33J Plus has 16 metres outreach at an up and over height of 17.2 metres, with a 230kg unrestricted platform capacity. The unit features a four section lower boom/mast type riser which elevates to almost 90 degrees, plus a three section telescopic top boom and a jib with full 180 degrees of articulation.

Built for JLG by Hinowa, the machine has retractable non-marking tracks taking the overall width down to 1.2 metres and a patented quick platform disconnect system which reduces the overall length to just under 5.8 metres. A new 150aH/76 volt lithium ion battery pack is available as an option to the standard Kubota diesel and the machine uses fully synthetic biodegradable hydraulic fluid. The new model also includes JLG's latest SkyGuard secondary guarding system.



The new JLG X33J Plus

New location for Platformers' Days

The next Platformers' Days on the 18/19th September 2020 will move from its long-term location in Hohenroda, Germany to the Messe Karlsruhe exhibition centre Karlsruhe, in the south west of the country.

The event has been held in Hohenroda since it began in 1999. The organisers have stated that the all inclusive formula, with onsite catering and evening networking dinner will remain the same at the new venue. The show will not take place next year because of Bauma, the world's largest construction equipment show is being held.



Platformers' Days has been held in Hohenroda since 1999

Liebherr acquires Morrow Australia/NZ

Liebherr Australia has acquired the Australian and New Zealand operations of tower crane & hoist sales and rental company Morrow Equipment Company. Liebherr, will also assume all ongoing contracts and commercial arrangements, along with Morrow's three locations in Sydney and Brisbane in Australia and Wellington, New Zealand. All Morrow employees will also transfer to Liebherr Australia. The changeover will take place in January.

The Morrow Australia/New Zealand business is part of Oregon, the US based Morrow group, the exclusive Liebherr tower crane distributor in the United States, Canada and New Zealand, while handling Liebherr harbour mobile and container gantry cranes in Australia and New Zealand. No details of the transaction have been released.

A brief look at LiftEx

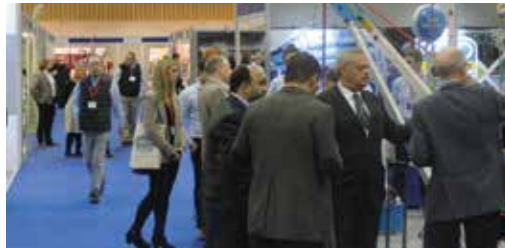
The Lifting Equipment Engineers Association held its annual Liftex conference/exhibition in Milton Keynes earlier this month. Around 60 companies exhibited including APS, Carl Stahl Evita, FLG Services, Hird, Modulift, Motion Software, SafetyLiftinGear and Sumner Manufacturing.



First time attendee APS



Carl Stahl Evita and Tensology



New owner for Trojan

KPS Capital Partners' subsidiary C&D Technologies is to acquire Trojan Battery, the leading supplier of deep traction batteries to the aerial work platform market which has been controlled by private equity firm Charlesbank Capital Partners since 2013. Other owners include the Godber family and the management team.

Pennsylvania-based C&D Technologies manufactures batteries and standby power systems and was acquired by KPS last August. The acquisition will combine two substantial battery manufacturers with complementary product ranges, to create a business with more than \$1 billion of revenues, eight manufacturing facilities and a wide geographical coverage. The transaction is expected to close by year end.

KPS
CAPITAL PARTNERS, LP

TABS 2019

The next Tag der ArbeitsBühnenSicherheit (TABS) - the German language safety conference for aerial work platforms - will be held on May 21st 2019 in Krefeld, Germany. The theme will be 'Can one be sure of being safe?' There will also be an opportunity to visit the nearby Palfinger Platforms' manufacturing facility. The event is jointly organised by Vertikal and IPAF.

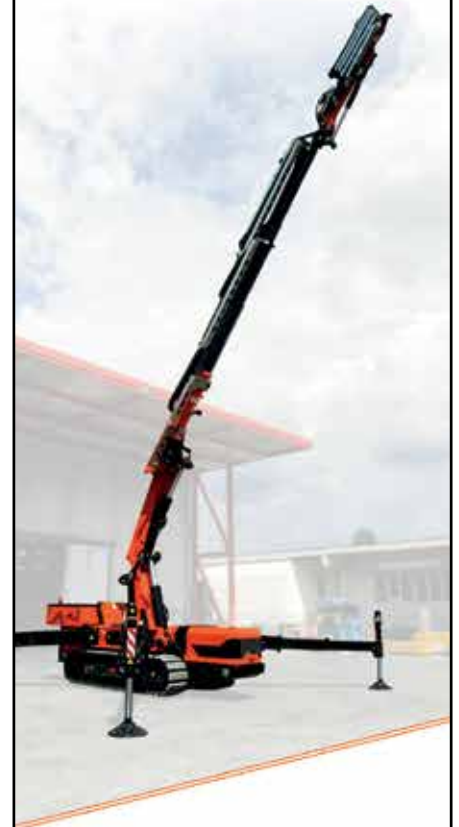


Skyjack Lift Enabler goes global

Skyjack has formally launched its Secondary Guarding Lift Enable (SGLE) system as a worldwide option on its scissor lift range, including SJ12 and SJ16 mast type lifts. The enable button is designed to reduce the risk of entrapment caused by inadvertent machine operation while leaning over the guardrails. The company began testing the system last year and decided to move forward to the production stage earlier this year, initially as an option for the European, Middle East and Africa region, and now on new machines worldwide, it can also be easily retrofitted. The system requires the operator to press a tamper proof button on the left hand side of the controller as well as operating the joystick, in order to operate the lift up function.

The release of either the joystick or enable button will stop the lifting function immediately. The ergonomics are such that the operator's body is kept away from the guardrails, mitigating the risk of entrapment. The enable button is not required for lowering the platform or for driving - those functions are controlled by the joystick only.

The Lift Enabler button is intended to keep the operator within the platform area.



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Speedy has reported a six percent rise in first half revenues to £194.6 million, mostly from access acquisitions and a strong improvement from international operations. Group pre-tax profits more than doubled to £13.2 million, net debt was marginally lower at £62.7 million, while capital expenditure increased 22.5 percent to £34.4 million.



Herc Rentals has posted nine month revenues of \$1.43 billion, up 13.5 percent on last year with a pre-tax profit of \$30.5 million compared to a loss of \$85.5 million last year. Year to date capital expenditure is \$617.5 million.



Telehandler manufacturer **Wacker Neuson** has reported nine month sales of €1.24 billion, up nine percent on the same period last year. While pre-tax profits jumped 71 percent to €166.2 million.



The Rental division of Brazil's **Mills** achieved nine month revenues of R151.3 million (\$40.5 million) up 15 percent on last year, in spite of lower utilisation and a shrinking fleet. Pre-tax losses were R10.3 million (\$2.8 million), less than half last year's loss of R24.2 million (\$6.5 million).



Ramirent has posted a 5.4 percent increase in nine month revenues to €551.7 million, with all five regions reporting increases. Pre-tax profits however were 17 percent lower at €47.7 million, although this includes a €31.5 million write off associated with the sale of the group's Temporary Space division. Capital expenditure was up 13 percent to €153.4 million.



Manitowoc Crane has reported a 25 percent rise in nine month revenues to \$1.33 billion, thanks to strong sales in North America and Asia. Pre-tax profit for the period was \$3.4 million, compared to last year's loss of \$34.9 million.



Terex Cranes has reported flat third quarter sales of \$950.5 million with an improved order intake, while the operating loss more than doubled to \$36.1 million.



Genie has posted nine month sales of \$2.02 billion, a 25 percent increase on last year, while operating profits jumped 67 percent to \$234.6 million. The order book at the end of September was \$527 million, up 48 percent on the same point last year.



Haulotte has reported nine month sales of €413.9 million a 17 percent increase, thanks to higher sales of new equipment.



Nine month revenues at **Snorkel** increased 23 percent to \$152.7 million, while operating profit excluding depreciation improved 12.5 percent to \$2.9 million.



Tadano reported flat first half sales at ¥82.3 billion (\$729.1 million) while pre-tax profits fell 32 percent to ¥5.7 billion (\$50.3 million) due to changes in product mix and exchange rates. The sales include a 6.2 percent rise in mobile crane sales to ¥48.51 billion (\$430 million), with sales in Japan shrinking 1.3 percent to ¥17.9 billion (\$158.8 million), while mobile crane exports increased 11.2 percent to ¥30.6 billion (\$271.2 million). These gains were offset by a five percent fall in loader crane deliveries to ¥9.6 billion (85.1 million) and a 24 percent drop in aerial lift sales to ¥9.2 billion (\$81.6 million). Other revenues - mostly parts, service and used equipment - were flat at ¥14.94 billion (\$132.4 million).



Manitou has reported nine month sales of €1.36 billion up 17 percent. The Material handling and Access division makes up €930 million of this, also up 17 percent, while Compact Equipment sales - mostly **Gehl** in the USA were 28 percent higher at €226 million. Parts and service revenues increased nine percent to €204 million.



Hiab posted nine month revenues up three percent to €831 million, while order intake was nine percent higher at €902 million. Operating profits fell 15 percent to €99.4 million.



Nine month revenues at **Cramo** increased 5.5 percent to €562.2 million, while pre-tax profits were five percent higher at €80.3 million. Capital expenditure was €157.3 million, almost five percent up on last year.



Mastclimber and hoist company **Alimak** has reported nine months sales of SK3.2 billion (€307 million) up seven percent, with pre-tax profits falling 5.5 percent to SK275 million (€26.5 million).



Nine month revenues at **United Rentals** increased 20.5 percent to \$5.74 billion mainly through acquisitions, although organic rental revenue growth was 11 percent. Pre-tax profits were just over \$1 billion, a 48 percent jump on last year.



Full year sales at **JLG** improved 25 percent on last year to \$3.78 billion, including a 23 percent rise in aerial work platform sales to \$2 billion and a 44 percent hike in telehandlers sales to \$948.9 million. The year end order book was more than double of last year at \$962.4 million, while operating profit for the period improved almost 50 percent to \$387.8 million.



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

Falcon expands operations

UK tower crane rental company Falcon has expanded its headquarters facility on the Shipdham Airfield Industrial Estate in Norfolk by leasing a further five acres of land, and purchasing a World War II airfield control tower, which it plans to refurbish and convert into a new training facility. The additional space extends the site to 23.5 acres. It also has a three acre yard in Manchester.

The company has also invested £2.5 million in new equipment including a 48.4 tonne/metre Fassi 485 loader crane on a Volvo FM460 chassis, two Potain HUP40-30 self-erecting tower cranes, and three luffing jib tower cranes including a 45 tonne Wolff 500B and two 36 tonne Jaso J380PA.



MBS to rebrand as Spiderlift

UK spider lift rental company MBS has purchased the trademark and web address of Spiderlift from Steve Hadfield who used it for his CMC dealership.

MBS will trade as Spiderlift from January but has no plans to change the registered company name. The company has also moved to new premises in Essex and added several new machines including a 26 metre Hinowa

Lightlift 26.14, a 30 metre Platform Basket 30T and two Falcon lifts - the 33 metre FS330-Z and a 42 metre FS420C.

The new MBS premises include an historic barn



Manitou sells stake in subsidiary

Manitou has sold a 26 percent stake in its wholly owned subsidiary Manitou Southern Africa to the South African charity Columba Leadership Trust.

The company operates from locations in Johannesburg and Cape Town with sales of ZAR439 million (\$31 million). Columba Leadership Trust works with schools in disadvantaged areas helping pupils to achieve more in their future careers. Manitou says the transaction will help it meet the highest standards of the Broad Based Black Economic Empowerment movement.



Tadano opens Singapore parts centre

Tadano has opened a new 4,750 square metre spare parts centre in Singapore in cooperation with Japanese logistics company Nippon Express Group, which will handle all logistics, warehousing, shipping and export documentation. The company says the new operation will speed up parts delivery times.



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- Italy's **CMC** has appointed **Fulvio Quercioli** as Italian area sales manager.
- Germany's **Merkel Autokrane** has taken the first 45t **Demag AC 45** in Germany.
- UK's **Heightsafe Systems** has opened a new depot near London.
- Polish rental company **Tommar** has taken four 39ft **Sinoboom GN4047** slab electric scissor lifts.
- US-based **Empire Crane Company** has appointed **Anthony Caltabiano** as service manager.
- Riwal** chief executive **Norty Turner** has resigned and left the company.
- Germany's **Hees and Knoll Dachtechnik** has taken a 33m **Ruthmann T330** truck mounted platform.
- Hatz** has launched a New Silent Pack for its H-series engines.
- Mammoet Deutschland** has opened an office in Hamburg, to support customers in Northern Germany.
- UK's **Merritts** has appointed **Lincoln Marks** as health and safety manager.
- Puerto Quetzal**, the largest port on Guatemala's pacific coast, has taken two **Liebherr LHM 600s**.
- Manitex** has appointed **David Chickowski** as western region vice president for North America.
- Partnerlift** - the German rental association - held its 14th annual meeting in Essen.
- Genie** has appointed **Kevin Spencer**, **Marcy Lemin** and **Scott Sensenbrenner** to its North American used equipment sales team.
- UK's **LC Vehicle Hire** has taken a **Palfinger PK 41002 EH** crane.
- UK's **Cadman Cranes** has taken a 90t **Liebherr LTM 1090-4.2 All Terrain**.
- Russia's **Oceania Shopping Mall** has taken a 29m **Falcon FS290** spider lift.
- France's **Joly Location** has taken the country's first 90m **Ruthmann T 900 HF**.
- UK access industry veteran **Graham Campbell** has passed away.
- UAE's **Sharjah Seaports Authority** has taken a new **Demag AC 100-4L All Terrain** crane.
- Bolton Council** in the UK has taken a 24m **Multitel MT 240** truck mounted platform.
- Florida's **Sims Crane & Equipment** has opened a crane operator training school '**Sims U**'.
- Deutz** has opened its new innovation centre in Porz, Cologne.
- Turkey's **Akem group** has taken six **Raimondi** flat top tower cranes.
- UK's **Ellis Crane Hire** has taken a 40t **Liebherr LTM 1040-2.1 All Terrain** crane.
- US-based **H&E Equipment** has promoted **Brad Barber** to CEO.
- Palfinger Platforms Italy** has appointed **Alfredo Careddu** as sales manager for Italy.



Fulvio Quercioli



Anthony Caltabiano



Lincoln Marks



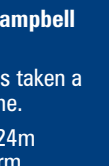
Kevin Spencer



Marcy Lemin



Scott Sensenbrenner



David Lane



Roger Wagner



Alfredo Careddu

- Spain's **Alberto Piñeiro Lift** has taken a new **Ruthmann T510 HF** truck mounted lift.
- Genie** has appointed **Dominique Lujckx** and **René Reniers** as regional parts managers.
- Australia's **Wildmans Cranes** has taken a 20t **Tadano GR-200EX Rough Terrain** crane.
- UK's **McGovern Crane Hire** has taken a 50t **Liebherr LTM 1050-3.1 All Terrain** crane.
- US-based **Covey Crane Service** has taken a 40t **Manitex TC45142C** boom truck.
- Finland's **Ramirent** has updated its branding, giving its **Rami** man a facelift.
- Germany's **Könning Autokrane** has taken a 160t **Demag AC 160-5 All Terrain** crane.
- Singapore's **KNE- Kanamoto & JP Nelson** has opened in Malaysia and taken on the **Sinoboom** dealership.
- US-based **Custom Equipment** has appointed **Paul Allen** as Northeast territory manager.
- UK's **Berry Cranes** has taken a 90t **Liebherr LTM 1090-4.2 All Terrain** crane.
- UK's **Cadman Cranes** has taken a six tonne **Böcker AK 46/6000** aluminium truck crane.
- Singapore's **Sin Leng Industries** has taken an 80t **Tadano GTC-800** crawler crane.
- China's **Beijing Hongyu Zhiheng** has taken a number of **Skyjack** boom and scissor lifts.
- Roger Wagner**, managing director of **Ruthmann Schweiz** has left the company.
- UK's **Crowland Cranes** has taken a 40t **Liebherr LTM 1040-2.1**, with another on order.
- UK crane industry veteran **David Lane** has passed away.
- Dubai's **Manlift** has begun offering VR operator training.
- UK's **Star Platforms** has ordered 400 new aerial lifts worth £2 million.
- Mexico's **Auriga** has taken four 22.7t **Terex BT 5092** boom trucks.
- Germany's **Schwab group** has merged Schwab Baukranservice and Schwab Steinbock.
- Television Centre** in London, UK has taken a 32m **Palazzani XTJ 32** spider lift.
- Kennards Hire** has acquired **Byron Hire** in Byron Bay, New South Wales, Australia.
- India's **Raja Bhoj Airport** has taken a 27m **Platform Basket Spider 27.14**.
- Skyjack** has appointed **Andreas Bub** as sales manager central/eastern Germany.
- The UK's **Access Alliance** has launched an Associate Members scheme.
- US-based **United Rentals** has acquired Canada's **WesternOne Rentals & Sales** for \$91.8 million.
- Australia's **Kennards Hire** has acquired **Power Distribution Rentals**.



Dominique Lujckx



René Reniers



Paul Allen



Roger Wagner



Andreas Bub

- UK's **Southern Crane & Access** has taken a 20t **Kato CR-200Rf City** crane.
- Liebherr** has acquired the Australian/New Zealand business activities of **Morrow Equipment**.
- Genie** has appointed **Simon Meester** as VP global sales & marketing.
- Germany's **Scholpp** has taken a **Demag AC 220-5**, with an AC 300-6 and AC 700-9 on order.
- Germany's **Uka + Hauke** has taken several **Magni** telehandlers and scissors.
- Florida's **Select Crane Sales** has opened a new location in Branchburg New Jersey.
- UK's **Southern Cranes & Access** has taken a 90t **Liebherr LTM 1090-4.2 All Terrain** crane.
- Germany's **Gerken** has taken the first 30m **Teupen Leo 30T Plus** spider lift.
- Joachim Kolb** has joined the **Cometto** sales team.
- Manitex** has appointed **DC Bates Equipment** and **Dozier Crane & Machinery** as dealers.
- Scotland's **Stoddart Crane Hire** has ordered a 40t **Terex AC 40/2L All Terrain** crane.
- Access industry veteran **Ron 'Skippy' Card** has died at 65.
- UK **Dieci** telehandler dealer **A&Y Equipment** is rebranding as **Molson Compact Equipment**.
- US-based **Skyworks** has taken the 250,000th **JLG** boom lift.
- Crane manufacturer **Broderson** has appointed **Edward Hisrich** as vice president sales.
- Dubai's **Waterfront Market** has taken a 33m **Falcon FS330Z** spider lift.
- Benelux-based **Heros Kraanverhuur** has taken the 750th **Liebherr MK 88 Plus**.
- Canada's **ML Holdings Crane Group** has acquired Maryland's **Crane Rental Company**.
- Genie** has appointed **Arabian Supply Center (ASC)** as distributor for Qatar.
- Ruthmann Schweiz** has appointed **Roger Strässle** to its sales and training team.
- Mammoet** is to join **PortXL** partnership.
- UK's **AFI** has opened a new 'flagship' depot in Birmingham, UK.
- Germany's **Mikschi** has taken a 100t **Demag AC 100-4L All Terrain** crane.
- Spain's **Gruas Aguilar** has taken seven **Liebherr** cranes up to 1,200t.
- US contractor **Elmer W. Davis** has taken a **Terex BT 28106** boom truck.
- The UK's **CPA** has appointed **Steven Mulholland** as chairman.
- UK's **British Telecom** has ordered 128 aerial lifts from **CPL**.
- Niftylift** has confirmed the appointment of **Tony Hobbs** and **Tom James** to its UK sales team.



Simon Meester



Joachim Kolb



Ed Hisrich



Roger Strässle



Steven Mulholland

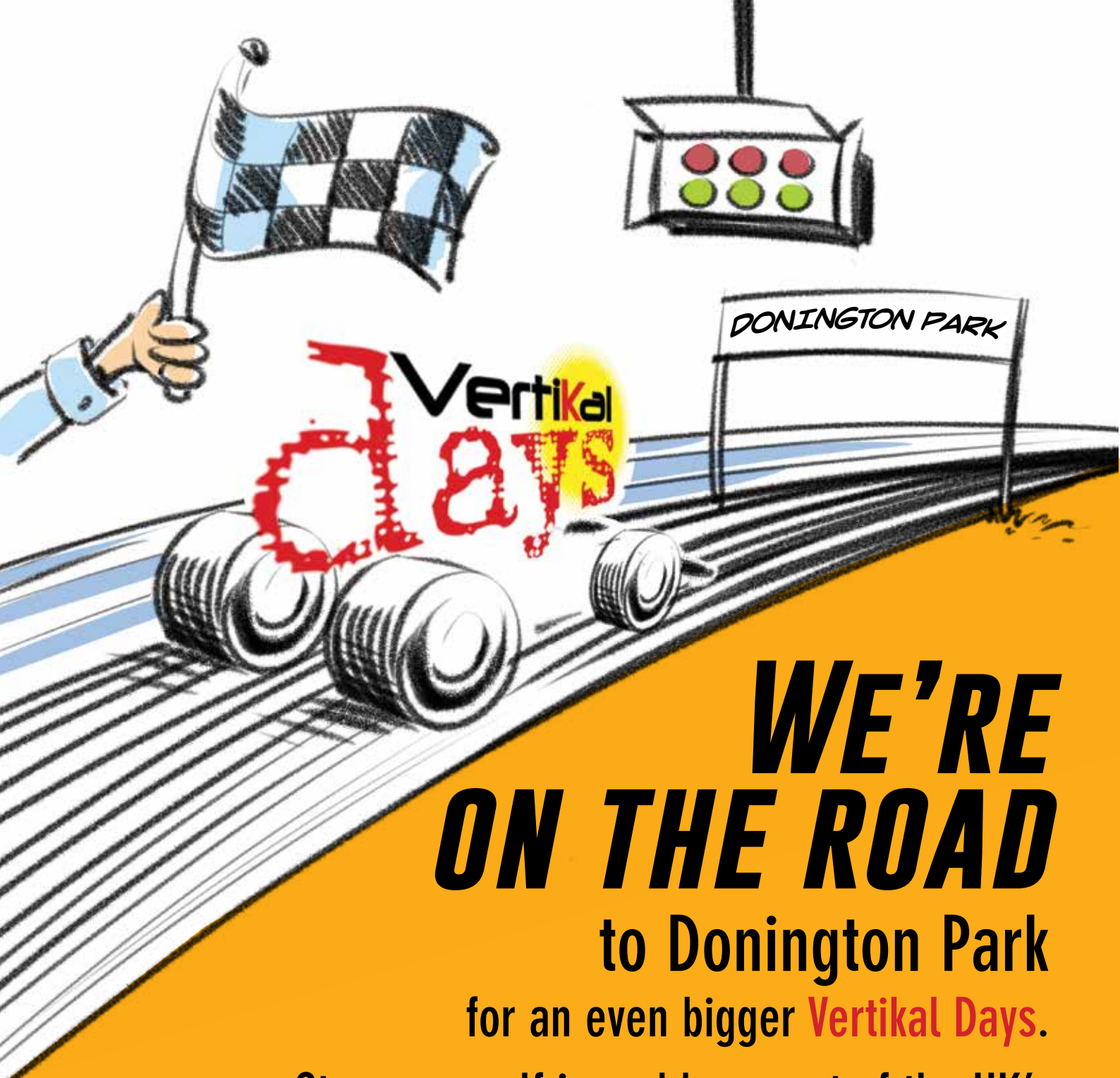


Tony Hobbs



Tom James

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The growth of the mega lifters



In this our third heavy lift feature of the year, we chart the development of the new generation of heavy lift cranes which has just seen the launch of the new Sarens 250,000 tonne/metre SGC-250 (see page 22). We also take a look at a several applications using the larger capacity crawler and All Terrain cranes as well as a few alternative methods to lift and move large items.

The new Sarens SGC-250 is the latest of the heavy lift 'machines' which appear to have taken over from large crawler and ringer cranes for the increasingly heavy module lifts. These 'mega lifters' have grown in popularity and capacity since ALE's launched its AL.SK crane series 10 years ago, joining the small club of companies making their own heavy lift machines, such as Lampson and Deep South in the USA and Mammoet in Europe.

Work on the first AL.SK crane - the AL.SK90 - began in 2006 at ALE's R&D division in Breda, the Netherlands, the result of needing a larger capacity crane and faced with total lack of interest by the major manufacturers in building such a machine. When launched

in 2008, it took heavy lifting to a new level, offering capacities up to 4,300 tonnes and coinciding with an increasing demand to lift and place larger and heavier capacity components.

It also created a major split in the market. Mainline manufacturers such as Terex, Manitowoc and Liebherr had gradually introduced higher capacity crawler cranes but appear to have called a halt at the 3,200 tonne level with the Terex Demag CC8800-1 Twin and 3,000 tonne Liebherr LR13000. There are some Chinese designed and built alternatives such as Sany's 3,600 tonne SCC86000TM launched in 2011 and XCMG's 4,000 tonne XGC88000 which carried out a 4,500 tonne test lift at a radius of 17.5 metres with a 60 metre boom

in 2013. The problem for mainstream manufacturers is that the sheer volume of engineering hours required to develop and document these massive cranes, and the cost of building them bears no resemblance to the price that they can be sold at, while unit volume is limited.

Terex/Demag has done the best with the CC8800, having got in early with the launch in 2001 as a 1,250 tonner, later upgraded to 1,600

tonnes and then 2,500 tonnes in 2006. The 3200 tonne twin boom version was delivered to Al Jaber in late 2007. Since then around half a dozen units have been sold of the CC8800 Twins, while the regular

single boom unit has been far more successful and can always be upgraded. Liebherr meanwhile has delivered three or maybe four of its LR13000.



XCMG's 4,000 tonne XGC88000



ALE AL.SK350

However while the big 'home made' heavy lifters were at the top end, two major incidents in North America changed the market when two 'bespoke' large capacity cranes - a 2,500 tonne VersaCrane TC36000 owned by Deep South Crane and Rigging of Baton Rouge, Louisiana and a 1,100 tonne Lampson Translift working at the Black Thunder Mine in Wyoming - collapsed. This handed the initiative in the large capacity alternative crane sector to the Europeans with Mammoet having pioneered its PTC cranes in the late 1990s, and ALE raised the stakes with the new AL.SK90 kicking off a new impetus in heavy crane development which also now includes Sarens, following its acquisition of Rigging International in 2009.

Like most of the new mega lifters, the AL.SK90 - which is capable of lifting loads of up to 4,300 tonnes - was designed specifically for a contract. In this instance, the Jubail petrochemical contract in Saudi Arabia. The crane completed its first of several major lifts in 2009, including a 69 metre long depropaniser column weighing 755 tonnes. Working at 84 metres radius it allowed engineers to complete the foundations and pipe racks in advance of the column installation. With a little modification - basically widening the base - the crane's capacity could be increased to 5,000 tonnes - a version called the AL.SK120. The crane was also equipped with a standard hoist system for lifts up to 600 tonnes and strand jacks for the heavier loads. On a 130 metre main boom the crane could lift 3,000 tonnes at 31.5 metre radius, 1,500 tonnes at 69 metres and 540 tonnes at 114

metres radius.

ALE went through a major company rebrand in 2010 which included renaming its heavy lift AL.SK cranes to reflect the load moment measurement around the point of rotation and also reducing the confusion when comparing performance. Renamed the AL.SK 190 and the AL.SK350, the cranes had 190,000 tonne metre and 354,000 tonne metre load moments respectively. The AL.SK350 launched in 2013 had a maximum capacity of 5,000 tonnes, which it claimed made it the world's highest capacity land based crane.

In 2016 it completed its inaugural lifts in Brazil, installing 40 modules up to 3,000 tonnes on the P-74 Floating Production, Storage and Offloading (FPSO) vessel in the south of the country - the largest commercial lift by a land based crane. The same year ALE fabricated a new heavy duty jib for the cranes and announced plans for the AL.SK700 which is says can lift loads up to 8,000 tonnes.

Cees Segeren, ALE technical adviser said: "The AL.SK fleet has revolutionised the way the industry perceives crane lifting and has had many notable achievements in the last 10 years. One of their great advantages is that they can operate in a small space and this was showcased while removing beams at Earls Court in London, UK. The 4,300 tonne AL.SK190 lifted and removed 61 portal beams - weighing up to 1,500 tonnes - from over the London Underground lines below the former exhibition centre. This allowed other demolition works to continue, saving the clients both time and money."

Liebherr's LR13000 at a polypropylene plant in La Porte, Texas.



Mammoet

Mammoet was the next manufacturer to launch a 'next generation' mega crane. Since 1997 the company had been developing big lifting machines in partnership with offshore crane specialist Huisman. In 2009 it unveiled plans for its new mega lift cranes, a 100,000 tonne/metre plus version of its Platform ringer Twin boom Containerised (PTC) crane - the PTC120DS. The crane could take 3,000 tonnes to a radius of 48 metres, 2,000 tonnes to 53 metres and 1,000 tonnes to almost 100

metres. Using a 45 metre diameter ring it had a 130 metre main boom plus a jib of up to 43 metres. The PTC is designed to mobile crane standards with hoists and 360 degree slew in normal configuration, unlike the ALE AL.SK machines and Mammoet's own MSG cranes which use strand jacks and are considerably slower. The hoist speeds on the PTC 120 are two metres a minute for the largest winch which can cope with up to 3,200 tonnes and five metres a minute on the smaller 'runner' hoist which can lift up to 250 tonnes.



The ALE AL.SK350 completed its inaugural lifts in Brazil in 2016



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LIFTING CAPACITY AT MAX. RADIUS	2.75 t	6062.7 lb
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Sarens launched its SGC-140 a year ago and has just unveiled the SGC-250

Slewing is via normal crane type rollers with a full rotation taking 30 minutes which was fast for this size of lifting machine. The crane can also be rigged to run on straight tracks.

Soon after Mammoet unveiled plans for a larger 160,000 tonne/metre version, the PTC160DS. The two cranes have the same boom and jib configuration, the same counterweight and winches. However, the main difference is the footprint - the PTC160DS has a 54.5 metre diameter ring, almost 10 metres larger than the 120.

In 2011 Mammoet rejigged the PTC machines to offer capacities of between 140 and 200 thousand tonne/metres, each with three rigging options - main boom, main boom plus fixed jib and fixed main boom plus luffing jib.

The PTC140 was tested with a load of 3,520 tonnes at 33 metres radius rigged with an 83 metre main boom and 36 metre jib. Mammoet at the time said 'the maximum design load on the jib is 2,900 tonnes which sets a world record among jib and sheerleg cranes'.

The larger PTC200 has a maximum radius of 205 metres and can lift 1,000 tonnes at 100 metres. However the need for more capacity has meant that Mammoet has



Two major accidents in N. America changed the large capacity market.

upgraded the PTC 200DS to the 210,000 tonne metre PTC210 DS to enable it to safely lift a 2,000 tonne module at the world's largest refinery in Jamnagar, India.

Given that this will be a partial shutdown project with time and disruption needing to be kept to an absolute minimum, Mammoet wanted to ensure that the crane could lift the fully assembled vessel in one go, from a single location with a healthy margin of safety. The PTC200 DS can handle a 2,000 tonne load at a radius of up to 78 metres with 3,500 tonnes of ballast and 117 metre of main boom or 58 metres radius on a 140 metre boom.

Sarens SGC

Belgian international lifting specialist Sarens entered the heavy sector in 2010 unveiling details of its SGC-120 heavy lift crane which had a maximum capacity of a 3,250 tonnes 120,000 tonne/metre and capable of handling 600 tonnes at 100 metres radius. The concept had been in development for some time with Californian-based Rigging International, which as mentioned above Sarens acquired in 2009.

The SGC-120 is a classic ringer design, slewing on a double ring track system which sits on a load bearing mat. The resulting ground bearing pressures are less than 20 tonnes a square metre, virtually eliminating any special ground preparation requirements. The outer ring has a 38.5 metre diameter or just over 44 metres to the edge of the load bearing mats that the two rings sit on.

The twin boom design has a maximum length of 130 metres with twin back masts. A 90 metre luffing jib can be added with a 68 metre jib pendant to ensure good fully luffed



The 210,000 tonne metre PTC210 DS

capacities. The crane ships in 135 standard 40ft containers and when in position has up to 3,600 tonnes of counterweight which is made up of specially reinforced 40ft containers filled with locally sourced materials.

The SGC120 uses up to six high power winches rather than strand jacks, with 61 tonnes of line pull and line speeds of up to 20 metres a minute, making it more akin to a heavy lift crane than some other heavy lift machines of this size. For applications requiring frequent movement, the crane can be mounted on a dual track rail system laid out to suit the job site.

At the end of last year the company launched its largest to date - the

SGC-140 - which can handle 2,820 tonnes at 50 metres radius. After undergoing tests at the Port of Ghent, it was shipped to Kazakhstan and used on the Tengizcheroil (TCO) project on the north eastern shores of the Caspian Sea lifting modules weighing up to 2,500 tonnes at 50 metre radius.

At the time Sarens said additional models would include a smaller 90,000 tonne/metre SGC-90 to be launched this year and the 250,000 tonne metre SGC-250 due next year. However the early introduction of the SGC-250 - the flagship of the Sarens fleet - is because of a four year contract at Hinkley Point power station in Somerset, UK.



The SGC-140 can lift 2,000 tonnes at 50 metre radius



The SGC-140 is a classic ringer design

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World's largest land-based crane?

Earlier this month, Belgian heavy lift and transport company Sarens launched its largest crane to date, the 250,000 tonne/metre SGC-250 at its construction yard in Ghent. The company claims that this third generation SGC is the largest land-based crane in the world, capable of lifting 5,000 tonnes at a 40 metre radius and 2,000 tonnes at 100 metres on its main boom. As soon as the testing is completed the crane will be dismantled and transported to the UK for a four year contract at the Hinkley Point nuclear power station project in Somerset.

Everything about the SGC-250 is big and impressive. To make it easier to visualise, 5,000 tonnes is the equivalent of around 1,400 elephants, 650 farm tractors or 20 Airbus A380 aircraft.

It has two main boom options - 118 and 160.5 metres - together with

five heavy duty jibs - 40.5, 52.3, 64.1, 87.7 or 99.5 metres. The maximum lift height of 250 metres is achieved with the 160 metre main boom topped by the 99.5 metre jib, in this configuration it has a maximum radius of 275 metres. The Hinkley Point crane is equipped with the 118 metre main boom and 52.3 metre jib, allowing it to lift 4,250 tonnes at 40 metres, 1,781 tonnes at 65 metres or 775 tonnes at 165 metres radius.

While the SGC-250 is essentially a larger version of earlier SGC heavy lift cranes - the 90, 120 and 140 - it is unusual in that it can reposition itself on site while fully rigged, moving from one lifting position to another. This is a first for Sarens and the company says it 'constitutes a



Carl Sarens - director of global operations and technical solutions



The SGC-250 dominates the Ghent skyline



The SGC-250 can lift 5,000t at 40m radius



Sarens' president Ludo Sarens



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The crane continues the naming tradition which started with the Big Benny after Benny Sarens, the father of this generation of cranes. Benny's son Carl has been responsible for driving this project

breakthrough for the crane industry as a whole'. The slewing tracks/rings rest on a circle of 80 spreader mats with an overall diameter of 52.8 metres. This is topped by two very large ring beams, each of which carries a two rail track.

Unlike the previous models, the SCG-250 has two sets of travel wheels - one with 16 bogies in four assemblies with a total of 128 wheels for slewing 360 degrees around the ring tracks, and another set of 12 retractable bogies - six at the front and six in the rear - with 96 wheels for travelling on straight track for repositioning.

To switch from slewing to travelling

the crane lowers the 12 in-line travel bogies which lift the crane free of the slewing track and drive the crane forward thanks to 24 hydraulic motors. The Hinckley Point contract will have three slewing tracks/rings positions with travelling track in between them. This allows the crane to complete a lift and then travel to another lift area and be ready to lift again in just 10 hours/overnight - as it travels at a faster speed than a large tracked excavator.

The additional equipment that enables it to relocate fully rigged means that its overall weight has increased slightly more



After testing the crane will be transported to Hinkley Point power station in the UK



The 3,200 tonne main hook block

than expected to 9,000 tonnes, however ground pressure is just 25 tonnes per square metre. Major components include the 500 tonne crane deck, the 160 metre main boom weighing 910 tonnes and the 52 counterweight containers with 100 tonnes in each for a grand total of 5,200 tonnes.

Introducing the new crane to the 400 guests at the launch event, company president Ludo Sarens paid tribute to those involved in its design and development, saying: "The SCG-250 was designed and

engineered in-house based on the design of Rigging International that we acquired in 2009 although many improvements have since been added. Unfortunately the father of this generation of cranes - Benny Sarens - passed away last year however it is one of his products that we can admire today. His lifetime achievement was his leading involvement in pushing the development of the SGC cranes - Big Benny (the SGC 120) and Big Benny XL (the SGC 140)."

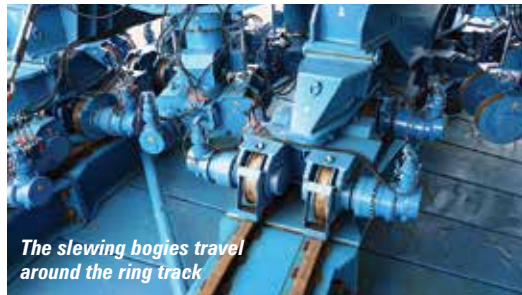
The project is now being driven



A Liebherr support crane



Cab monitors and controls



The slewing bogies travel around the ring track



Using two sets of travel wheels, the crane can reposition fully rigged

forward by his son Carl Sarens - director of global operations and technical solutions - with the latest crane continuing the naming tradition by being called 'Big Carl'.

"At the moment we have four cranes - the SGC-90 which has undergone a few upgrades and is currently available, the SGC-120 is working in the UK on offshore wind projects, the SGC-140, launched last year which is working in Kazakhstan

and the new SGC-250 heading to Hinkley Point in the UK," he said.

The crane took slightly less than 14 months to build and hand over for testing, with the manufacturing process starting last August with parts being sourced from the UK, Belgium, Germany, Italy, Poland, Romania and the Netherlands. Erection at Hinkley Point will take between eight and 10 weeks.

The SCG-250 in numbers

The crane has:

Six Power Packs Units (PPU) each with two CAT 421hp/310Kw Tier 4 compliant engines

10 winches with the six Zollern main hoist winches holding 3,600 metres of 50mm diameter wire rope - (4 x 1,600m and 2 x 2,000m).

9,000 litres of diesel fuel

18,000 litres of hydraulic oil

82 hydraulic filters

2,000 metres of hydraulic hose

112 hydraulic slew motors

28 hydraulic secondary units

932 hydraulic quick connections

24 motion control PLCs

1 master PLC

6,000 hours of software and control system development

1,000 metres special hybrid cable

2,000 metres of power cable

Some examples weights include:

The 80 metre back mast weighs 350 tonnes

Two 65 metre back mast struts weigh 200 tonnes

The 3,200 tonne main hook block weighs 105 tonnes

The 1,600 tonne auxiliary hook block that runs from the jib, weighs 58 tonnes

Two interesting presentations FYI

<https://www.youtube.com/watch?v=z53HJCEKA3M&t=25s>

http://www.sarens.com/media/1558122/sgc-250_technical_presentation.pdf

http://www.sarens.com/media/1558122/sgc-250_technical_presentation.pdf



The SGC-250 cab



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Dock gates lift

Hanover-based crane rental company Nolte was called on to remove six large steel harbour gates in Büsum, Schleswig-Holstein on Germany's North Sea coast for refurbishment. The greatest challenge was finding space for a crane large enough to carry out the lift. Each gate is 12 metres wide by 16 metres high and weighs 90 tonnes.

The company selected an eight axle 750 tonne Liebherr LG 1750 truck crane for the lifts, however the lack of space and suitable ground was problematic. The solution was to build a temporary concrete slab base on a grassed area close to the harbour entrance. The LG 1750 was rigged with 49 metres of main boom, plus 56 metre luffing jib and derrick boom with 570 tonnes of ballast in order to lift the gates from their hinges, slew them over the harbour building and place them in a frame on the bottom of a drained dock chamber for the refurbishment work to be carried out. The toughest lift involved a 101 tonne load at a radius of 67 metres.

The LG 1750 was supported by a 200 tonne five axle LTM 1200-5.1 All Terrain crane, and an MK88 mobile self-erecting tower crane for the minor hoisting work and helping with building the steel girder and pipe emergency barrier to seal the dry dock chamber from the sea.

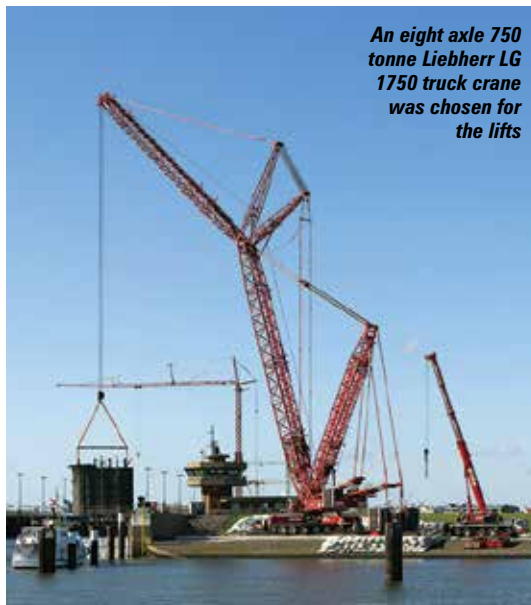
Site manager Jürgen Peters said: "The Liebherr LG 1750 was the ideal crane for this job because the slewing range for the derrick platform was very limited. Work on the €2.5 million barrage was completed after six weeks with the lock gates fully refurbished and reinstalled."



A temporary concrete slab base on a grassed area close to the harbour entrance was specifically built for the crane



Each of the six steel harbour gates measured 12 metres wide and 16 metres high and weigh 90 tonnes



An eight axle 750 tonne Liebherr LG 1750 truck crane was chosen for the lifts

One big crane

When Mammoet was asked to provide a solution to a number of heavy lifts at Braskem's new \$675 million Gulf Coast polypropylene plant at its Delta facility in La Porte, Texas, it concluded that the most efficient approach would be to use one crane capable of performing all of the lifts from a single location.

With loads of up to 750 tonnes and 160 metres of reach required over the full contract, it chose the 3,000 tonne Liebherr LR13000. Germany's Linde - the lead Engineering, Procurement, and Construction services contractor for the project liked the plan with the first and heaviest lifts - placing two South Korean built reactors onto their foundations - carried out this summer. The heavier of the two weighed 725 tonnes with an overall length of 49 metres.

The crane was rigged with 96 metres of main Power boom, 400 tonnes of superstructure counterweight, derrick mast and 1,500 tonnes of suspended counterweight. In this configuration it can handle up to 1,859 tonnes at 16 metres radius. The LR13000 raised each reactor from horizontal with one of Mammoet's Demag CC2800 crawler cranes 'tailing in'. Once the reactor was vertical the LR13000 slewed it through 180 degrees and travelled a short distance with the load, placing it precisely on its base. In this configuration the crane could have taken the 750 tonne total load out to a radius of just over 60 metres.

The crane was then re-rigged adding a 72 metre luffing jib to the 96 metre 'P' boom in preparation for a further 16 lifts that range from 38.5 to 482 tonnes, all of which should be completed by next July. The new plant is scheduled to be commissioned during the first quarter 2020 and will add a further 450,000 tonnes capacity a year to the existing Delta facility creating North America's largest polypropylene plant.

Kleber Sousa, Braskem's lead process engineer on the project said: "Watching the first reactor being lifted to its final position was a special moment, not only for the astonishing engineering involved in moving such a big piece of equipment, but also because I have been close to the reactors since the beginning, from engineering in Dresden, Germany, to final inspection in South Korea."



Mammoet used just one heavy lift crane - a 3,200 tonne Liebherr LR13000 - at Braskem's new \$675 million Gulf Coast polypropylene plant at its Delta facility in La Porte, Texas.

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ALE TLG1000 gantry makes debut

UK-based heavy lift contractor ALE is currently installing 538 bridge deck beams weighing up to 230 tonnes each on the new five kilometre San Martin mass transit train/tram viaduct connecting the Palermo and La Paternal neighbourhoods in Buenos Aires, Argentina - part of which runs over the top of the San Martin railway tracks.

The company is erecting most of the beams with a girder type launching crane, however, the space between two of the piles was too large for the launching crane to reach, so four beams were installed with the company's new TLG1000 gantry system which lifted the beams off to the side of the viaduct and travelled them into place on rails.

A large crawler crane would have been the easier option to install these sections, however an underground gas pipeline located beneath the viaduct meant that its higher ground bearing pressures risked damaging the pipe. The gantry was able to spread the load over a wider area and use its monitoring systems to provide live data on ground pressures and settlements, helping reassure the client.

Juan Manuel Hinojosa, project manager, said: "It is fantastic to see the TLG1000 in operation for the first time and deployed to overcome the challenges of the underground pipeline."



ALE's new 1,000 tonne capacity TLG1000 gantry system installed four beams avoiding damage to an underground gas pipeline

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CC8800-1 at Indian fertiliser plant

Sarens has carried out a series of challenging lifts at the \$750 million Ramagundam fertiliser plant in India, using a 1,600 tonne Demag CC 8800-1 crawler crane from Greece. The project involves constructing new ammonia and urea plants.

The first and most challenging lift involved raising a 425 tonne, 53 metre long and 3.8 metre diameter urea reactor from horizontal to vertical, and then travelling and placing it on its base. To perform the lift, the CC8800-1 was in SSL 84/72 configuration, working at a radius of 24 metres with a CC2800-1 to 'tail in'. After lifting the reactor, the CC8800-1 slewed and tracked the load into position. The Demag CC 8800-1 then had a further 40 days to carry out five more key component lifts weighing up to 640 tonnes.



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Spider sector moving up



C&A

spider lifts

Over the past few years the tracked spider lift has gradually become more of a mainstream rental product as well as an essential tool for many specialist trades such as tree work and building maintenance. However, the individual model volumes and geographic spread has still not reached a point where a mainstream aerial lift manufacturer has been tempted to develop its own machines.

Italian manufacturer Hinowa remains the market leader, at least in terms of units sold, delivering around 1,000 spider lifts a year - bolstered the JLG branded models that it produces. Most other manufacturers build between 200 and 500 machines a year, with working heights of between 13 and 23 metres making up almost 80 percent of the total and around 70 percent sold to rental companies.

This year's Cranes & Access Top 30 UK and Ireland Rental Company Guide revealed another year of expansion for spider lifts with the number of machines in leading rental company fleets growing more than eight percent. This rise in popularity is also reflected in an increasing number of European markets as well as North America and Australia.

However, unlike other aerial lift sectors such as truck mounts, spider lift development does not appear to be driven by striving for the greatest working height, but by more general features such as alternative power sources - including lithium ion batteries and hybrid power packs - while improving performance such as outreach and platform capacity at the same time as making them easier to transport by being lighter and more compact. There has also been a move to make them simpler to operate, an issue that dogged many of the earlier products.

The 50 metre spider lift vs truck mount

The current range of the largest machines - 50/52 metres - have been around for more than a decade with three manufacturers participating in the market: Falcon - the 'descendant' of Falck Schmidt the inventor of the spider lift - Teupen and Palazzani. While the other manufacturers have all added larger machines to their product ranges, there appears to be little appetite to take the title of



The 50 metre Teupen Leo 50 GTX was launched in 2005

'manufacturer of the biggest spider lift' - markedly different to the truck mount market which battles persistently to build the largest lift on a 3.5 tonne chassis, the largest on a two axle truck, a three axle truck and so on.

While there is some demand for big spider lifts with 50 metres or more working height, it is limited. Big spider lifts are relatively expensive, require bigger transport vehicles given that they can top 14 tonnes GVW, and have in the past been

relatively complicated to operate, all of which makes them less attractive to many rental companies. For many applications the 50 metre truck mounted lift - no longer considered a big beast of a machine - is considered a better bet, given that it can be quickly and easily driven to site, users expect to hire it with operator and it is able to carry out several jobs in a day. However, the 50 metre spider lift scores when it comes to reaching some areas, with the ability to pass through standard

Italian manufacturer Hinowa remains the market leader, delivering around 1,000 spider lifts a year





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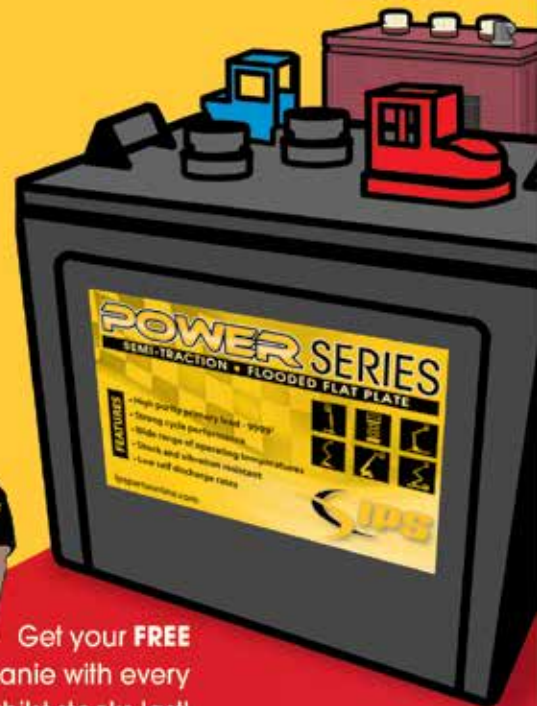
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The 48 metre Palazzani XTJ48 was first launched on wheels with a tracked version following later in the year

double doors, cross delicate flooring and even climb stairs, making it indispensable for a certain type of work such as atrium cleaning and maintenance. However, in these applications the user often buys the machine so that they have it to hand. With only a few of them in rental fleets, the sector lacks the sales and marketing that might go with other products such as self propelled boom lifts over 50 metres. The first 50 metre spider lift - the Teupen Leo 50GT made its debut in 2004 with the first units delivered in Germany and the Benelux region. The Leo 50GTX arrived in late 2005. The first unit in the UK was ordered in 2006 and delivered the following year, not to a rental company but to Gladedale Capital for large office, retail and residential development. In those days there was also a good deal of interest from the electrical transmission market for work on pylons. However, it appears that truck mounted lifts have taken this market, with all wheel drive chassis and the greater use of easy to lay trackway.

In comparison the first unit of the 52

metre Falcon - then known as Falck Schmidt - was purchased by Irish international rental company Height for Hire which encouraged and supported the development of the new model launched in 2009 and delivered six months later in 2010.

In between those two events Palazzani launched the 48 metre XTJ48 in 2006, originally on wheels, with the first crawler mounted unit shipping at the end of the same year. Then five year's ago the company launched the new XTJ 52, the latest unit was recently delivered to French rental company Mediaco, complete with bi-energy power pack.

Manufacturers add bigger machines

While the race to build the biggest spider lift has been laid back, there has been a strong trend in recent years to build larger mainstream products, particularly among the many Italian manufacturers that dominate the industry. Most of these early manufacturers - including Oil&Steel, Hinowa, Heila/Italmec, Lionlift, RAM, Socage and Basket, now Platform Basket - began with 10 to 13 metre models followed by 15 to 16 metre versions, usually on the same chassis, but with dual sigma type riser, to gain the additional height. As a result, many buyers traded up to the larger models, given that the cost differential was outweighed by the perceived additional



Danish manufacturer Falcon launched its 52 metre Falcon FS520C in 2009, taking over the mantle of the world's largest spider lift

versatility that the additional height offered. The key players in this market then began adding larger models, between 17 and 21/22 metres which could still be transported on a two axle equipment trailer, an important factor given that the competition in many markets included low cost trailer lifts. As the market expanded, new more sophisticated manufacturers joined in, including CTE, JLG - which signed its OEM agreement with Hinowa in 2010 - Multitel Pagliero and Bluelift - now owned by Ruthmann. Bluelift had previously built fabrications for many Italian manufacturers that were assembling truck and spider lifts in the early 2000s.

While this evolution was occurring a few companies such as Teupen, Omme, Falck Schmidt, Palazzani were catering for a growing market for models in the mid 30 metre range, still a small niche sector at this point.

Each time the higher volume smaller spider lift manufactures have moved on to larger models beginning with the 19 to 23 metres range, the market for these models has expanded rapidly, giving many of them a taste to build even larger models, which also tend to be more

profitable to make. In the past few years there has been substantial growth in the 25 metre market and more recently an explosion in the number of models available in the 30 to 33 metre range. Some of these manufacturers have now moved into the 42 metre market, which already might be showing signs of the growth that often goes with an influx of more choice?

What volume for bigger models?

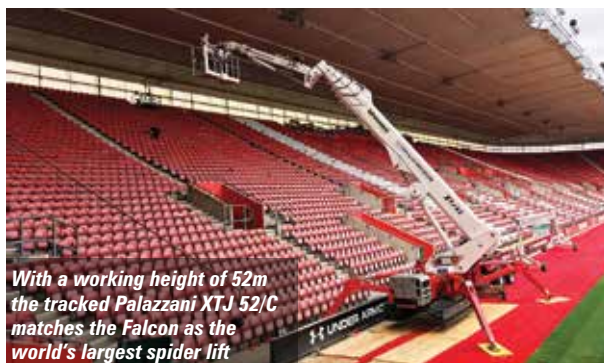
However, a question remains over whether the rental market is ready for the largest spider lifts. Historically the largest spider lifts have been purchased by end users specifically for commercial and high rise residential developments. Danish manufacturer Falcon launched its 52 metre Falcon FS520C in 2009, taking over the mantle of the world's largest spider lift. The FS520C was based on the same design philosophy as the company's 42 metre model, including its dual track trunnion mounted undercarriage system and tri-power pack which used AC Electric, DC battery pack and diesel power.

Palazzani is the only other manufacturer with a spider lift over 50 metres. The tracked XTJ 52/C and the wheeled XTJ52/R version have a working height of 52 metres, a 400kg maximum platform capacity and 19 metres of outreach. Overall weight is 14 and 13 tonnes respectively with variable width tracks extending from 1.45 to 1.9 metres, while the wheeled chassis is 1.5 metre wide. A 500kg winch is also available which is interchangeable with the basket, to create a spider crane.

The Falcon FS520C follows a slightly



Manufacturers are focusing on smaller spider lifts again - this is an 11m Bluelift SA11



With a working height of 52m the tracked Palazzani XTJ 52/C matches the Falcon as the world's largest spider lift



The Falcon FS290 will clean and maintain the inside of the 137,000 square metre Oceania Shopping mall in Moscow, Russia



A Palazzani XTJ52/C

different design philosophy and has been particularly successful for high atrium applications, with models designed for narrow indoor applications as well as for rough terrain. Over the years most FS520C have been delivered directly to specific projects, usually on completion. Occasionally they are delivered early to help with fit out work as well, before staying in situ for maintaining and cleaning the windows and domes in shopping malls, airports, museums, hotels and prestige residential developments where its working height, low ground bearing pressure and double jib versatility are particularly useful as are its 1.25 metre stowed overall width and

multiple outrigger set up.

Last year China's Chongqing Jiangbei International Airport purchased an FS520C to clean and maintain the inside and outside of the airport buildings. Mounted on twin sets of rubber tracks, the FS520C features an eight section telescopic boom and six metre two part folding jib, providing up to 17 metres of outreach. It is equipped with the new Falcon 'Service Tool' which allows remote monitoring of the unit for easy trouble shooting and diagnostics while gathering full operating and tracking records.

A smaller 29 metre Falcon FS290 was recently delivered to Russia's Oceania Shopping Mall to clean and maintain the inside of the 137,000

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Palfinger unveiled its new 21 metre P 210 AJTK spider at Intermat

square metre mall in Moscow. The FS290 features a five section telescopic boom and dual arm articulated jib, providing 14 metres of outreach with an unrestricted platform capacity of 100kg, or around 13 metres with 200kg.

The calm before Bauma?

Over the past few years there has been a flurry of activity in the spider lift sector however this year has been a little more subdued possibly as the industry catches its breath as it ramps up production of the new models or building up for more launches at Bauma next year. Palfinger surprised many with the launch of its first spider lift - the P150 AJTK at Bauma 2016 - although the move was logical given that Palfinger Italia's aim was to produce more cost effective and simpler smaller platforms. Last year it launched the 17.7 metre P180 AJTK and earlier this year quietly unveiled the 21 metre P210 AJTK at Intermat. Managing director

Paolo Balugani says he wants a four model range including a 25 metre model - the P250 AJTK? - which will probably be unveiled fairly soon. Two years ago, Palfinger signed a technical/sales agreement with Palazzani to provide it with Palfinger branded spider lifts from 27 to 52 metres, with the intention to provide a wider spider lift range for its distribution network.

JLG/Hinowa

JLG is entering the ninth year of its partnership with Hinowa which provides it with modified and badged versions of Hinowa's lifts. The latest JLG model launched last month is the European version of its 33 metre X33J Plus CCB spider lift, following the launch of the US X100AJ version in prototype format at the Rental Show earlier this year. Hinowa publicly launched its own version - the 32.6 metre Lightlift 33.17 Performance IIS slightly later. Both versions have an outreach of 16.5 metres at an up and over



The latest JLG model launched last month is the European version of its 33 metre X33J Plus CCB



The 32.6 metre Lightlift 33.17 Performance IIS



A 36 metre Easy Lift R360 at Shanghai airport

height of 17 metres, with an unrestricted platform capacity of 230kg. The lift mechanism features a four section telescopic lower boom which elevates to almost 90 degrees, plus a three section telescopic top boom topped by an articulating jib.

Hinowa has also added a wider 1.6 metre platform rather than the 1.4 metres on its smaller models with standard 180 degrees platform rotation. The machine has an overall height of just under two metres, an overall length of six metres - with the basket removed, and a stowed overall width of 1.2 metres, although the extendable tracks increase this to 1.7 metres for improved stability when travelling on uneven ground.



The LL33.17 is also equipped with Hinowa's RAHM control and remote diagnostics system with a full telematics suite.

The unit has a choice of outrigger footprint, the normal setup being 4.6 x 5.1 metres and the narrow being three by 6.5 metres.

Power options include a bi-energy Kubota diesel, AC electric motor, or a 76 volt/150 AH lithium-ion battery pack. The LL33.17 is also equipped with Hinowa's RAHM control and remote diagnostics system with a full telematics suite and switches off completely if left unattended for more than two hours, preserving battery life. The company's Sky-Guard secondary guarding/anti entrapment system is standard equipment.



Italian domination

These are just two of several new spider lifts in the 30/33 metre range which also includes the Bluelift SA31, the Platform Basket 30T and Teupen Leo 30GT Plus.

The fact is that Italian manufacturers already dominate the sub 26 metre spider lift market and are looking to extend their hold in the 30 to 33 metre market. Ruthmann Italia/Bluelift and Hinowa will be joining fellow Italians Platform Basket, Palazzani, CMC, Easy Lift and Multitel Pagliero which are already active in the 30 metre market and all will be looking to apply pressure on the current big players in the sector - Teupen, Ommelift and Falcon.

Bluelift 31 metre

Now part of Ruthmann, Bluelift unveiled the new SA31 earlier this year at Intermat, it was also shown at Vertikal Days on the Snorkel UK stand - its distributor for the UK and Ireland. The compact lift has a 31 metre working height and up to a 17.5 metres outreach with 120kg

platform capacity, 14.5 metres with the maximum capacity of 250kg and 15.5 metres with 200kg. Stowed width is just over a metre, extending to 1.99 metres. This combined with a stowed height of less than two metres means that it can pass through a single industrial door. Overall length is 6.45 metres with basket and 5.75 metres when removed. The unit offers two outrigger widths, 4.53 metres or narrow three metre spread, with the standard intelligent Ruthmann control technology provide the optimal safe setup and a relatively low overall weight of 4,700kg.

Platform Basket 30T

In the past year or two Platform Basket has been particularly active in the larger spider lift market, launching several models including its latest, the 30T telescopic as well



The Bluelift SA31 has a 31m working height and up to a 17.5m outreach



Hinowa LL33.17



Promax's modified Platform Basket 27.14 undercarriage specifically for UK rental company Easy Reach Access Hire

as the 27.14 and the 33.17. It is also set to launch a new 43 metre model in the next few months.

One of the main features of the 30T is its overall stowed travel width of just 890mm making it the narrowest spider lift in its class. The unit has a five section straight telescopic boom, topped by an articulating jib giving a 30.3 metre maximum working height, 14.2 metre maximum outreach and 230kg platform capacity with fully automatic working envelope monitoring. The variable position outriggers include asymmetric set-up, automatic levelling and stowage. When set in the narrow position, the unit still offers up to 18.5 metres of outreach over the front or rear of the machine with 136kg capacity. The outriggers are also capable of lifting the machine 1.21 metres clear of

the ground, allowing it to self-load/unload onto a truck as well as level on slopes.

The tracks can be extended from 890 mm to 1.29 metres for extra stability when travelling. It has an overall height of 1.96 metres and length of 6.52 metres. Standard features include the quick detach basket which has outlets for air, water and 110v/230v electrics. Given its performance the 30T is also relatively lightweight at 4,250kg. The 30T hybrid version features a lithium ion battery pack and Kubota diesel.

High clearance undercarriage

UK distributor Promax Access which sold the first 30T in the UK to MBS has also developed a new undercarriage for the 27 metre Platform Basket 27.14 for Scottish rental company Easy Reach Access.



The new 30 metre hybrid Platform Basket 30T

How do the new 30 - 33m spider lifts compare

Make	Hinowa	JLG	Bluelift	Platform Basket	Teupen	CMC
Model	Lightlift LL33.17	X33J Plus CBB	SA31	30T	Leo 31GT Plus	S32
Working height	32.6m	32.6m	31m	30.3m	30m	32m
Max capacity	230kg	230kg	250kg	230kg	400kg	220kg
Max outreach	16.5m	16.5m	17.3m 120kg	14.2m	17m with 80kg	15.5m
Outreach max cap	16.5m	16.5m	14.5m	13m	12.7m	14m
Length (with/ without basket)	6.5/5.8m	6.5/5.8m	6.45/5.75m	6.52m	7.7/7.5m	7.8/6.98m
Width	1.2-1.7m	1.2-1.7m	1.01m	0.89 - 1.29m	1.58m	1.56m
Height	1.99m	1.99m	1.99m	1.96	1.99m	1.97m
Weight	7,616kg	7,616kg	4,700kg	4,250kg	4,500kg	7,280kg
Outrigger footprint	4.6m x 5.14m	4.6m x 5.14m	4.53m x 4.82m	4.53m x 6.55m	5.5m x 5.6m	5.4m x 5.14m
Narrow footprint	6.3 x 3.3m	6.3 x 3.3m	5.99 x 3m	6.55m x 2.7m	7.6 x 2.99m	6.52m x 3.58m
Power	D/H/E	D//H/E	D/H/E	D/H/E Elec 230V AC Elec 24V DC	D/H/E	D/H/E



CMC's latest spiders includes the 21.6 metre S22HD.



The Platform Basket 30T has a narrow 890mm width



Teupen's latest 30 metre Leo 30T Plus spider lift has up to 17 metres outreach with 80kg platform capacity

Designed and fabricated inhouse the tracked undercarriage features an additional row of idlers giving increased clearance which is particularly appreciated for tree care work.

Teupen Leo 30T Plus

Teupen's latest 30 metre Leo 30T Plus spider lift has up to 17 metres outreach with 80kg platform capacity, or 14 metres with 300kg or 12.7 metres with the maximum 400kg. Overall weight is 4,500kg, but its overall length of 7.7 metres can only be reduced by 200mm with the 1.2 metre long 800mm wide standard basket removed. Three alternative platform widths are available - 900mm, 1.5 metres or two metres. German access rental company Gerken has taken delivery of the first Leo 30T plus spider lift, with another on order.

These new models join an already extensive choice of 30 to 33 metre spider lifts, including the heavy duty Falcon FS330Z Vario with an overall width of 1.25 metres, a 250kg maximum platform capacity and up to 16 metres of outreach and 6,300kg overall weight. And a very similar look alike product from Palazzani, the 32 metre TZ330, the company's first articulated model. And finally, the twin aluminium telescopic boomed 30 metre Multitel SMX 300HD with 270kg maximum capacity, up to 14.7 metres of outreach and overall weight of 5,600kg.

CMC concentrates on bigger platforms

CMC is unusual for an Italian access manufacturer in that it is based in Bari in the south of the country. It

exports three quarters of its products with most going to the USA, where it claims to be market leader in the 25 metre sector having sold more than 400 machines mainly for tree work. Other significant markets include Australia and China. Only 15 percent of its 300 machine annual production are sold to rental companies and this is an area that it aims to increase in the future with a new range of 'rental' units.

Its two latest spider lifts just launched include the 21.6 metre S22HD and the 23 metre S23. The S22HD has a single parallelogram riser, three section telescopic boom and articulated jib, maximum platform capacity is 230kg with an outreach of 9.9 metres, while 12.5 metres outreach is possible with 80kg.

The S23 features a dual sigma type riser, telescopic boom and jib with an outreach of 12.4 metres, with its maximum platform capacity of 200kg. Both spider lifts are available with hybrid power packs and feature CMC's anti-collision secondary guarding system and wireless remote controls. A new 19 metre S19HD, is also expected to be launched soon. CMC's most popular machine - the 25 metre S25 - is currently being updated after five years in production. Structurally it will remain largely unchanged but will feature various electronic improvements.

About 70 percent of its production is currently made up of the 25 and 32 metre machines with only a few of its largest machine - the 41 metre S41 sold. The company says its next machine will be a 38 metre spider.



Multitel's 30m Multitel SMX 300HD, has 270kg capacity, up to 14.7m of outreach and overall weight of 5,600kg

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SPARES
OTHER HEAVY MACHINERY

The future and beyond...

In this our first feature focussing solely on 'technology' we take a look at the latest ideas and developments that will affect the future of cranes, access and telehandlers.

Whilst we constantly report on new technology used in the products we cover, there are plenty of new developments and technology emerging that while they may now only be ideas, prototypes or early version products could soon be the norm.

Even the youngest amongst us has seen the speed of development gather pace and quickly impact everyday tasks. The time taken from idea to prototype, production and finally adoption is now so fast it is hard to keep up. Look at how computers, mobile phones and the internet have taken over the way we live our lives in a relatively short time. New technology for construction and industrial equipment will not change the lives of everyone but will certainly change the way our industries work.

Future trends

At the recent Work at Height Forum hosted by Nationwide Platforms in the UK, the first speaker Guru Bandekar - vice president global engineering product development and management for JLG - outlined some of the work and projects that his company is working on as well as highlighting general trends and how he expects the powered access industry will evolve using the new technology.

He highlighted the microprocessor as the key component that has transformed the way we live, work, travel - everything around us now is driven by a microprocessor

- and yet it was developed in the late 1960s and only commercially available in 1971. The microprocessor used in the new iPhone can process five trillion operations a second and this figure is expected to double every 18 months over the coming years.

"This is one technology that has transformed everything we do," he said, "JLG launched its first platform in 1969 - just 50 years ago next year. Compare the original machine with the current products and then imagine how they will look in five, 10, 15 or 50 years from now."

Mega trends

Bandekar highlighted several mega trends including the global marketplace, the sharing economy, the digital future and the urban world.

The 'global market place' is one where suppliers and users will find a way of connecting wherever they are on the planet. For data and ideas there are no trade barriers for example the merging of the ANSI and CE standards for aerial work platforms allows the same products to be able to be sold in more areas intensifying competition.

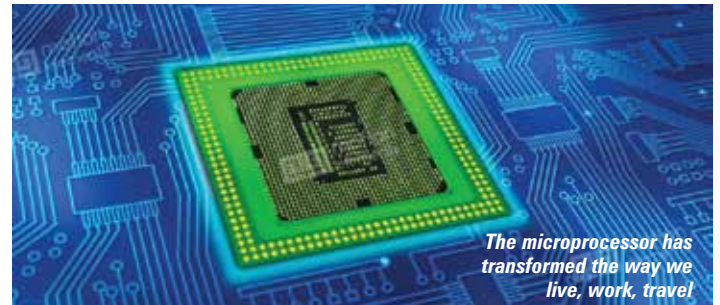
The sharing economy

Doing more with less - the sharing economy such as Uber and Airbnb - is also all around us and no different in our industry. The equipment rental industry is in a way an early a version of this, but it still has a way to go, both in terms of market penetration and radical change with



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technology



The microprocessor has transformed the way we live, work, travel

new ideas and technology set to transform the industry, just as Uber has/is changing the taxi market.

All digital

The digital future is where we expect everything that happens in the physical world will be available in the digital world - on our smart phones, iPads/tablets and computers.

Urbanisation

It is estimated that about 50 percent of the seven billion people living on this planet live in urban centres - by 2050 this will increase to 66 percent or two thirds of the population. Cities are already densely populated and increasingly connected, while noise and air pollution are major factors driving the move towards electric/battery drive. At the same time traffic congestion will drive new ways of delivering equipment.

Adopting automotive technology

We now expect a new car to have a suite of cameras. This is rapidly becoming true for equipment such as telehandlers which could soon have cameras providing a 360 degree view in an easy to see format, improving both safety and productivity. The same is true when placing a load at height which can

Rental company Lynch has been installing 360° vision cameras on all machines over 10 tonnes

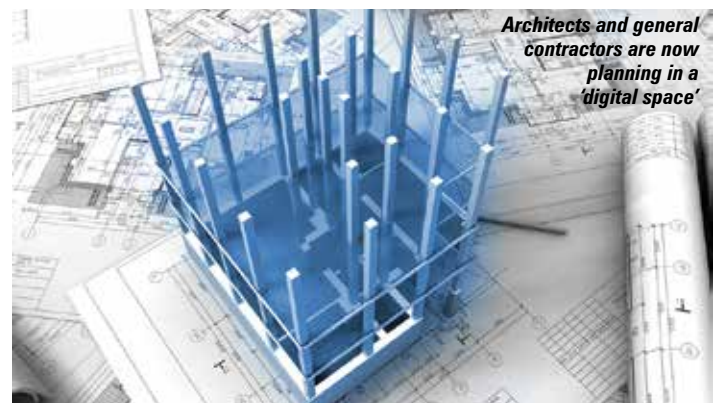


often be less than ideal in terms of safety and productivity. Cranes are using cameras to monitor an increasing range of items such as hoist spooling and tailswing as well as the load using hook block cameras complete with two way microphones. Aerial work platforms are likely to be fitted with similar systems to car reverse and proximity sensors in order to avoid overhead crushing etc.

At the same time it is rapidly becoming mainstream for actions to be recorded in the same way as a black box on aircraft. This will radically transform accident investigations, while providing manufacturers with a mass of useful data that will provide the background for even more rapid development.



The sharing economy



Architects and general contractors are now planning in a 'digital space'

The digital future?

“Architects and general contractors are now planning in a ‘digital space’,” he said. “We are currently developing an app that can place machines in the digital space to ensure the right machine is selected, that it will physically fit and have the performance to do the job helping improve productivity and profitability.”

“Building on the increasing use of the smart phone to control lights, door bells, cameras etc - we are also working on a remote control for loading and unloading machines and connecting to the machine via Bluetooth to drive and safely unload the platform, allowing rental customers and truck drivers to

delivery/receive it even though they cannot operate the machine. This has been trialled on scissor lifts in the USA with a few select customers, and we are now looking to commercialise it on a larger scale in the near future. We also expect to use this technology in other products.”

Many countries employ an increasingly diverse workforce which does not necessarily speak or understand the native language. In English speaking markets, such as the USA and UK, but also throughout the Middle East, India and parts of Asia the decals are typically in English, so JLG is prototyping an app which simply and quickly translates decals into another language with



JLG's BIM library allows users to choose the right equipment every time with the complete set of 3D BIM compatible models



obvious safety advantages.

“We send many different service kits and parts to rental companies together with reams of printed instructions on how to carry out the installation,” says Bandekar. “We are developing another app with selected customers so that they can look on any device through virtual reality but without the VR hardware, where they go through the installation process step by step increasing productivity. These are being developed now and will change the way we work.

All phases of work can initially be planned in the virtual world, so it is easy to know and choose exactly the type of machine you would need, when it is required and for how long, improving the productivity and safety. The BIM (Building Information Modelling) 4D and 5D technology exists but our industry has not adopted it yet.”

“There is also potential for greater use of intelligent remote control, taking the operator away from the danger work zone. Robots and

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A drone survey of a large wind turbine may cost half that of a traditional survey



humans will coexist in the future. What if we were to develop controls that can tell the machines where loads are to be placed? This human assisted load placement can further increase safety on the worksite. The technology is available and the cost to adopt it are coming down. There are always times when you have raised the platform to the place of work but realise that you have forgotten something," he said. "But we can programme drones to supply the tools making it easier and safer to work by not having to carry all the tools in the platform all the time."

Drone revolution

As technology advances, drones are becoming increasingly popular, especially in the commercial environment. Estimates predict that the global drone market will be worth around £90 billion by 2020.

An example of this is the UK, which saw a 52 percent increase in commercial drone licenses granted by the Civil Aviation Authority (CAA) between 2016 and 2017.

Drones are already working in the agricultural, energy and construction markets, mostly for survey and inspection work, obvious applications given that drones can easily reach heights and areas to get close views that would be challenging and expensive with more traditional means. An increasing range of tools are also allowing them to take accurate and precise measurements or detect cracks or other discrepancies, quickly and extremely cost efficiently, compared to more traditional methods. For example an external survey of a large wind turbine costs around £1,500, while using a drone to do the same work can be half that.

Network Rail in the UK has already

implemented a 'drone first policy' in a bid to help reduce working at height hazards for both employees and contractors. Reducing the amount of work that involves higher risks, can have financial benefits with discounted insurance premiums and less need for training for such hazardous work.

Drone types

There are two types of drones currently employed in the construction industry. The first is the standard helicopter type blade model. While cheap and readily available they cannot carry a great deal of weight, which also impacts battery life. They are therefore best suited to surveillance and inspection work and shorter flights. The second type is the fixed wing drone, often used by the military although are increasingly employed in other industries. They require a runway to take off and are, as you might expect, much more expensive. They can however carry heavier loads and are therefore more suitable for surveying large areas as they are often powered by engines and can carry much heavier sensory equipment.

Changing laws

As drones become more popular, governments are increasingly regulating drone pilots and the devices themselves. In the UK for example it is currently illegal to fly a drone within a kilometre of an airport and any flight is limited to a height of 122 metres/400ft. Pilots must also register any device over 250g with the Civil Aviation Authority and any breaches can result in fines up to £1,000. These laws only came into effect this year as an amendment to the Air Navigation Order 2016. By November 2019, it will also be mandatory for pilots to take an online



A fixed wing industrial drone



The helicopter VTOL type drone.

safety test when registering their devices.

Mixed reality training

In the past year or two have seen a significant increase in the availability of Virtual Reality (VR) training software and equipment, particularly for equipment operators for cranes and aerial work platforms. However technology is moving forward so fast that no sooner is new equipment available it is made obsolete, with Artificial Reality and now holographic computing technology set to become cost effective and practical for mainstream applications.

Global testing, inspection and certification company Bureau Veritas has introduced a new training aid using mixed reality and holographic computing technology to allow trainees to experience inspecting large or difficult to reach industrial equipment such as tower cranes etc. Created in partnership with technology specialists SmartDS, the SDS Mixed Reality Platform is a holographic training solution designed to support inspector training using Microsoft's HoloLens MR technology via a head-mounted display unit.

The approach works by blending 3D holograms within a real world environment through the display unit, to allow the user to physically explore computer generated 3D models that are placed in their



The holographic SDS Mixed Reality Platform uses Microsoft's HoloLens MR technology via a head-mounted display unit.

immediate surroundings. The user can interact with the placed objects using hand gestures, voice control or button inputs. They can also move into the hologram, remove casings and switch numerous common and rare defects on and off. Crucially, this allows the trainee to have the experience of inspecting the large or difficult to access equipment at minimal risk and without potentially disrupting work on site.

Bureau Veritas formed a partnership with SmartDS on the research and development of this technology, in a bid to integrate advanced technologies within existing training techniques. In order to create a tailored solution for Bureau Veritas' needs, SmartDS created a bespoke platform - the SDS Mixed Reality Platform - which utilises Microsoft's HoloLens technology with Enterprise Infrastructure Solutions for use in blended training environments, allowing it to be integrated within Bureau Veritas' existing software.

To-date, the team has estimated that this approach can reduce overall training time in this specialism from six days on site to a single day



on site, plus a day using the SDS Mixed Reality Platform.

Rachel Rawlings, accreditation manager at Bureau Veritas explains: "Typically, trainees in the pressure specialist discipline would be required to inspect large assets such as industrial boilers in order to complete their training. However it can be difficult to arrange access, as it requires shutting it down for a period of time which can be costly and disruptive. Often it can also be difficult to physically gain access



The holographic based approach means the trainee can get 'hands on' and have visibility off a myriad of potential defects conveniently, efficiently and safely



Blending 3D holograms within a real world environment through the display unit, allows users to physically explore computer generated 3D models



Anti-collision drone for indoor work



due to its size and location, as well as it being potentially dangerous. A real life asset may also be in good working order, so often the trainer will have to point out potential defects without the trainee actually being able to see them first hand. These factors often hinder the

training process, whereas the holographic based approach cuts out all the inconvenience and means the trainee can get 'hands on' and have visibility off a myriad of potential defects conveniently, efficiently and safely."



"We are already seeing the distinct advantages of this approach and the possibilities for adopting MR and holographic technology are endless. It is an industry game changer and we are really excited to see how the roll-out of this technology evolves moving forward."

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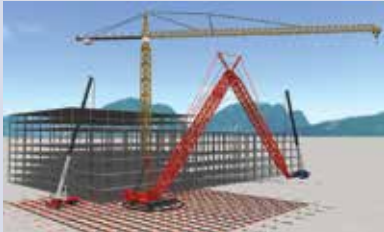
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Other developments

A1A Software expands 3D Lift Plan

A1A Software has improved the interface and features of its crane 3D Lift Plan, making it easier for customers to use the programme as a sales tool, for bid proposals, crane selection, setup, lift planning and documentation.



A1A Software has improved the interface and features of its crane 3D Lift

President Tawnia Weiss said:

"We have utilised WebGL technologies to enable the display of 3D content in Chrome, Firefox, and Microsoft Edge web browsers to improve the interface for customers no matter their preferred browser. This flexibility is important because 3D Lift Plan is a cloud-based program, eliminating the need to download and update software to individual computers. When using one of these browsers, users simply select the WebGL version."

New features expand the options for users as they plan which type of crane pads or mats are best for the ground conditions. Ground bearing calculations can now be made for steel mats with an option for layering steel mats over timber for better distribution of outrigger loads. This is in addition to the previous ability to select wood mats or engineered outrigger mats. Printouts of the crane mats in the lift plan now display corresponding images of steel mats instead of wood when steel mats are selected as part of the plan.

Other improvements provide users greater control of planning for unique lifting scenarios. Examples include the flexibility to override the boom angle when using a load chart with fixed boom angles, establish one crane in setup mode while simultaneously putting other cranes in normal operation mode for the creation of erection and dismantling plans and knife jack a lattice boom with luffer to verify procedures for lowering long lattice/luffer combos into stowed position.

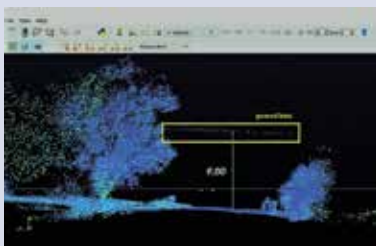
Finally, a new rigging configuration has been added to the standard options in the Advanced Rigging Design portion of the programme. The new configuration features two spreader bars and four roll-blocks. When this configuration is selected, 3D Lift Plan will calculate the sling angles and tension.

ALE upgrades Route Survey Tools

Transport and heavy lift company ALE's has upgraded its revolutionary surveying tool Route Survey Tools which automatically logs accurate route data such as height and width limitations, road inclines and cambers on digital maps while on the move. The initial system was launched last November and can measure critical sections of a route as well as generating photos and video footage for more in depth analysis and processing of the route survey report.



Upgrades include a protective casing for the camera as well as technological enhancements to make the tool more efficient for processing the route survey report. Following a rise in demand for route survey services both internally and externally ALE has manufactured a further seven units.



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Reducing risk

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arborists

Tree work is among the most dangerous occupations in the world combining a mixture of working at height, high speed cutting equipment and the unknown nature of individual trees as well as throwing in addition risks such as electrocution from hidden power lines etc. For crane operators lifting trees there is also the fact of dealing with the unknown.

Estimating the weight of a tree can be tricky depending on whether it is alive, dormant or dead not to mention type. Carrying out any lift that involves such variables therefore has to be planned meticulously to avoid overturning - mostly caused through incorrectly setting up on poor ground conditions or simply through overloading. And yet all too often such lifts are treated as routine.

The UK has relatively good accident statistics, they show that between 2000 and 2013, 60 people were killed while working with trees. The USA and Australia clearly have an even higher tree related accident rate, with the number of fatalities increased by electrocution due to the sheer number of live overhead power lines. Figures from the Tree Care Industry Association in the US suggest there were 72 deaths last year alone, down from 92 in 2016 with 81 in 2014.

But why so many fatalities? Many reports suggest complacency, rather than ignorance, plays a significant role. All too often those who die were not harnessed in and are bounced or ripped out of the basket after it is struck by a falling limb. When it comes to electrocution it usually involves people working too close to the line, often they were not even aware of its existence.

To reduce the number of fatalities through falls, the European Union introduced the Temporary Work at Height Directive (2001/45/EC) on how work at height is managed. Falls from height are still the single major cause of workplace deaths and one of the principal causes of major injury. The regulations aim to ensure that all work at height is properly planned, appropriately supervised and carried out in a safe manner. Planning must also include provision for emergencies and rescue and employers are supposed to ensure that no employees take part in work at height unless they are competent or if being trained, supervised by a competent person. The regulations also recommend the use of the safest and most appropriate access equipment for the specific work. And where it is not possible, to take other measures to minimise the distance and consequences of a fall should one occur.

Tree climbing is not banned

Climbing trees is not banned by the regulations, so long as it is properly planned, and the appropriate personal safety equipment selected. However the risk assessment has to demonstrate that the work can be performed safely and that it is the best method of carrying out the work in the circumstances rather



than using an aerial platform.

Tree climbing is by its nature high risk and is physically demanding, even before the actual work begins. In many cases aerial work platforms provide safer and quicker access to trees as well as providing a secure platform from which to operate. It also allows older more experienced tree care professionals to carry on working safely and efficiently long after they might have given up on tree climbing.

The Work at Height regulations do not mandate the use of aerial work platforms for tree work, they do however highlight the fact that they should always be considered when planning the work. Platforms are particularly suited to working on diseased or dying trees, where climbing is particularly dangerous.



Tree work has its own set of dangers

Tree climbing can also be difficult or arduous on particular tree species or tree forms. They are also particularly efficient for working on urban trees where work often involves a small amount of work on a large number of trees such as in long avenues where regular pruning is all that is

Aerial work platforms should always be considered when planning tree work



Always carry out risk assessments prior to work starting to identify dangers



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← 2 m

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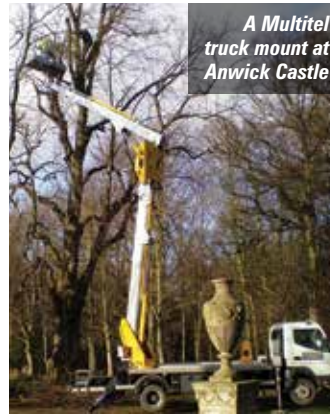
EASY LUBE

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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A Multitel truck mount at Anwick Castle



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required.

Using an aerial work platform for tree work is not without its own hazards. Statistics show that about one in five of all aerial work platform related fatalities involves tree workers, often caused by using the incorrect platform for example one without enough working height for the task, or positioning it too close to the work, risking problems from falling branches and trunks.

Baskets contact with branches should also be avoided, given that they can snag and impede or damage the platform. The resulting catapult effect can easily throw the operator from the basket if the correct fall restraint equipment is not used.

Many fatal incidents could be avoided if proper risk assessments are carried out prior to work starting, identifying dangers such as the presence of overhead power lines and ground conditions

- outrigger mats should always be used wherever the machine is setup. A few years ago, the UK Arboricultural Association and IPAF published new technical guidance documents with safety tips for using aerial work platforms for tree care applications. The guidance analyses some fatal incident reports, draws out the lessons learned and provides safety tips for trained operators before, during and after tree care work.

Changing attitudes

In recent years attitudes towards the use of powered access in the tree sector have continued to change. There are strong pressures on the grounds of Health and Safety but many think the recent change is more down to economics. As in many other sectors, skilled labour is the major cost when running a business. Good climbers are expensive and depending on where you are in the UK you are looking



Fletcher Access with its Unimog and Omme spider lift



at paying between £150 to £250 per day. Using a platform in most tree work situations results in about double the productivity when compared to climbing. So instead of using two climbers each day, one climber plus a platform can achieve the same result but at less cost yet four or five days per month would probably be sufficient buy a 25 metre platform.

Many manufacturers have seen a significant increase in sales of truck and tracked platforms into the arboriculture sector over the past year both to Local Authorities and to the small and medium sized tree services companies. This transformation is also very visible at arborist shows and the number of tree care companies buying and using aerial work platforms,

particularly spider lifts, truck mounts and 4x4 pickup lifts.

APF 2018

The recent APF show held at the Ragley Estate in Warwickshire, UK, at the end of September was



Tony Hobbs - has joined Niftylift from as customer & dealer support manager



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



The Access Industries stand with a selection of tracked and truck mounted platforms.

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The Exc@v8 Total Plant Solutions had two Higher Access Teupen 42GTX spider lifts

plagued by strong winds and traffic problems but there was plenty to see once inside the showground. Over the past 15 years there has been a growing platform presence reflecting the increased acceptance and usage within the sector.

Several new products were on show including two new Platform Basket spider lifts on the Promax Access stand - the 27 metre 27.14 Hybrid with modified undercarriage giving increased ground clearance and the new 13.3 metre 13.80 with jib and 7.7 metres outreach. Alfa Access Services - the recently appointed UK distributor for Teupen - showed the new 30 metre Leo 30T Plus with a maximum platform capacity of 400kg. Klubb and Palfinger Platforms Italy distributor CPL showed its popular 1,150kg/three cubic metre capacity Chipper Tipper mounted on a 3.5 tonne Toyota Hilux or Isuzu D-Max chassis with a 1,300kg payload.



Versalift UK showed this LAT-38-135-H on an Isuzu D-Max pickup



One of Nationwide Platforms' Multitel SMX300HD which features a 400kg platform capacity



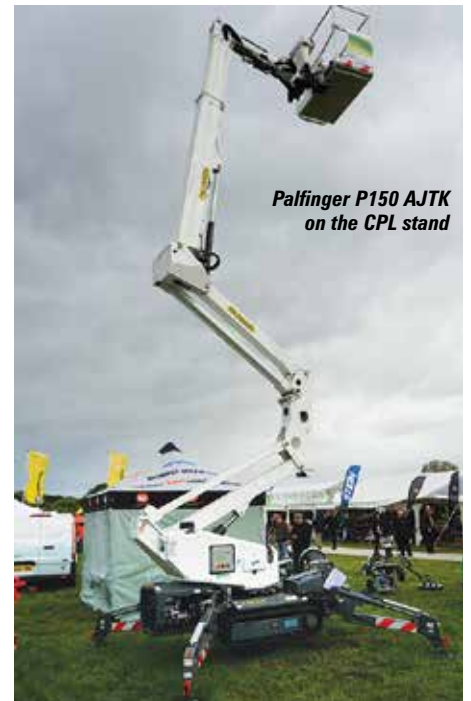
Niftylift displayed several platforms including the 170SD



A Socage A314 on Toyota 4x4 pickup from APS



Toyota Hilux Tipper from CPL



Palfinger P150 AJTK on the CPL stand



Promax modified Platform Basket 27.14 undercarriage specifically for rental company Easy Reach Access Hire



Craig Rooke CTE



The new Platform Basket 27.14 Hybrid



There were several Ruthmann truck mounted platforms including this City Steiger TU285



The Wilson Access Hire stand featured an X26JPlus JLG spider lift as well as a Palfinger P300 truck mounted platform



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Indoor Verticaaldagen a success

For the first time since the Verticaaldagen exhibition started in 2009, there were no outdoor exhibits. The event, originally held at the De Beekse Bergen Safari Park, moved to the Evenementenhal Gorichem exhibition centre in 2015, but initially retained the outdoor stands as an seemingly essential part of the format.

The event shared the large hall with paint show SGA Vakdagen with visitors free to move between both exhibitions - with the hope that paint show visitors would take a look at the work at height equipment. The organisers claimed that 1,600 visitors attended the second of the three days to see more than 40 exhibitors representing the majority of aerial lift manufacturers. Given the number of exhibitions this year, there were a surprising number of new product launches.

Kegiom, GSR and Easy Lift distributor Alti showed the new Kegiom 510 E-4 spider crane with 2,850kg capacity and 14.5 metre lift height with 200kg on the telescopic jib.

Hocap unveiled the new Smart Lift Trolley ST1300 walk-behind wheeled carrier with a capacity of 1,300kg. The company also showed a lithium battery powered Jekko SPX424 mini crane.

Holland Lift had a 22 metre HL-220 E12 on its stand but said that new machines will be launched at Bauma next year, which may include of a new 34 metre scissor lift.

Sinoboom launched its new European operation in partnership with Liftstore. Erik Geene who is managing the business said the market's attitude towards Chinese-built products is improving as more fleets adopt them. The five year deal with Liftstore is particularly aimed at markets not covered by JCB and its badged Sinoboom platforms. Geene says the Liftstore machines have about 80 percent commonality with JCB's and claims they have a better specification and a superior paint finish as well as transport protection, working lights and movement sensors.



Sinoboom launched its new European operation in partnership with Liftstore

The Totaalift stand featured the new Almac tracked boom the Jibbi 1250EVO, it also launched a new two axle trailer manufactured by Hotre - designed specifically for 13 to 18 metre spider lifts. Weighing 500kg the trailer can transport up to 2,500kg.

The show saw the debut of the new Fontexx Cranes & Access/ EHM - Eastman Heavy Machinery - master distribution partnership. The two have agreed an exclusive deal for Europe - outside of France and Turkey - for EHM scissors and



Kegiom 510 E-4 spider crane



Smart Lift Trolley ST1300



The 34ft Verda 12 tracked boom

vertical mast lifts. The nine model electric scissor range includes 19, 20, 26, 32, 40 and 46ft slab electric machines, powered by gel or lithium ion batteries. Its mast type vertical self-propelled lifts include the all-electric E-Series and hydraulic lift M series, each comprising two models the 8ft E8 and M8 and the 12ft E12/ M12. The company is also planning a 16ft E16/M16.

New entrant 'Dutch Crane Factory' showed its new range of tracked booms with working heights of up to 14 metres. The company had previously designed and built the Catamount boom lifts unveiled in 2017 but took over distribution in April when Catamount dropped out of the market. Three models with five variants are available - all with 235kg maximum platform capacity - including the 23ft 26.9 which weighs 2,600kg and offers a nine metre working height, the 27ft 31.10 and 36.10 with just over eight metres outreach, the 33ft 44.12 and the 55.12. By the end of this year it plans to launch the 40ft 60.14 and hopes to produce as many as 1,000 machines a year by 2027.

Custers launched the Verda 12 34ft tracked boom with 12.3 metre working height and 10.3 metres outreach. A lighter version weighing



Fontexx showed the new EHM scissors and vertical mast lifts



Totaalift launched a new two axle trailer designed specifically for 13 to 18 metre spider lifts

New entrant 'Dutch Crane Factory' showed its new range of tracked booms with working heights of up to 14 metres



3,500kg is aimed at the tree care and general construction markets. BMDH featured the Geda 500 Z/P six person passenger hoist designed specifically for the Dutch market.

The company also unveiled the Safe Lift AD30 low level self-propelled mast lift with a working height of almost five metres.



Show organisers Hans Aarse (L) and Hans van Gameren



Menno Stam of Bouwmachines den haag - BMDM - with the Safe Lift AD30 and the Geda 500 Z/P



Comet Compact 3117 Jib



Genie's new 4m long platform



Jan Vriesinga (L) and Arnold Grootveld



A Sky High boom lift



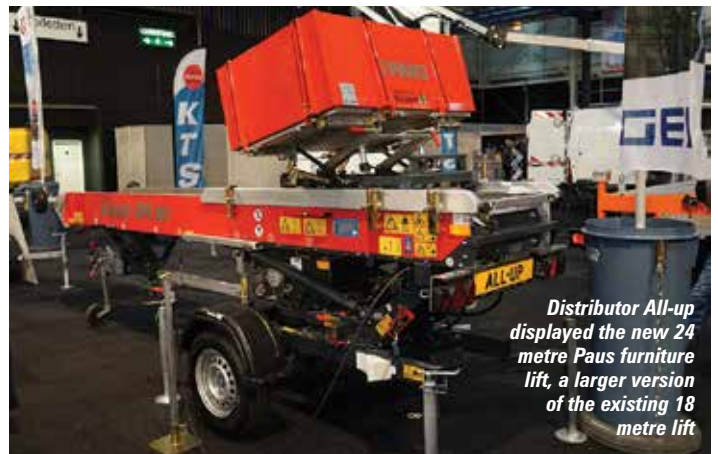
The new Almac tracked boom the Jibbi 1250EVO



Nagano tracked articulated boom on the Vertimac stand



Hoeflon's new M3 glass handling attachment



Distributor All-up displayed the new 24 metre Paus furniture lift, a larger version of the existing 18 metre lift



Stock Code : 603338



Italian Design

The Dingli European R&D Centre holds more than 10 global patents, for its Smart Range of eight boom lifts with working heights from 16 to 28 metres, featuring:

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40 Year Timeline

Assembled for the association's 40th anniversary celebrations, the ALLMI 40 Year Timeline chronicles and commemorates lorry loader industry milestones and developments since 1978. The milestones are colour coded to highlight ALLMI developments, standards implementation and key legislation coming into effect. The standards or legislative milestones include a summary of their impact on the loader crane industry.

ALLMI chairman, Mark Rigby said: "It was very interesting for us to put this together, as it really brought home just how far the association has come since 1978. It is quite incredible when you consider that ALLMI has grown from what was a handful of companies tasked with writing a Code of Practice, to what it is today in terms of being a genuine driving force for the industry, reaching and influencing every sector involved with lorry loaders."



To view the ALLMI 40 Year Timeline, please visit: www.allmi.com/timeline

2019 course dates

ALLMI has released its new training course dates schedule for 2019. As the UK's only accrediting body that provides specialist training for each member of the lorry loader lifting team, as well as engineers, instructors and managers, ALLMI's courses are all delivered to the highest standard.

Courses available from ALLMI, as well as the process for booking, are as follows:

Booked through an ALLMI Training Provider:

- Lorry Loader Operator
- Slinger/Signaller

Booked through ALLMI directly:

- Crane Supervisor
- Appointed Person
- Thorough Examiner
- Manager - PUWER 9.2
- Instructor



Course information and dates, as well as Training Provider details, can be found by visiting www.allmi.com and clicking on 'Training', or by contacting ALLMI on 0344 858 4334.

More funds raised for the Lighthouse Club

ALLMI's Membership Event & 40th anniversary celebrations saw record funds raised for the Lighthouse Club for the fourth year in a row. ALLMI's Mark Rigby commented: "We have long been a supporter of the Lighthouse Club, having chosen to raise money for the organisation on an annual basis since 2015. We acknowledge the excellent work that it does for the Construction Industry, and fully support its aim of providing financial assistance to those affected by illness, disability, injury or bereavement. We are very pleased to have exceeded the amounts raised for the organisation at our previous Events and we look forward to working together in the future."



Code of Practice revision

ALLMI has announced plans to revise its Code of Practice. The association's technical manager, Keith Silvester, said: "The new Code of Practice will take a more simplified form, the reason being that in recent years much of the current document's content has become covered by a raft of European and British Standards, which ALLMI plays a key role in developing, as well as the ALLMI training scheme, our Guidance Note series and Best Practice Guide. Therefore, we have taken the view that to revise the Code of Practice using its present structure would not be feasible. Instead, we are developing a more concise document containing a Statement of Commitment for members to sign up to that addresses a range of topics, compliance with which will ensure that lorry loader activities are conducted to the highest standard. We received a very positive response from members when consultation took place at our recent general meetings and are aiming to have the Code of Practice ready for launch by January next year."

40th year nears its close

Reflecting on ALLMI's 40th anniversary year chief executive Tom Wakefield said: "2018 has been a fantastic year for the association, befitting the importance of marking 40 years of serving the industry and raising standards. We have experienced further significant membership growth, record training levels, new staff, committee and board members, excellent progress on various projects and activities and an unforgettable anniversary celebration! We would like to take the opportunity to publicly thank all those involved in getting ALLMI to where it is today: first and foremost, of course, our valued members, and the numerous people from those companies who contribute their time and expertise as part of ALLMI's committee structure, but also our training providers and the many other organisations and individuals that play a crucial role in helping to develop and disseminate standards, training and guidance, thereby improving safety to the benefit of everyone involved with lorry loaders."

"Whilst we are delighted to have reached this milestone with our industry presence being stronger than ever, we will, of course, never rest on our laurels and so look forward to 2019 with a strong commitment to continued progress and ongoing success."



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



Vertikal
Press

Thank you for your support

We would like to thank all of our readers, sponsors and contributors, for the fantastic support that you have given us this year, all of which helps to make this and our other publications and events what they are.

Wishing you all a very happy Holiday season and a happy, healthy and prosperous year in 2019.

From all of us at the Vertikal Press

IPAF PAL Cards can carry CSCS logo in 2019

From 2019 IPAF will be able to offer the CSCS logo on its PAL Card operator licences in the UK. The move is in line with a requirement from Build UK - which represents some of the country's largest contractors - restricting site access to holders of such cards. The system allowing IPAF to produce PAL Cards with a CSCS logo should be available from 3rd January.



Not every operator that holds a PAL Card requires access to construction sites, while others may already hold an associated trade or recognised CSCS partner card. However IPAF acknowledges that in some instances aerial work platform operators, installation engineers, training instructors, or delivery drivers may be required to have the CSCS logo on their PAL Card to allow access to UK construction sites.

Giles Councill of IPAF said: "From 2019 it will be possible to apply the CSCS logo to PAL Cards issued in the UK, provided the holder has undertaken a CITB or other recognised Health, Safety & Environment test, valid at the point of application for the card."

PAL Card holders who need even occasional access to major UK Construction sites and who do not already hold another accreditation recognised under the CSCS partner scheme are advised to contact the training centre where their card was issued. While candidates undergoing training or refresher courses should ask the training centre how to obtain a PAL Card with CSCS logo.

Haulotte becomes IPAF sustaining member

Haulotte has become the first sustaining member of IPAF, a new membership category for organisations that wish to emphasise commitment to the ongoing aim of promoting the safe and effective use of powered access. Sustaining membership includes all of the company's 20 subsidiaries worldwide.

For more information about becoming a sustaining member of IPAF, please email members@ipaf.org

IPAF chief executive Tim Whiteman said: "The new membership category is designed to recognise the importance of IPAF's initiatives and how they contribute to the success, health, sustainability and profitability of the powered access industry. We are pleased that Haulotte has become the first manufacturer to become a sustaining member by signing a new comprehensive global group membership agreement."

Stéphane Hubert of Haulotte (L) with IPAF's Tim Whiteman.



New safety publication

A safety document entitled 'Rescue of Persons from MEWPs' is now freely available. Published by the UK's Strategic Forum Plant Safety Group the 10 page publication provides guidance to put plans in place to rescue powered access users if they ever become stranded at height.

IPAF technical and safety director Andrew Delahunt said: "We now have a simple document to guide users and managers in how to plan for rescue situations. Planning is critical to use a platform safely at height. By including rescue planning and the appropriate methods to recover personnel if necessary, this potentially life saving action can be properly prepared for."

The publication can be downloaded free of charge from IPAF's website www.ipaf.org/guidance



IPAF Summit and IAPA nominations



A reminder that the 2019 IPAF Summit will be held at the Radisson Blu Dubai Deira Creek Hotel, Dubai, UAE, on Wednesday 6th March, while nominations for the International Awards for Powered Access are set to close this week. Entry forms are available at www.iapa-summit.info.

Attendees can also join a tour of the Dubai depot of local rental company Manlift. Numbers are limited and can only be booked in conjunction with the IPAF Summit & IAPAs. A non refundable charge will apply.

Instructors' 2018 PDS programme completed in the UK

IPAF's annual Professional Development Seminar (PDS) programme for its accredited instructors and training managers has been completed in the UK, with three events in Leeds, Luton and for the first time in Scotland.

More than 200 delegates attended the events and heard from a variety of speakers including representatives from the CITB, the Mast and Tower Safety (MATS) group and TVH, as well as IPAF's own training staff.

It is important that accredited IPAF instructors engage with the PDS programme, which helps ensure they are up to date with the latest developments, while allowing them to give input and feedback on IPAF's training and updates. PDS events are still underway around the world, with one in Mexico month, and further events in Germany, Switzerland and Brazil in the new year.

Andrew Delahunt IPAF Director of Technical & Safety.



Elevation 2019



IPAF has confirmed that it will hold the second Elevation conference in the UK at the same venue as this year - the DoubleTree hotel in Coventry on Wednesday, 27th November.

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Simulators for New York union

The Albany, New York-based chapter of the International Union of Operating Engineers - IUOE Local 158 - has taken delivery of a Vortex training simulator. Developed by CM Labs, the simulator has a full suite of models allowing it to be used in the training of operators for Rough Terrain cranes, crawler cranes and flat top tower cranes.

IUOE Local 158 represents heavy equipment operators, mechanics, and surveyors in Upstate New York most of whom work in the regional construction industry. One of the key justifications for acquiring the simulator is the often severe winter weather, which tends to restrict training to the classroom from November to February, while the simulator will allow hands on type training throughout the year. At the same time trainees will benefit from realistic job site scenarios and challenges, which would be hard to replicate in the training centre yard. The union also uses the same CM simulators for training on other equipment such as telehandlers, wheel loaders and excavators.

Training director Bill Gray said: "The new simulator is opening up new training possibilities, and resulting in faster, more effective training for apprentices. You are not just putting them in a piece of machinery and hoping for the best. We have had seasoned operators that are among the best in the country get on this thing, and they can't believe how useful the learning exercises are for trainees in terms of complexity."



Manlift offers VR training

Middle East-based aerial lift rental specialist Manlift has started offering virtual reality operator training for boom and scissor lifts.

The company has purchased a simulator and programmes from Serious Labs of Canada, which combines its active simulator platform with scissor and boom lift modules developed in partnership with IPAF and Skyjack to provide operator skills training and evaluation. The situations become progressively harder as the trainee moves through the programme, and at the end of each section, detailed feedback is provided about the operator's performance. The company is offering the virtual reality training alongside other courses such as PASMA and safety awareness training at its centres in Dubai and Abu Dhabi.

Trainee operators using the Virtual Reality simulator.



Fall costs £14,200

UK-based Langaton Steel Fabrications has been fined £12,000 plus costs of £2,228.70 after an employee fell through a filling station canopy.

In August 2017, a 19 year old man employed by Mark Dayment, trading as Langaton Steel Fabrications, was replacing the canopy in Barnstaple, Devon. Whilst assisting a colleague, he inadvertently stepped off an unguarded walkway and fell through the thin metal sheeting, dropping 7.5 metres onto the concrete forecourt below. He suffered serious head injuries, a broken pelvis and a broken wrist. An investigation found that the work was not properly planned, appropriately supervised or carried out in a safe manner, and the company was found guilty of breaching the Work at Height Regulations 2005.

CIS hosts open house and workshop

US-based crane and rigging training company Crane Industry Services (CIS) has held an open house at its new 826 square metre Centered on Safety Training Centre in Carrollton, Georgia. Around 40 customers, vendors, and members of the local business community attended the event which was followed by a workshop for local female students, providing an opportunity for them to learn about various construction professions, while also being shown how to tie rigging knots and having sessions on crane operator simulators.

Chief executive Debbie Dickinson said: "The girls really got into it. They made connections about thinking through decisions and being aware of their decisions and surroundings. We talked about how the construction world has changed. Once upon a time jobs were only for men because it took brute strength to do the job. That's not necessarily true anymore because equipment is more sophisticated today."



Participants in the workshop learned how to tie rigging knots

Who trained him then?

Spotted in London, UK, a man replacing a double glazed window unit on the first floor of a building with little consideration for the risks. Having climbed out onto the narrow ledge, he proceeds to pull out the broken glass with little concern for the considerable risks involved. The job would have been far safer if he had some form of access equipment, or even a ladder would have lowered the risk of a fall. Alternatively a harness and lanyard might have helped?



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PASMA Tower Safety Week

Now an established event in the PASMA calendar, Tower Safety Week took place from the 11th to the 18th of November and attracted considerable interest and engagement from PASMA members, along with a wide range of tower users and the work at height sector in general.

As part of the campaign the association created an innovative portfolio of graphics for members to share on social media, highlighting different aspects of 'best practice' when using mobile access towers. These featured advice and information such as the need to refer to the manufacturer's instruction manual, the imperative to use the correct size and quantity of stabilisers and the importance of double guardrails on both sides of the platform.

BS 1139-6 CPD open days also returned for 2018 giving PASMA training instructors the opportunity to maintain and enhance their skills and knowledge.

PASMA chairman Gillian Rutter said: "Our training scheme is the industry standard. It is the high quality of service our instructors provide through the PASMA network of training members that ensures its reputation for excellence."

Web based seminars have always been a traditional feature of Tower Safety Week and this year was no exception. Delivered by Brian Parker, AFI group business development manager and chairman of PASMA's training committee, 'The safe use of mobile access towers and low-

level podiums' covered a wide range of topics, in particular the forthcoming changes to tower product standard EN 1004 and the need to always inspect a mobile access tower and the things to record.

Parker also went on to address the changes to low-level access following the introduction of BS 8620 and to pinpoint the top five mistakes that people make when using towers and, most importantly, how to avoid them.

At the end of the week Gillian Rutter said: "Once again, PASMA Tower Safety Week afforded a unique opportunity for members to share their knowledge and expertise - not only with tower users, but with anyone responsible for specifying towers and overseeing their safe use in the workplace."



Gillian Rutter



All Party Parliamentary Group (APPG)

The All Party Parliamentary Group on Working at Height (APPG), sponsored by PASMA, was established in October 2017 and launched its first inquiry two months later chaired by Alison Thewliss, Member of Parliament for Glasgow Central.

In response to the submissions received from all sectors of industry, oral evidence sessions were held in March and July with a view to investigating why workers fall from height - leading to death and serious injury - and to produce a set of recommendations intended to reduce the overall number of falls.

The APPG has now completed its first report and produced a set of recommendations that will be announced in the Palace of Westminster in December.



Working at Height

PASMA on show

Throughout the year the association has actively promoted towers, their safe use and versatility, at a variety of events across the UK.

These include:

- The London Work at Height Seminar at The Guildhall, London.
- The Safety in Construction Show at the Roundhouse, Derby.
- The Health & Safety Show at the NEC, Birmingham.
- The Safety & Health Expo at ExCeL, Docklands.
- Health & Safety Scotland at the SEC, Glasgow.
- Health & Safety North at EventCity, Manchester.

Through the Access Industry Forum (AIF), PASMA has also contributed to a series of 'Working Well at Height' events in collaboration with Working Well Together, the HSE sponsored campaign intended to reduce death and injury in the construction industry.

The collaboration is actively supported by ATLAS, BSIF, EPF, FASET, IPAF, IRATA, Ladder Association, NASC, PASMA, SAEMA and WAHSA. Each of these organisations represents a different sector of the access industry and fosters and supports codes of good practice, equipment standards, training, education and knowledge.

Following the success of its Loughborough

event, the AIF has also announced the date of its second national conference on work at height. It will take place on Thursday, 14th November 2019, at the AJ Bell Stadium, Manchester. The programme will be announced early in the New Year.



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



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

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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

Product Purchasing Guidance notes now available

The NASC has published a suite of scaffolding product purchasing guidelines - simple, go-to documents for contractors to use to ensure that the equipment they source is up to standard.

The six new Product Guidance (PG) documents - numbered PG1:18 to PG6:18 - cover a range of product categories, EN 39:2001 tube [4mm], EN 10219-1:2006 high tensile tube [3.2mm], BS 2482:2009 timber boards, EN74-1 couplers, aluminium beams and BS EN 12810/11 system scaffolds.

Each Product Guidance note details purchasing best practice and outlines the standards to which customers should check that products are manufactured and tested to. This includes what to look for, what relevant information they should request and what a test certificate looks like. The notes are intended to be used in tandem with the NASC's Code of Practice (CoP) compliant product list, which corresponds with the six PG product categories. All products on the list have been subjected to UKAS accredited independent laboratory testing over and above the testing and third party approval standards of the manufacturer and supplier.

NASC managing director Robin James said: "Through the publication of the new PG notes, contractors can ensure the products they hire or buy are safe and compliant to BS/EN standards. This can either be achieved by selecting equipment on the NASC's code of practice compliant product list, which includes products that have successfully passed rigorous independent testing or by carrying out your own checks on products not on the list using the guidance and tips included in the PG documents."

The NASC CoP compliant product list will be expanded as required. PST units are due to be added in January, a corresponding PG note will follow shortly after. Hard copies and free downloads are available via the NASC online shop.



NASC 2019 Yearbook

The NASC is proud to launch its 2019 Yearbook - showcasing the latest confederation news and updates. The Yearbook features a round up of the achievements and plans of the various NASC committees, more than a dozen pages of project overviews submitted by NASC members, as well as a comprehensive listing of full contracting NASC members.

Robin James of NASC said: "This year's publication is packed with helpful information, reviews and updates on the work of the confederation, and includes reports from standing committees, including the new Current Affairs committee, which has already made a strong impression. Whilst looking back at 2018, the Yearbook also looks ahead to 2019. We have plans to host more presentations and events next year, with a view to increasing the number of clients including NASC membership as a pre-requisite for their projects. Membership continues to grow, and we expect the 250 barrier to be breached in terms of number of scaffolding contractors in NASC full membership early in the new year."



The NASC 2019 Yearbook is available via the NASC website 'About' page.

CISRS System Scaffold inspection courses

The Construction Industry Scaffolders Record Scheme (CISRS) has broadened its training with the addition of a range of system scaffold product inspection courses. In response to a growing use of system scaffolding, CISRS has worked closely with leading scaffolding manufacturers to create a standardised approach to training. This has resulted in the launch of three one day courses, covering Haki, Layher and Peri Up systems.

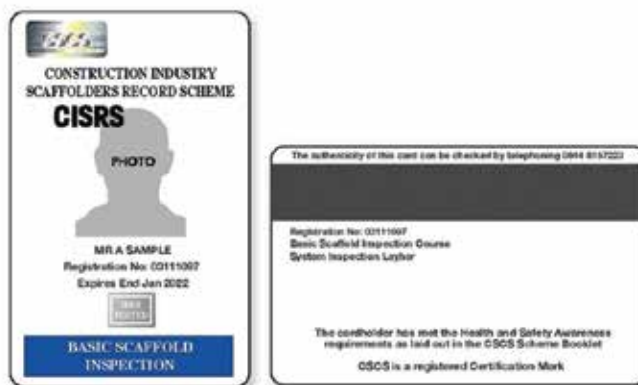
The System Scaffold Product Inspection courses include a theory test based on general inspection and specific system product knowledge, as well as a practical exam based on a drawing of the structure and faults provided by the manufacturer / supplier.

Sean Pike, managing director of Layher UK and chairman of the NASC's Hire, Sales and Manufacturing committee, said: "Layher welcomes the introduction of Systems Inspection training modules into the CISRS scheme, something we have been pushing for this for some time. While there has previously been 'in-house' manufacturer inspection training taking place, we are really pleased there is now a formalised route via the CISRS scheme for people to get their training recognised and endorsed onto their CISRS cards."

The courses are open to anyone holding a CISRS Basic Scaffolding Inspection (BSI) or Advanced Scaffolding Inspection (ASI) card, or CISRS Scaffolders or Advanced Scaffolders that have had their card renewed with CPD and showing the Inspection endorsement.

Inspectors who have successfully completed a CISRS System Scaffold Product Inspection course are deemed competent to inspect a system product of a similar type, provided they are fully aware of the differences in the product specifications and have access to the current manufacturers user guide.

For more information visit www.cisrs.org.uk



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



The Vertikal guide

to the world's largest
Equipment Show
is open for bookings.



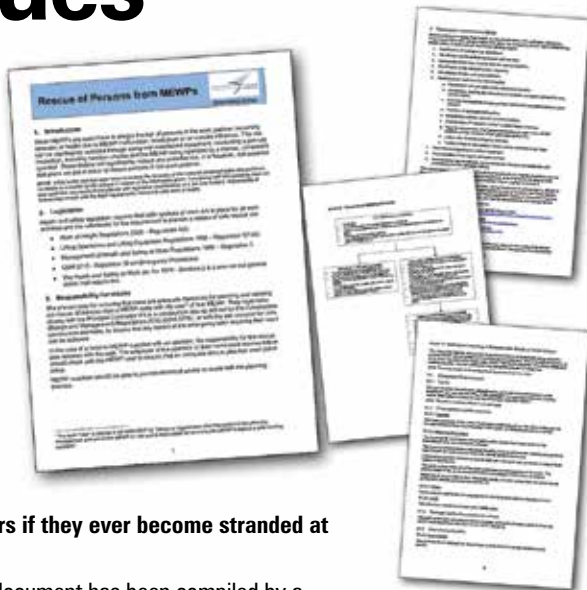
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industry's most popular guide
to the big show!

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www.vertikal.net



New guidance for Work at Height rescues

A new concise safety document entitled 'Rescue of Persons from MEWPs' is now freely available. Published by the UK's Strategic Forum Plant Safety Group, the 10-page publication provides guidance to put plans in place to rescue aerial work platform users if they ever become stranded at height.



The new guidance document has been compiled by a group chaired by the Construction Plant-hire Association (CPA) and administered and supported by the International Powered Access Federation (IPAF).

CPA chief executive Kevin Minton said: "We anticipate that the guidance will be a useful reference tool for hire companies, customers, operators and manufacturers. When aerial work platforms are used there is always a risk of people becoming stranded at height due to a machine malfunctioning. Although measures can be put into place to reduce the risk, such as regular maintenance and the use of competent, medically fit operators, it is still important that organisations have plans in place should a rescue become necessary.

"The publication gives guidance to the organisation that has control of the planning, management and use of the platform on site. Presented in easily digestible sections, it covers factors such as the Health and Safety legislative requirements, responsibility for rescue, means of rescue, the use of the Emergency Services and discusses scenarios such as rescues using another platform."

The publication is available for anyone to freely download from the CPA website at www.cpa.uk.net/sfpgpublications or from IPAF's website at www.ipaf.org/guidance

New CPA chairman

At the recent CPA Annual General Meeting, Steven Mulholland was elected as chairman of the association, he was previously vice chairman. The founder of Mulholland Plant Services thanked his predecessor, Steve Cormack of Nationwide Platforms, for the work he has carried out for the association during his three year tenure. At the same meeting Paul Allman director of the Hawk group, was also elected as vice chairman, while Brian Jones was re-elected president.



Steven Mulholland

Jones said: "I am very much looking forward to working more closely with Steven, Kevin and the CPA Council to take the association forward in its next stage of development. I am confident that we have a strong team in place to tackle the challenges that the sector faces, such as the effect of Brexit on the workforce, and the many changes we are seeing in the skills and training arena. We will continue to look for efficient and economic solutions to support our Members and the construction plant hire sector."

Launch of Revised Medical Fitness Good Practice Guide

The Strategic Forum Plant Safety Group chaired by the Construction CPA, has launched a refreshed version of the 'Medical Fitness to Operate Construction Plant - Good Practice Guide'.

The 52 page guide has primarily been revised to take into account the Data Protection Act 2018, which incorporates the European General Data Protection Regulation 2016, and the latest requirements involving employers' duties for the collection and use of employees' health information.

Kevin Minton said: "Construction equipment has the potential to injure or kill both operators and bystanders if it is operated, installed or maintained by those who are not medically fit to do so. It is essential that operators are physically and mentally capable of undertaking the tasks they are required to carry out. Employers have a duty to ensure that their employees have the required level of fitness for their job and this guidance is aimed at providing the tools to do this."

"It was important to update the Guide as the new Data Protection regulations mark a significant change in obligations for employers and how they handle sensitive information about employees' physical or mental health, such as in the context of managing occupational health. The advice in the guidance is straightforward, comprehensive, easy to adopt and represents good practice which may go further than the minimum employers need to do in order to comply with the law".

This guidance provides clarity about the medical fitness assessment process and outlines the steps that should be taken by employers and others in the construction sector such as principal, main and sub-contractors, who also have an interest in ensuring that operators have an appropriate level of fitness. In particular it deals with planning, setting up and implementation of medical fitness assessment systems, the medical fitness aspects of recruitment and managing those employees who may develop health problems whilst at work.

The 'Medical Fitness to Operate Construction Plant - Good Practice Guide' publication is available for anyone to download from the CPA website at <http://www.cpa.uk.net/sfpgpublications/>



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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Terex RT 100US

The Terex RT 100US is a Rough Terrain crane with a rated capacity of 100 US tons/90 tonnes. In Europe the crane becomes the 90 tonne RT 90. This model is by Conrad of Germany and is in 1:50 scale. It comes with a pictorial instruction sheet.

The chassis has the drive transmission modelled in plastic. The plastic wheels look good with large rough terrain tyres, and there is good steering on both axles. The exhaust arrangement looks very good with an etched box, and there is an attachment point for the hook blocks during transport. Access stair handrails at the front can be raised or lowered to accommodate the counterweight being placed on the deck during self installation of the counterweight.

The two stage outrigger beams are modelled in tough plastic with an excellent colour match. The outrigger jacks are smooth when extended and are strong enough to support the crane with wheels clear of the ground.

The tilting crane cab has plastic grab rails, a mirror and reasonably detailed interior. The one piece counterweight

block has sharp graphics and is detachable.

The large main boom lift cylinder has a plastic barrel with a locking mechanism which is tightened using a supplied key. The boom has a small spooling drum detailed, and there are metal sheaves in the boom nose. The telescopic sections extend smoothly and lock into place when full extension is reached. A rooster sheave extension can be added or left off.

The winch drums can only be turned by finger on the drum. There is enough friction on the drums to hold most loads, and there is also a positive brake mechanism. The hook block has five sheaves and a single line hook/'headache block' is also included.

The bi-fold swingaway extension is a very nice metal lattice casting with a solid plastic top section which has an excellent colour match. It can be installed and run at half or full length and can be pinned at two offset angles.

Overall, this is a strong model with nicely engineered functionality. The RT 90 version costs €185 from the Terex Merchandise Shop.

If any organisation 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

Lifting steel



Cranes Etc Model Rating	
Packaging (max 10)	8
Detail (max 30)	23
Features (max 20)	18
Quality (max 25)	21
Price (max 15)	10
Overall (max 100)	80%



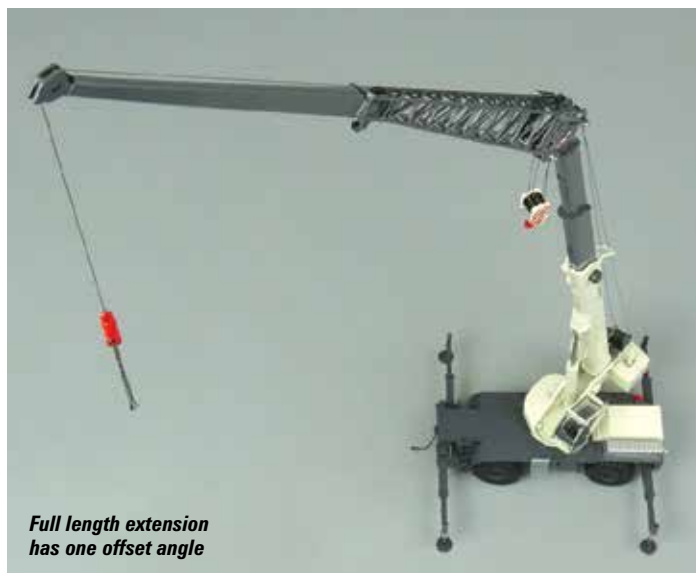
Looks good as a load on a truck



Travelling on site



Tilting cab



Full length extension has one offset angle

Readers

Letters



Dear All,

Further to our recent prosecution of Mr Andrew Weeks under Section 9 Fraud Act 2006, for the production and sale of Education Certificates and other Industry Based Qualification cards, I am pleased to announce that, following numerous hearing delays, Mr Weeks was sentenced at Warwick Crown Court earlier today.

His Honour Judge Berlin sentenced Weeks to a Custodial Sentence - three years and eight Months. Half of the sentence is to be served in prison, with the remainder served on licence following release. Needless to say, that this is a really good sentence and should act as a deterrent to others, committing similar offences.

Once again thank you to all of you who were involved with bringing this matter to its rightful conclusion. Please can you pass this message and my sincere appreciation on to others within your organisations who I do not hold contact details for.

The BBC are currently interested in this case and are due to feature our investigation on a new TV series, currently in production.

Best Wishes

Crispin Steele

Trading Standards
Officer

Warwickshire
County Council



This concerns Andrew Weeks, 53, who produced counterfeit training cards and certificates, originally trading as 'Nuneaton Print'. An investigator working for the Construction Industry Training Board was able to buy a Construction Plant Competence Scheme (CPCS) card. Its lawyers issued a cease and desist undertaking, which Weeks signed, agreeing to stop producing counterfeit products. But he then changed his business name to 'Yorkshire Novelty Print' and carried on as before.

Warwickshire Trading Standards officers then began their own undercover investigation and contacted him to buy a GSCE certificate, which he duly provided. At no time did Weeks ask the buyers if they had actually gained any qualification or undergone any training to operate the machines. Weeks was also sued by CSCS for copyright infringement and ordered to pay damages of £6,000.

Hi Clare,

Didn't catch up with you at Vertikal Days this year, hope to next time!

So so sad about Dave George I read of his passing on Leigh's poignant piece on the website and in the magazine. I had no idea he was so ill and missed his jovial calming presence at Donnington.

I'm sure it was a difficult one for you all and I certainly raised a glass of rum in his memory the night I read the sad news. Bless him and onwards/upwards with Vertikal Days 2019 in his memory.

Have a nice evening and kindest regards to you all at team Vertikal.

Mike Allanson

Universal Crane Mats Ltd

The following is an open letter sent to Tim Watson and the CPA, following the posting of a video on Vertikal and other websites of an overturned telehandler recovery that went wrong.

Tim,

Another horrendous example of how lifting operations are still going dreadfully wrong on site despite the claims of stakeholders and major card schemes that they have "upped their game."

I have no reason to doubt the authenticity of the attached video clip posted this week which shows a crane, (possibly two?), taking part in the recovery of a telescopic handler that has toppled over whilst fully extended and elevated.

Difficult to make out whether there's a tandem lift being attempted but a combination sling onto the telescopic handler extended and elevated boom clearly fails during the recovery and the VRT ends up back on the floor.

A thousand questions come to mind particularly regarding the competency of Appointed Persons/Lift Planners who achieve their qualification without ever seeing a lifting appliance and indeed some who have never participated in a practical slinging and signalling of a load, in their lives. Purported competence off the back of deskbound knowledge sessions by card schemes and the AP NVQ that at best is lacklustre and offers industry dubious competency for overseeing lifting operations. It would not appear to be fit for purpose.

When this dangerous incident is seen it makes one wonder how the Crane Interest Groups can continue to support the current modus operandi for national card schemes and APs and their training/testing and associated NVQ.

As for the telescopic handler operator and the failure to counter lateral stability issues another area of massive concern and need for improvement for the card schemes and site supervision in what is now sadly a daily occurrence.

Let's hope nobody was injured and that the HSE are able to establish what went on if indeed the site bothered to report a dangerous occurrence. I am unaware of the location/date etc.

At the very end of the video clip the voice that lapses into the vernacular, says it all.

Regards,

Mick Norton

David Lane 1947 - 2018

UK crane rental industry veteran David Lane passed away last month following a short illness. He began his crane career with G W Sparrows & Sons in the mid 1960s as a hire controller at the company's Gloucester depot.

In 1969 he was promoted to open a new depot for the company in Doncaster and quickly established himself in Yorkshire. His reputation grew to the point where he was recruited by Hewden Stuart, where he took on his first sales role. He was then asked to move to Stockton on Tees to open a new Hewden crane depot, where he was quickly adopted as a 'Teessider', which in those days was no easy task for someone who was clearly exposed as a southerner as soon as he opened his mouth. He even became a Middlesbrough supporter!

He went on to hold various senior sales roles, including opening a group sales office in London which played a key role in establishing Hewden - which in those days was predominantly a Scottish and North of England business - with the major industrial/petrochemical industry which was centred in London.

He retired in 2012 and has since enjoyed travelling with his wife Yvonne both in the UK and overseas, including Australia. He was diagnosed with cancer only a month ago and passed away peacefully at home on Saturday October

27th, surrounded by his family. He is survived by wife Yvonne, children Simon, Debbie, Becky and Emma along with four grandchildren.

The funeral service was held on 26th November followed by a celebration of his life at the Gloucester Rugby Club, Kingsholm, just as he had requested it.



Lachlan 'Graham' Campbell 1937-2018

UK access industry veteran Graham Campbell passed away on Monday November 7th. He began his access career in 1967 when he joined John Rusling - the Instant scaffold and UpRight dealer for the UK - as a sales manager. In 1987 he left to set up his own sales company and became a Genie dealer for its Superlift, PLG Air Hoist and AWP type products.

He was highly successful, especially with end user sales, and formed C&G Platforms Ltd with his wife Catherine to handle the growing business. Although it remained largely a regional Genie dealer, the husband and wife team developed C&G into a business offering service, repairs, replacement parts and training - most of which

were outsourced - along with new and used equipment sales. They sold the business to Lifterz in March 2010. He leaves behind his wife Catherine. The funeral/memorial service will be held at Dewsbury Golf Club on December 3rd at 12:30.



Edward 'Eddie' Clancy 1956- 2018

As we went to press, we learnt of the sudden death of Eddie Clancy, the owner and chairman of UK-based Emerson Crane Hire, following a heart attack and fall at his home in Spain, he was 62.

A larger than life character, Clancy 'officially retired' in 2001, but has remained active in the business, albeit from a distance. The business has been run on a day to day basis by his son, managing director Liam.

Clancy was born in Stratford, London and grew up in Dagenham East London. His father Luke had moved to London following a tough upbringing in Ireland to look for a better life, but things remained tight financially. In a bid to do better Clancy took a motor mechanic apprenticeship, with spells at Ardleigh Green College. His first full time job was working as a mechanic for the Alan Kemp garage in Barking. Kemp would later join Clancy as workshop manager at his budding crane company, today his son Stuart is Emerson's workshop manager.

Clancy's next job was working alongside his father as a steel erector/rigger for Interlink at the Shell Haven Oil Refinery in Essex. It was here that he became interested in cranes and lifting work managed to save enough to help buy his first crane, which he operated from his home in Dagenham.

This turned in his first venture Emerald Crane hire in 1982 which grew at a rapid rate. As the recession of 1991 began to bite the heavily leveraged business ran into difficulties and went in administration.

After facing a good few challenges Clancy began again with Emerson Crane Hire, which expanded at a steadier pace with son Liam joining the business. Clancy retired in 2001 and moved to Spain with his second wife Barbara where the two had a daughter Lily. He continued to play a very active role in the business, but increasingly at arm's length.

Clancy had something of a reputation, and probably upset more than his fair share of people during his career in the crane rental industry, including some employees. However, with others he was loyal and supportive, and was a true advocate of bringing new people into the industry, he was instrumental in the development of the Emerson training centre. He had a reputation for his bad jokes and sense of humour, loved a glass of wine and a curry and lived life to the full, right to the end.





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Bauma Conexpo India

December 11-14, 2018
The bauma/Conexpo exhibition in India Delhi, India
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www.bcindia.com



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



Modelshow Europe 2019

March 16, 2019
Exhibition of crane, aerial lift and construction models
Ede, Netherlands
Tel: +31 (595) 551922
www.modelshow-europe.com

Bauma 2019

April 8 -14th
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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



Tags 2019

German language work at height safety conference.
May 21 2019
Krefeld, Germany
Tel: +49 761 8978660
www.tagung-tags.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
jdlvents.cluster1.easy-hebergement.net/jdl2019



GIS 2019

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



ICUEE - The Demo Exp

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



2020

Conexpo 2020

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



Apex 2020

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



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

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ISO 9001 Lead Auditor qualification is essential along with one of the following: NEBOSH General Certificate in Occupational Health & Safety; British Safety Council (BSC) Level 3 Certificate in Occupational Safety & Health; NEBOSH Certificate in Construction or NCRQ Level 6 Certificate in Applied Health & Safety as a minimum. If you have an SSIP Assessor qualification, along with great people management skills, and knowledge of the powered access industry, so much the better.

The successful candidate will be based in our modern offices in Cumbria, reporting to our Director of Operations. Some travel will be required in the role, so you need to be flexible in your approach to working hours.

Interested? Please send a letter of application and CV to IPAF's CEO Tim Whiteman via jobs@ipaf.org. Applications must be received by 31 December 2018, with interviews taking place early in the new year. Further information can be found at www.ipaf.org/jobs

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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

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

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

Trailer Mounted & Narrow Access

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

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

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1997 Hitachi Sumitomo SC1000-2 60m Lattice Boom Crane
 1995 Hitachi Sumitomo SC800-2 80T 57m Lattice Boom Crane
 1992 Hitachi Sumitomo SC800 48m Lattice Boom Crane
 2002 Sennebogen 680HD 57m Lattice Boom Crane
 1999 Hitachi Sumitomo SC650-2 43m Lattice Boom Crane
 1997 Hitachi Sumitomo SC650-2 43m Lattice Boom Crane
 1996 Hitachi Sumitomo SC650-2 43m Lattice Boom Crane
 1998 IHI CCH500T 34m Telescopic Crawler Crane
 2005 Hitachi SCX400T 40T 32m Telescopic Crawler Crane
 1997 Hitachi EX60LCT-3 5T 13.5m Telescopic Crane
 Qty Lattice Sections to be sold with Cranes
All Cranes are Tested

2003 Volvo FH500 6x4 120ton Tractor Unit c/w
 Palfinger PK54000C Crane
 1999 Scania 114 380 8x2 Max Cheesewedge 28'
 Beavertail c/w 2003 PM47 Crane
 1996 Nootboom Triaxle Low Loader
 1993 Able Tandem Axle Flat Trailer
 2008 SDC Single Axle Flat Trailer
 1979 Reliant Scimitar GTE Car

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SCX900 90t 2008



SCX800 80t 2009

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



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Spare parts



ES-G122514

Genie eq. 122514

Emergency stop kit

Used for S45, S65, S85, Z45-25JDC



JBG-2A03

Genie eq. 72278

Joystick lift, swing
2 axis, ball handle

Used for Z45-22RT, S40, S45



CBG-1256727

Genie eq. 1256727

Control box, kit
gen. 6, prop.

Used for GS1932, GS2032, GS2646, GS3246, GS4047, ...



BC-24V25A06

Genie eq. 105739

Battery charger
24VDC, 100-240VAC auto, 25A

Used for GS1932, GS2032, GS2646, GS3246, ...



TI-155NM

Genie eq. 105454

Wheel, non-marking
Type 15x5

Used for GS2032, GS2646, GS2632, GS3232, GS4047



ES-H9340

Haulotte eq. 4000349340

Emergency stop

Used for STAR 10, Optimum 8, Compact 10, Compact 12RTE, ...



JRH-1A05

Haulotte eq. 2441305160

Joystick lift
1 axis, rocker

Used for HA16PX, HA18SPX, HA23TPX, ...



CBH-4000306220

Haulotte eq. 4000306220

Control box

Used for Optimum 6, Compact 8, Compact 10N, ...



BC-24V35A70

Haulotte eq. 2901009770

Battery charger
24VDC, 220VAC, 35A

Used for Optimum 8, Compact 10, Compact 12, Compact 14, STAR10



TI-155NM-H

Haulotte eq. 2820302890

Wheel, non-marking
Type 15x5

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

Machines

V26153



JLG
2030ES

€ 4.250

2007 ■ 232 Hrs

Electric ■ 8,1 Mtr.

V25480



Haulotte
Compact 10

€ 8.950

2013 ■ 354 Hrs

Electric ■ 10,14 Mtr.

V23977



JLG
3394RT

€ 14.950

2008 ■ 1410 Hrs

Diesel 4x4 ■ 12,06 Mtr.

V24975



JLG
4394RT

€ 16.950

2007 ■ 2260 Hrs

Diesel 4x4 ■ 15,11 Mtr.

V25132



Genie
GS5390RT

€ 17.950

2006 ■ 3339 Hrs

Diesel 4x4 ■ 18,15 Mtr.

V25134



Manitou
120AETJ 3D

€ 14.500

2006 ■ 1512 Hrs

Electric ■ 11,95 Mtr.

V25330



Genie
Z45-25JDC

€ 15.950

2007 ■ 670 Hrs

Electric ■ 15,92 Mtr.

V25022



JLG
450AJ

€ 35.000

2015 ■ 627 Hrs

Diesel 4x4 ■ 15,72 Mtr.

V25223



Genie
Z60-34RT

€ 21.500

2006 ■ 5800 Hrs

Diesel 4x4 ■ 20,3 Mtr.

V24983



Haulotte
HA32PX

€ 39.500

2005 ■ 6709 Hrs

Diesel 4x4 ■ 32 Mtr.



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2004



9.75
METRE

500
HOURS

4
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BATTERY

Genie GS-2646 €4850

2005



11.58
METRE

400
HOURS

8
UNITS
AVAILABLE

BATTERY

Genie GS-3246 €7900

2007



11.50
METRE

2000
HOURS

4
UNITS
AVAILABLE

4WD

D DIESEL

Skyjack SJ-6832 RT €11500

2007



12.50
METRE

1500
HOURS

20+
UNITS
AVAILABLE

4WD

D DIESEL

Skyjack SJ-7135 RT €8950

2007



17.07
METRE

2000
HOURS

12
UNITS
AVAILABLE

4WD

D DIESEL

Skyjack SJ-9250 RT €15950

2007



15.90
METRE

3000
HOURS

15+
UNITS
AVAILABLE

4WD

D DIESEL

Genie Z-45/25 JRT €22500

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

Genie Z-60/34 JRT €26950

2014



14.00
METRE

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HOURS

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BATTERY

Upright AB 38 €11950

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HOURS

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JLG 660 SJ €33000

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HOURS

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D DIESEL

JLG 860 SJ €49000

2008



40.00
METRE

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HOURS

6
UNITS
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4WD

D DIESEL

JLG 1250 AJP POA

2008



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