

# cranes & access

October 2004 Vol. 6 issue 6

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## Crawler Cranes



## SAIF 2004 Review



P22

## Electric/Industrial Booms



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Mr Peter Hird Jnr - Managing Director  
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telephone: +44(0)1482 227 333  
[sales@valla-cranes.co.uk](mailto:sales@valla-cranes.co.uk)  
[www.valla-cranes.co.uk](http://www.valla-cranes.co.uk)

## on the cover:

In sharp response to the ever-expanding European wind energy sector, Liebherr has worked closely with the UK's largest crawler crane hirer Weldex on several crawler crane design projects to meet the lifting requirements of wind energy farm construction. And, with several big wind farms currently in the planning stages of construction in the UK, the company is expecting big things from the UK market in coming months in terms of its crawlers. Turn to page 17 for our full crawler crane report.



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Modern, hydraulic crawler cranes are doing much to shake off the crawler crane's traditional label as the 'old man' of the lifting industry. Here we take a look at the reasons why.

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mixed response during a recent C&A poll. Turn to page 34 for the results.

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IPAF, Bridge End Business Park,  
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# cranes & access

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## We fade to grey



On page 20 of this issue, HM Inspector of Health and Safety, Gordon Crick, explains what caused the boom of a "grey import" Sumitomo crawler crane to collapse

on a UK job site last year and the subsequent ruling once a full HSE investigation had taken place.

Following the incident, in which no one was hurt, incidentally, it soon became apparent that the crane was being operated without a valid EC Declaration of Conformity, as is required by the Supply of Machinery (Safety) Regulations 1992. In other words, it was not properly CE marked.

In addition, the operator was not properly instructed on the peculiarities of this crane when an operator hand-over occurred. Those responsible for this 'lapse in concentration', however, got away lightly, as HSE inspectors decided that 'prosecution was not in the public interest'. But, perhaps the story would have been a very different one if someone had indeed been killed in Southend-on-Sea that day.

This surely begs the question then, "exactly what does it take for action to be taken?" Well, the simple answer in this particular case regrettably points towards 'death' or serious injury.

Why, when an increasing level of "red tape" is being pushed onto companies in the name of safety, is it not in the public interest to make an example of what happens when companies flout European directives? It is not illegal to import such pieces of equipment, but it is certainly illegal to operate them without the correct conformity to the relevant EU legislation.

Why should manufacturers take notice of European directives, or why should diligent dealers in grey import cranes or other equipment bother to meet the relevant European directives when the penalty for ignoring them is not even a slap on the wrist?

In reality, most people that sell cranes, access platforms and telehandlers are very concerned about safety and complying with regulations, but in a case where non-compliance could so easily have had a tragically different result, we might have expected a tougher stance from the HSE.

*Gordon Crick*

**Vertikal**  
net

For UK users & buyers of lifting equipment  
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**Editor:**  
Warren Wadsworth

**European Correspondents:**  
Rüdiger Kopf  
Jürgen Hildebrandt

**Sales & customer support:**  
Pam Penny

**Production:**  
Nicole Engesser

**Publisher:**  
Leigh Sparrow

**Vertikal**  
Press  
The Vertikal Press Ltd.  
MEMBERS OF  
**IPAF**

Letters, emails & faxes and  
phone calls are welcome and  
should be sent to:

The Editor,  
**cranes & access**,  
PO Box 3227, Brighton  
BN1 4UR, UK  
Tel: 01273 884422  
Fax: 01273 884477  
email: info@vertikal.net

**The Vertikal Press**  
New England House/Level 5  
New England Street,  
Brighton BN1 4GH, UK  
Tel: 01273 884422 Fax: 01273 884477  
email: info@vertikal.net  
web: www.vertikal.net

**In Germany:**

**Vertikal Verlag**  
Sundgaualle 15, D-79114,  
Freiburg, Germany  
Tel: 0761 8978660 Fax: 0761 8866814  
email: info.vertikal@t-online.de  
web: www.vertikal.net

**Advertising & Sales**

Classified Advertising Worldwide:  
Karlheinz Kopp New England House/Level 5  
New England Street,  
Brighton BN1 4GH, UK  
Tel: 01273 884422 Fax: 01273 884477  
email: info@vertikal.net

**France**

Hamilton Pearman, GMT,  
32 rue de la 8 mai 1945  
F-94510 La Queue en Brie  
Tel: 01 4593 0858 Fax: 01 4593 0899  
email: hpearman@wanadoo.fr

**Germany, Scandinavia,  
Austria and Switzerland**

Karlheinz Kopp, Vertikal Verlag,  
Sundgaualle 15, D-79114, Freiburg, Germany  
Tel: 0761 8978660 Fax: 0761 8866814  
email: khk@vertikal.net

**Italy**

Fabio Potestà, Mediapoint,  
Corte Lambruschini,  
Corso Buenos Aires 8, V Piano-Interno 7,  
I-16129 Genova, Italy  
Tel: 010 570 4948 Fax: 010 553 0088  
email: mediapointsrl.it

**The Netherlands**

Arthur Schavemaker, Kenter & Co,  
Postbus 130, Spoorstraat 21,  
NL-7470 AC Goor, The Netherlands  
Tel: 0547 275005 Fax: 0547 271831  
email: arthur@kenter.nl  
Classified Advertising: Hans Aarse  
39 Seringenstraat, 3295 RN,  
S-Gravendeel, The Netherlands  
Tel: +31-78 673 4007 Mobile: +31-6 10 901037  
email: jfwaarse@planet.nl

**UK and all other areas**

Pam Penny  
PO Box 3227, Brighton BN1 4UR.  
Tel: 01273 884422 Fax: 01273 884477  
email: pp@vertikal.net

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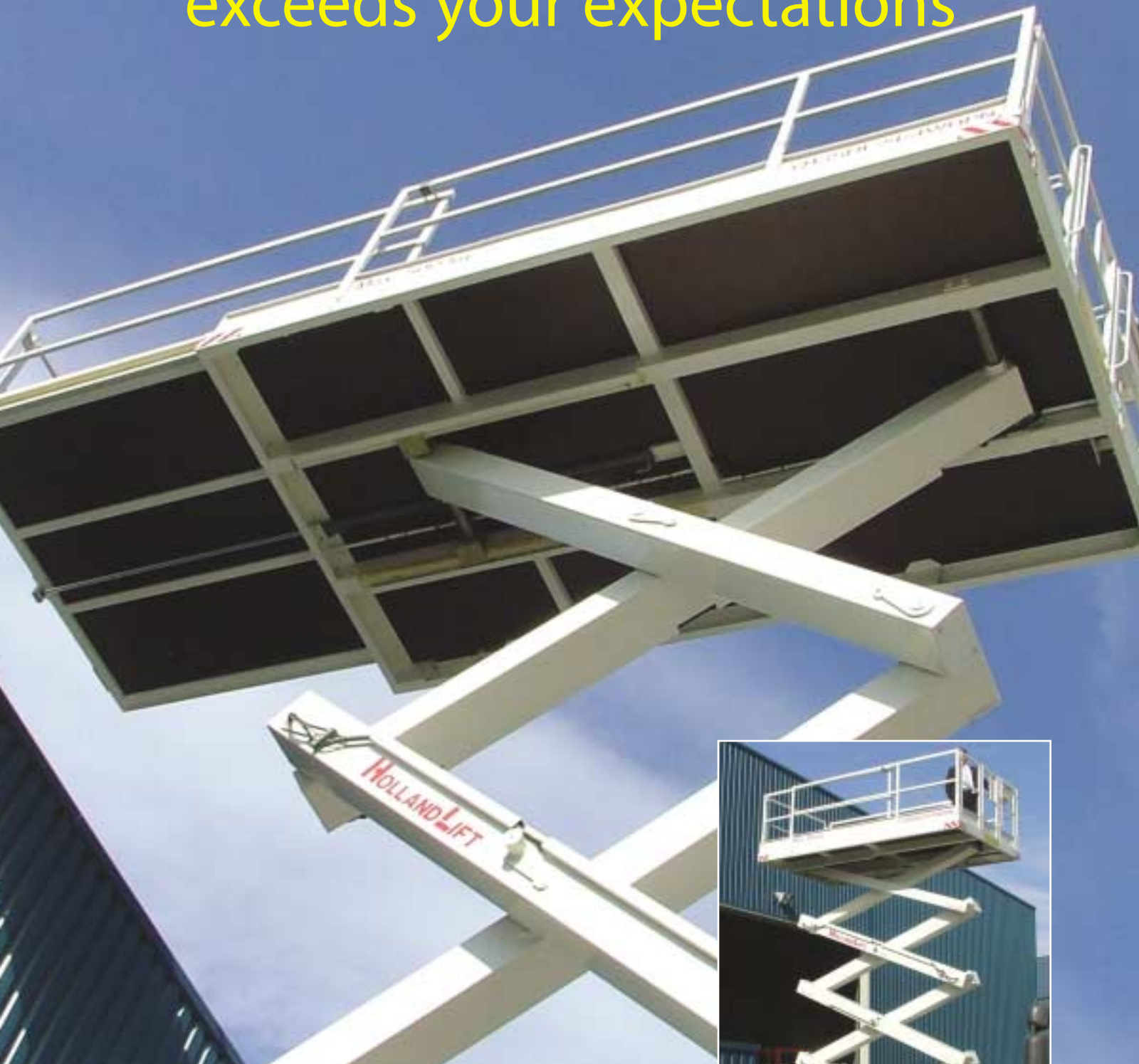
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# Delta Rentals takes on JLG line

Delta Rentals of Honiley, Warwickshire, has been appointed as the JLG dealer for the East Midlands. Delta, run by Ian James and a sister company of Blue Line Access, was established to sell the Toucan range of mast booms, which was conceived and originally produced by Delta lift of France before being sold to Grove.

In order to help promote the mast boom concept, Delta Rentals made units available to UK hire companies on a re-rent basis in the hope that, after building up a customer base, they would start purchasing their own units. Under Grove ownership, Delta had Toucan distribution rights for the whole of the UK. Future distribution, however, has been up in the air since JLG bought Manlift last April. The two parties have now agreed that JLG UK will take over the UK wide distribution rights, but Delta will become a regional dealer for all JLG aerial products.

"While we would have preferred to have retained the full UK distribution rights for the Toucan range, we understand JLG's position and feel that the new arrangement will provide us with plenty of opportunity to expand our business," said Delta Rental's Ian James. *Pictured: Laurent Guillaux of JLG (left) and Ian James of Delta Rentals.*



## Crane Hire continues Demag investment

Crane Hire of Dublin, Ireland, has placed an order with Demag for four brand-new mobile crane models, which were seen for the first time at the bauma trade show earlier in the year.

The order comprises an AC55L and AC55 City crane, both with 55-tonne capacities, a 120-tonne capacity AC120L and a 70-tonne AC70. The company is expecting the delivery of the AC70 later in the month but, impressed with the crane's specifications on paper, it has already ordered a second unit.

"In many city-type lift situations, such as those where the crane's outriggers can be only partially extended, the AC70 out lifts an 80-tonne all-terrain," said Jarlath O'Learly of Crane Hire. "It's like a 55-tonne all-terrain in terms of size, but with 80 tonnes lifting capacity, and the crane's compact dimensions make it ideal for work in the Dublin area."

Crane Hire's latest order follows on from the recent delivery of a 350-tonne capacity AC350 complete with Demag's SSL (Sideways Super Lift) technology and also a 35 tonner earlier in the year. "Expansion has been significant this year," said Mr O'Leary.

"In terms of new products, Demag seems to have it right," Mr O'Leary said. And when asked about the company's decision to buy a second AC70 before seeing the first, he said: "on paper this is a very good unit and Demag has always delivered what it has claimed on paper."



## Palfinger buys Bison

**Palfinger AG, the Austrian producer of truck loading cranes and more recently truck mounted access platforms, has purchased 100 per cent of the shares in Bison Stematec, one of the leading producers of truck mounted platforms in Germany.**

Palfinger AG is listed on the Vienna stock market and the deal is therefore subject to regulatory approval by the Austrian antitrust authorities. Bison Stematec is located in Löbau, Saxony, and has around 130 employees and annual sales revenues of around €13 million (UK€9 million). Palfinger CEO, Wolfgang Anzengruber, said that the aim of the acquisition is to "quickly become European market leader in the truck-mounted aerial work platform sector."

Palfinger has a defined strategy based on growth through diversification and internationalisation. Just 12 months ago the company entered the access market with the PA20T - a 20-metre platform mounted on a 3.5 tonne truck. The unit received favourable reviews at this year's Vertical Check, (see Cranes & Access September issue page 31).

Palfinger said that it considers the market for truck-mounted aerial work platforms to be attractive with high potential, and is currently characterised by numerous small manufacturers producing low numbers of units and a large variety of models. "The market is about to enter a consolidation process in which the Palfinger Group will be a vital player".

Bison Stematec will operate as Bison Palfinger GmbH, an independent unit within the Palfinger Group and a subsidiary of Palfinger Europe GmbH. The company will be a member of the "Hydraulic Systems and Services" sector of the group. Palfinger estimates the European truck-mounted platform market to be worth around €300 million (£207.6 million) and forecasts an annual market growth of about three per cent over the next few years. It identifies the largest markets for truck-mounts as France, Germany, Great Britain, Italy and Spain, and acknowledges the trend towards rental, thus reducing the total number of buyers in a given market.

*Full story on Vertical.net.*

## The Platform Company opens vehicle mount division

The Platform Company has opened up a vehicle mount division to expand on its already 2,000 plus powered access fleet with the purchase of 40 new 3.5-tonne chassis Nissan Cabster trucks equipped with 14- and 18-metre Oil & Steel booms.

"The new package directly addresses customers' needs providing a hassle free service," said Mark Milligan, The Platform Company Vehicle Mount Division general manager. "We've added value and choice for users of powered access requiring the flexibility of self-drive vehicle mounted boom platforms."

Available for collection or on a delivery and pick-up basis, the

units are offered on a daily, weekly, or long-term hire basis with the option of full insurance.



Pictured is Mark Milligan, The Platform Company Vehicle Mount Division general manager (left) and Lee Perry, The Platform Company sales director.

## Valla boosts TRX line

Valla Cranes UK has expanded its TRX line of mobile tracked cranes with the introduction of the Valla 55. The 1.7-metre wide, 5.5-tonne capacity unit features a fabricated, pre-formed and welded steel plate boom with three hydraulic sections fitted with adjustable nylon wear pads. Power is provided by a four-cylinder, 54.5 HP diesel engine, while transmission is automatic (hydrostatic) with a maximum speed of four kilometres per hour. The unit's total weight is 5,650 kilograms.

Optional extras include an electronic Load Moment Indicator, a hydraulic winch, hydraulic chain hoist, a man bucket, remote control, a metal/glass enclosed cab, manual jib extension and LPG conversion. Designed and manufactured in Italy to include

a host of bespoke options, the Valla range offers a choice of diesel or electric power. The company says its TRX cranes are ideal for rough terrain lifting applications, such as those where access is restricted or those with low load-bearing surfaces.

Valla recently delivered two of its 75E mobile cranes to Ainscough Crane Hire. The 7.5-tonne capacity units will be put to work at the massive Heathrow Terminal 5 project under principal contractor AMEC.



## MITIE ends access activities

Generation, which specialises in the hire and sale of both façade scaffold and alloy towers, has been bought by a team led by current managing director Mark Clifford. The company made £700,000 in the year ending March 2004, while Mitie expects to take a £3.4 million exceptional loss on the sale.

"The sale of Generation is the appropriate strategic move for Mitie," said Mitie chief executive, Ian Stewart. "I wish the management team every success in their venture." Mitie sold its powered access division over two years ago, also to a management buy-out. That company, now known as The Platform Company, has flourished since it left the group and was one of the fastest growing rental companies in Cranes & Access' UK/Ireland 2004 Top 20 Survey.

## Hewden in £12 million plant investment

Hewden has invested £12 million in new crane and powered access equipment in what the company claims is the largest single transaction of its kind in Europe. The order comprises a total of 25 cranes and 180 access platforms, supplied by Demag Cranes and Genie UK respectively, both divisions of the Terex Corporation. The cost for the complete order

was met entirely from Hewden's capital reserves. The crane order itself comprises four, 100-tonne capacity AC-100s, ten, 35-tonne AC 35-Ls, five 50-tonne AC50-1s, three 30-tonne AC 30 City units and three 80-tonne AC80-2s.

"Hewden's healthy balance sheet means it has been able to invest in new equipment to meet increasing

demand at a time when many other rental companies in the industry are retrenching," said Martin Hender, general manager of Hewden's crane and access division. A selection of the new equipment was recently presented at Hewden's Elevation '04 event held at the firm's Castleford depot. \*This story will be covered more extensively in the November/December issue.





## Aichi appoints UK dealer

Height for Hire/EasiUplifts, the Ireland-based access rental company, has been appointed as the new official dealer of Aichi platforms for the UK and Ireland. The announcement was made at the recent Platformers' Days event in Hohenroda, Germany.

The appointment was followed-up with the purchase of four Aichi crawler mounted booms, including two 12-metre SR21Bs and two 21-metre SR21As. The four booms will be delivered later in the year and join the EasiUplifts fleet in Scotland. Also on the company's shopping list at Platformers' Days was a new 42-metre working height Falck Schmidt Falcon Spider. The unit will be delivered to the UK in early 2005.

*Pictured, Height for Hire's Harry McArdle (right) and John Ball (second from left) seal the new dealership with Kenjiro Nezuka (left), Aichi's executive officer, International Division and Theo Plichta European sales manager.*



## Lavendon confirms interim results

**Lavendon, the largest powered access company in Europe and owner of Nationwide Access in the UK, Zoom in continental Europe, and Rapid Access in the Middle East, has announced half year group revenues to June 30th of just over £50 million.**

The firm's UK operation, Nationwide Access, increased its revenues, but higher costs, which Lavendon said were due to various incentives that it claims will pay-off in the second half and beyond, almost halved operating income.

In Germany, Lavendon is still struggling to combat highly fragmented competition and a market that is improving at a very slow pace. After the improvement in rates in late 2003, smaller competitors attacking the company's market position forced it to reduce rates.

"Whilst we remain committed to maintaining a strong market position in Germany, it is now clear that the prospects in the short- to medium-term no longer support our current scale and cost structure," said Lavendon chief executive Kevin Appleton. "Consequently, we are presently involved in a detailed review of our German operation to reshape the business to a scale that is more attuned to the current market opportunities available. This review will be concluded during the second half of the year"

In other markets, the French operation reported a small decline in revenues, but held its operating income at last year's levels, while Spain marginally increased revenues, but with a slightly weaker profit. The star of the operation for the first half was Rapid Access in the Middle East, which both increased revenues and profits.

*Full story on Vertikal.net.*

## Spierings SK599-AT5 goes down a storm

Berlin-based crane rental company, Mobi-Hub, has taken delivery of the first of a batch of new orders for Spierings' SK599-AT5 folding mobile crane, first seen painted in the colours of Ainscough Crane Hire at bauma earlier in the year. This latest compact unit is an upgraded version of the established SK598-AT5 with an extra two-metres of jib at 50-metres and an increased lift capacity to nine tonnes. The unit utilises the same fully automatic folding system as used on the six-axle SK1265-AT6 Mighty Tiny model.

Several SK599-AT5 units will also be making their to the UK in the coming months thanks to further orders from Bernard Hunter Crane Hire, Bryn Thomas Crane Hire, John Sutch Crane Hire, City Lifting and Birmingham Crane Hire Company. A further unit will also be delivered to Van Marwijk Kraanverhuur of The Netherlands. Other recent deliveries include a Spierings SK488-AT4 to German crane hire company, Neeb, while Montaco of Belgium and Flück Zurich of Switzerland each received an SK1265-AT6 (pictured).



# HEADING THROUGH EUROPE



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\* Subject to regulatory approval by the Austrian antitrust authority.

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## Crane producers lay down STGO rules

With just over a month to go until new STGO plates must be fitted to cranes in the UK, the UK representatives of four of the world's main crane manufacturers, Grove Cranes, Kato Cranes, Liebherr Great Britain and Terex Demag, have informed the Construction Plant-hire Association (CPA) and crane users of the procedures to be undertaken.

For the benefit of C&A readers, the procedures have been set out as follows;

### New cranes

Manufacturers will provide;

- STGO plate for permanent fixing to carrier cab door.
- Loose sticky backed label showing road speeds based on axle loads and tyre size to be displayed in carrier cab.
- Documentation to be inserted in Operators Manual.

The above will be supplied free of charge for all new cranes delivered after 1 August 2003. Owners must apply to the manufacturer stating STGO category required.

### Older cranes

- Owners to complete CPA or manufacturer's registration form and return signed with weighbridge ticket.

*The in-cab label with speeds.*

- Manufacturer will supply requested STGO plate, sticky label and documentation for Operators Manual.
- Manufacturer will record request in crane records.

### Cost of STGO registration

- All cranes delivered after 1 August, 2003 will be free of charge.
- All cranes delivered prior to 1 August, 2003 will be charged in accordance with the following scale: -

1 crane:	£100.00
2 – 5 cranes:	£75.00 each
6 – 25 cranes:	£50.00 each
+ 26 cranes:	£25.00 each

All charges are exclusive of VAT. All forms to be submitted at the same time to qualify for quantity discount.

### Implementation

The fitting of the revised STGO plates becomes a legal requirement from 1, December 2004. Owners are requested to complete the registration forms and return them to manufacturers well in advance of the deadline. Manufacturers anticipate a turnaround time of two to four weeks, dependent on volume of returns, and say that they cannot be held responsible for non supply of plates prior to the implementation date due to late receipt of correctly completed forms.

## Vertikal Press strengthens team



The Vertikal Press, publishers of Cranes & Access, Kran & Bühne and Vertikal.net has appointed two new team members to help build the services and quality of information provided to the Lifting and Access industries.

Jürgen Hildebrandt joins the Freiburg office in Germany as deputy editor alongside Rüdiger Kopf, editor of Kran & Bühne, while Pam Penny (left) will join the UK-based team responsible for customer services and support and group marketing.

## GT calls in the administrators

**Geoff Till access has filed for voluntary administration and appointed Poppleton & Appleby as administrators. The move, which began with a winding up order last week, has been made in order to gain protection while GT restructures its debts and balance sheet.**

The company, which operates 425 aerial lifts, invested heavily three to four years ago in a major fleet renewal and expansion, opening new locations in Telford, Gloucester and Hereford. The UK commercial construction market

subsequently slumped, highlighting an over supply in the powered access market that led to poor utilisation and savage cutting of rental rates. The heavily indebted company, as with many other companies that over expanded at the time, struggled, but managed to keep its head above water during the most difficult part of the downward cycle.

Senior managers at GT told C&A that the significant pick up in UK market conditions since Spring 2004 has boosted revenues and rates returning the company to healthy monthly profitability.

## SGB acquires Mastclimbers

**SGB UK, part of Harsco Corporation of Harrisburg, Pennsylvania, has acquired the full ownership of its Mastclimbers Ltd joint-venture partnership, the UK's leading supplier of mast climbing work platforms.**

SGB acquired a majority shareholding in Mastclimbers Ltd, led by Andrew Reid, in 2001, since which time it has expanded significantly, adding Ashtead's A-plant mastclimber business last year and growing from a regional base in Scotland into a national supplier serving the broader UK market. Mastclimbers Ltd operates one of the largest fleets of mastclimber platforms in Europe, making it also the UK market leader by far. SGB has also been expanding its international fleet, having acquired additional mast climber units in Denmark earlier this year to become the country's largest mast climber rental firm.

"We see the use of mast climbing platforms continuing to increase," said Steven Shine, SGB's managing director for the UK, "particularly in high-rise residential and commercial construction where there is growing pressure on build and maintenance cycle times without compromising the safe movement of men and materials."



TEREX DEMAG Terex-Demag GmbH & Co. KG			
STGO " category	Axle loads up to [kg]	Tyre size <sup>1)</sup>	
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C	13500	34	48
	14500	25	40
	15500	18	34
	16500	12	28

The table gives the maximum permitted travel speed related to vehicle category, axle load and tyre size<sup>2)</sup>. This table is only valid and may only be applied in connection with the instruction manual.

Note: <sup>1)</sup>STGO: Special Type General Order, 2003 No. 1926  
<sup>2)</sup>including speed limitations set by the tyre manufacturer  
<sup>3)</sup>speed limitations for other tyres as set by the tyre manufacturer  
<sup>4)</sup>speed limitations for other tyres as set by the tyre specification

# the Platform company



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## Falck Schmidt goes one step beyond

German rental company Zeilinga/BT Skylift called on the help of Falck Schmidt recently when it was faced with the challenge of providing access for work on the second floor of the new DIFA building complex in Berlin. Whatever the solution, the unit was required to enter the complex through a hotel doorway and climb a set of stairs to reach the second floor.

Working closely Zeilinga/BT Skylift and the building's architects and owner, Falck Schmidt developed

the Falcon Spider FS370C for the task. Mounted on a double articulated crawler chassis fitted with non-marking rubber tracks, the 37-metre unit was able to pass through a 1.2- by 2-metre doorway. Most importantly for the job, though, was the unit's unique double tracked chassis, which enabled it to climb the steep 35-degree stairs in order to reach the second floor, where it is used for maintenance work.

Full story on [Vertikal.net](http://Vertikal.net).

## UK crane industry leads by example

Christian-Jacques Vernazza, president of leading crane and access hirer Mediaco and vice president of SNUG, (Syndicat Nationale des Utilisateurs des Grues), the french National Association of Crane Users, has called on French crane hire companies to look to the UK crane hire industry for examples of how to improve its profitability and raise its professionalism.

Mr Vernazza was updating SNUG members on the progress being made by ESTA, the European Association of Heavy Haulage Transport and Mobile Cranes, of which he is the current president, at a recent meeting in Paris. During a speech, Mr Vernazza stressed the need for European Crane hirers to adopt consistent levels of professionalism and common standards.

Full story on [Vertikal.net](http://Vertikal.net).

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## US rental man joins A-Plant's access business

Steve Shaughnessy, former CEO of Shaughnessy Equipment and chief operating officer of NES Rentals in the US, has accepted a position in the UK with Ashtead's UK business, A-Plant, responsible for the UK access hire business.

Mr Shaughnessy grew up in the equipment business, helping with the Boston-based family-owned distribution business, and later going on to lead Shaughnessy

Equipment until it was acquired by NES in the late 1990s. Shaughnessy was a regional vice president and later COO for NES.

A-Plant took the number five spot in the UK in this year's Cranes & Access UK/Ireland Top 20 with a fleet of over 1,500 aerial platforms. Its US Sunbelt division claims to be number four in the US rental market operating one of the country's largest aerial fleets.

## Tanfield Group buys SEV

SEV, or Smiths Electric Vehicles - owner of Aerial Access, has been acquired by engineering and manufacturing group Tanfield. With its new addition, Tanfield will almost double in size. The deal was structured on a combined cash and shares basis and is worth around £3.2 million. Tanfield paid £2.2 million in cash and a further £1 million in new ordinary shares for SEV, which employs 110 people at its Team Valley factory.

Tanfield Group was formed in January this year after a take-over by the digital imaging company Comeleon. Since then, it has moved from short-term, sub-contract

engineering work to specialist technical assembly on longer-term contracts, including defence contracts. Founded in 1920, SEV, which has an annual turnover in excess of £10 million, designs and manufactures electric vehicles and has in recent years been the parent company of Aerial Access Systems and the UK distributor for a small range of other access products, such as ITECO.

In its interim results announced last month, Tanfield reported a growing order book, an increased turnover to more than £5 million and a strengthened workforce from 160 to 230 persons despite pre-tax losses of £2.5 million.

## Skyjack makes further mark on UK rental industry

Skyjack, the Canada-based elevating work platform producer, has received further significant orders for its machines from two leading UK access rental firms.

Panther Platforms of Dunstable, Bedfordshire, has placed an order for 100 units from Skyjack's compact and conventional scissor platform range, which includes the models 3219, 3226 and 4632 with working heights of 7.6, 9.7 and 11.5 metres respectively, taking Panther's Skyjack fleet to around 200 units. The latest models will be distributed among Panthers' four UK depots.

In another order, Kimberly Access of Stoke-on-Trent has opted for over 20, 17.1-metre working height 9250 Double-Deck scissor lifts from Skyjack's full-size rough terrain range.

According to Gary Smith, Kimberly Access managing director, the units were partly chosen due to the integral generator for a 110v power source to the deck. Both orders follow the purchase of 135 various boom types from Skyjack's line-up by AFI Aerial Platforms, which recently completed a £1.5 million fund-raising process with venture capital firm, Northern Venture Managers (NVM).

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**Wim Jansink** has returned to Snorkel after several years away from the company. For many years, Mr Jansink was the main point of contact for Snorkel in Germany, Holland, Belgium and most of Central Europe. After difficulties at Kranlyft, and the demise of Snorkel, he joined Haulotte in The Netherlands before returning to the new Snorkel team.



In January of this year, the US-based **Gardner Denver** group acquired **Syltone Plc** and its subsidiary companies. As part of the corporate re-branding of Syltone UK Ltd, manufacturer of Priestman Powered Access and Airdrive on-board power systems, the name 'Syltone UK Ltd' has been changed to Gardner Denver UK Ltd. The existing Syltone product brand names, Priestman Powered Access and Airdrive, will continue within the new organisation.

**Mainline Tool and Plant Hire, Hall Plant Hire Ltd, East Midlands Civil Engineering and Cawrey Ltd** have become the first UK customers to take delivery of Bobcat's new 12-metre lift height T35120 telehandler. The orders were secured through Bobcat's Loughborough-based dealer, Butler Reynolds. **Independant Access Supplies** has been acquired by a transport, vehicle leasing and logistics firm from outside the access industry. A new management team, which includes Andrew Fishburn, previously responsible for UK sales and European marketing at JLG, and Stuart Honeywood, previously responsible for product support at JLG UK, is expected to take over at Independent.

**Plant Equipment Ltd** has opened a new purpose-built lorry loader crane training facility at its Alfreton facility in Derbyshire to cover all makes of lorry loaders, including Terex-Atlas, Hiab and Palfinger. Fully qualified ALLMI instructors carry out all courses, including 'Full Operators Licence' and Sling and Chain courses. For further information and course dates, please contact Tel: 01773 836060 e-mail: storesbp@plantequip.co.uk

**Greenwood** in the UK has taken delivery of its first 25-metre Roto MCSS telehandler, taking the hire firm's Merlo fleet up to 72 units. Greenwood also lays claim to largest Roto telehandler fleet in the UK with 18 units. The latest Merlo unit was delivered through supplier, Selwood.

**AFI** is running a series of three-day IPAF training courses in the use of booms and scissor lifts at the headquarters of the Hampshire Constabulary's Force Support Unit. "The Unit is using booms and scissors to deal with a varied range of incidents where they need to gain access at height," said Paul Maxwell, AFI training manager. "The machines are also required for observation work at major events such as football matches and festivals."



Italy-based industrial crane producer **Valla S.p.a** named Valla UK Top Dealer of the Year at its first international dealer conference at its production facility in Piacenza Italy last week. Peter Hird Junior (centre), managing director of Valla UK, accepted the award from Antonio Valla (left), grandson of the company's founder and managing director Maurizio Manzini.



**Vanson Cranes** has supplied one of its VC30 self-erecting tower crane for a major refurbishment project on the Strood and Higham railway line in Kent for main contractor Network Rail. The crane is being used to handle the segments and other materials needed to line two railway tunnels on the Strood to London rail link.

The German tower crane producer, **MAN Wolffkran**, part of the MAN AG conglomerate, has celebrated its 150th anniversary. In 1854, Friedrich August



Wolf established the Heilbron iron foundry where, 19 years later, Julius Wolff designed what the company claimed to be the world's first top slewing tower crane.

**Loxam Access** in the UK has become the first UK firm to take delivery of the new heavy-duty, 40-metre working height Wumag WT450 truck-mounted platform. Delivered through Wumag's UK dealer, SkyKing, the unit has been put straight to work on the new 90,000-seater Wembley Stadium development project.



**Nationwide Access** has taken delivery of its first CTE Z20.

A van-mounted platform capable of lifting two people to a height of 20-metres, Nationwide purchased the Z20 through CTE UK specifically for long-term rental to Bradford City Council for various maintenance duties.

At the time of going to press, C&A learned of a massive new crane order by **Ainscough Crane Hire**. The company has ordered ten 60-tonne capacity LTM1055-3.1 all terrain cranes, five, 100 tonne LTM1100-5.1 and two 220 tonne LTM1220-5s. Deliveries will begin in December and continue into January and February 2005.

**Active Rentals** of Hamilton, Scotland has completed a £3 million investment in new powered access equipment, taking the firm's aerial fleet to over 100 units. Active Rentals managing director, Andrew McCusker, said that expansion of the company's aerial rental and training business will continue into 2005 in order to meet the growing demand for its high quality local service.

The **HSE** has announced a further six weeks intensive consultation on the new Temporary Work at Height Directive. The key remaining issue is the 'two-metre rule'. The construction industry wishes to keep the new rules' application to work over two metres. At the moment it applies to any height.

Ireland's **EasiUpLifts** is intending to open a new business in the South Midlands, UK. The company already has a location in Scotland, but the new business will mark its first entry into England. The new business will be dedicated to specialist machines such as large Falck Schmidt Falcon booms and Aichi crawler mounted booms. The company was recently appointed as the UK and Ireland dealer for Aichi. The company is seeking a business development manager responsible for "setting up the business and building it into a strong profit centre within the group," said EasiUpLifts' Harry McArdle. At the same time the company is looking for suitable premises (see advert on page 48).

**A 12-year-old girl was killed** and other seriously injured last week when a crane owned by Mediaco toppled over while dismantling a tower crane in Nantes, France. Early investigation reports state that the correct paperwork had not been filed for the lift. The 41-year-old operator had turned off the overload device in an attempt to avoid an overhead cable. The driver has been placed under Court Control.

**Holland Lift** has given its flagship 33.5-metre scissor lift a revamp. The new model, dubbed the Megastar G-320.DL 3044WD.SN, has a 34-metre working height, 1,000-kilogram lift capacity and auto levelling. The first production unit has been sold to Kimberley Access in the UK and will be delivered in April.

C&A would like to highlight that the working height of the Teupen Euro B25 is 24.42 metres and not 22.42 metres as reported in last issue's Vertical Check report, and that HTC Plant Tower Cranes operates a fleet of 220 tower cranes and not 170 as was reported in the C&A Top 20 Survey.

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# Out from the depths

It wasn't all that long ago that crawler cranes were looked upon as the 'dinosaurs' of the lifting industry. Thanks to a recent surge in popularity among European users, however, the jaws of antiquity are loosening their grip on these gentle giants.

## C&A reports.

"The industry generally, is very aware of the existence of modern, hydraulic crawler cranes and the benefits of using them," says Robert Law of AGD Equipment, the UK crawler crane hirer and distributor for the Japan-built IHI crawler cranes. "The latest changes in escorting wide loads has also aided the demise of the mechanical crawler crane, as the hydraulic versions have retractable undercarriages, which makes transportation easier.

"AGD has been the IHI dealer for 15 years, but at the beginning it was hard going, as we had to firstly establish the hydraulic concept in addition to establishing IHI as a manufacturer."

There are currently 204 IHI crawler cranes in the UK and Ireland, which AGD believes is the greatest population of any hydraulic crawler crane manufacturer and "from 3-tonne mini crawlers up to 120-tonne lattice boom crawlers, it is certainly the widest range," he says. IHI also claims credit for the first zero tail swing mini crawler unit, the 3-tonne capacity CCH30T. At the other end of the capacity

chart, the company will be adding a 50-tonne unit to its line in 2005.

"The CCH30T was developed for the UK market," says Mr Law. "We had received an excellent reception for the bigger CCH50T and asked IHI to develop a smaller version with a longer boom and zero tail swing for congested sites."

AGD will shortly be expanding its own rental fleet with the addition of three, 50 tonne CCH500Ts taking the total up to nine such units, and a further 30 tonne CCH300T, all of which will be ready for rental by the end of the year.

"There has certainly been an arousal of interest in crawler cranes, especially telescopic crawler cranes, which offer greater versatility with quicker set-up times," says Mr Law. "We are finding more and more jobs now for crawler cranes, which would have often been done by mobile or tower cranes in the past."

### Winds of change

"Modern crawlers are certainly having their day at the moment considering that, traditionally, the all terrain has generally been the preferred crane of choice," says

Christian Schorr-Golsong, marketing director of the Germany-based producer Terex-Demag.

"There is now a steady climate in Germany for crawlers, mainly due to continued investment in the growing wind energy sector." It was largely to meet this demand that Terex-Demag launched its 350 tonne capacity CC 2200 and 300 tonne capacity CC 2000-1 earlier in the year.

"Crawler cranes show distinct advantages over mobile cranes in this sector," says Hermann Ulferts, owner of German rental company, Ulferts & Wittrock. "With big lift capacities and optimal load distribution, these cranes are able to work in unsecured areas and

on mobile cranes was their shorter set-up times," says Mr Schorr-Golsong, "but we reacted to this by significantly reducing them. A 300 tonne unit complete with main boom can be ready for operation within just four hours, whereas a telescopic crane in the same class would take considerably longer."

The assembly of the counterweights, boom extensions and lift enhancing mechanisms, such as Terex-Demag's SSL boom technology, of mobile cranes takes time. The argument that crawler cranes take too long to assemble no longer stands. "The manufacturers have fulfilled our wishes," says Dirk Bracht, managing director of another of Germany's crane rental companies, Franz Bracht.

Also quick to react to the wind energy craze was Liebherr. In direct competition with Terex-Demag, the company also made the most of the bauma stage earlier in the year with the presentation of the new 'narrow-track' LR 1400/2-W crawler unit. The unit also targets wind turbine park construction, but offers a larger capacity at 400 tonnes.

The unit was a joint-development project between Liebherr and the



One of Kobelco's latest crawler releases first seen at bauma earlier in the year – this 135-tonne capacity CKE1350 has been put to work by owner Benelmay on one of Europe's largest construction sites, the Deurganckdok container terminal in Antwerp.

can be driven between sites without the need for dismantling the crane."

"In previous times, one of the main reasons why the market focused

UK's largest crawler crane hirer Weldex, who took delivery of the first model in January. The unit features two slew rings, one for turning the crane's upper, and one for

turning the crawler tracks. Dubbed the 'W' system, the technology enables fully rigged cranes to travel between wind turbine erection sites without the need for dismantling and re-erecting the crane. When the crane is being driven and arrives at a point where it needs to turn, the crane is jacked up, the tracks are slewed to the desired direction of travel, the jacks are then raised and the upper then slews in the conventional way, allowing for 90 degree turns.

The 'W' system, has a centre section of the undercarriage which provides a track width of just 4.8 metres, instead of the usual 8.7 metres on the normal LR 1400, and to compensate, outriggers set in a cruciform pattern extend to 11.5 metres for lifting.

Liebherr told C&A that it is expecting big things from the UK market in the coming months in terms of its crawlers with several big wind farms currently in the planning stages of construction.

The company also looked to its lower capacity crawler line earlier in the year with the launch of 200 tonne capacity LR 1200. With the option of a fixed or luffing jib, the unit combines a 53-metre main boom and 95 metres of luffing jib. "In all combinations, the LR 1200 combines outstanding load capabilities with very compact dimensions and a maximum transport width of just 3 metres," says Vera Hentschel at Liebherr Nenzing. "The option of free-fall winches with the unit also allows accommodates clamshell and dragline applications."

Another of Germany's crawler crane producers, Sennebogen, has also made a significant mark on the UK market in recent times,



*Liebherr's 400 tonne capacity LR 1400/2 crawler crane - a joint development between Liebherr and UK crawler crane hirer Weldex.*

knocking up sales of 40 machines, the majority of which have been snapped up by the UK's larger civil engineering contractors.

"Many other medium and smaller companies have also taken not only our crawler lattice boom machines, but also units from our Crawler-Telescopic range," says Phil Hodges of EH Hassell & Sons, the UK and Ireland distributor for Sennebogen. "The size of machines has been varied, but sales have mainly comprised units from 33-tonne up to 80 tonnes capacity lattice boom units and 15- to 40-tonne telescopic crawlers."

Most recently, EH Hassell & Sons commissioned the first new 100-tonne Sennebogen 6100HD 'B' series crawler magnet crane for Brambles Industrial Services at the Port Talbot Steelworks. "This is the first of two new 6100HDs destined for the arduous duty cycle work," says Mr Hodges. "The machine will be working '24-7' on bailing duties in one of the Port Talbot bailing pits."

The steady acceptance of the modern crawler crane throughout Europe is also reflected in the 2004 sales figures of The Japan-based producer, Kobelco. "We have achieved excellent results in Europe," says Jos Verhulst, sales manager at Kobelco Cranes Europe. "This year has been the best year of the last ten, and we expect our market share to be even higher than our worldwide market share of 30 percent by year-end."

Recent sales include the delivery of ten, 80-tonne capacity CKE800s to Sarens of Belgium and De Kil and Adrighem in The Netherlands, and two 250-tonne CKE2500s to Shanghai, China, for a joint-venture between Mammoet and Havago, which takes the latter company's CKE2500 tally up to seven units in just 12 months.

Kobelco's CKE and BME crawler series comprises 11 basic models, which can be configured and adapted for a wide range of applications. The company says that the CKE series is particularly suited to general civil engineering, foundation and construction work, and also clamshell, foundation (piling, hydraulic/mechanical diaphragm wall bucket), dragline work and heavy-duty erection applications as found in the power and petrochemical industries. The CKE range offers lifting capacities up to 400 tonnes at a 4.5-metre radius and a fixed jib length of up to 100 metres, while the larger models, from 90 tonnes up, can also be equipped with a luffing jib of up to 132 metres.

The two models in the BME series are equipped with 20/25 tonne pull winches and are designed for heavy-duty cycle work, foundation work, pile driving and grab work.

"From an international perspective, Kobelco's crane sales are rapidly developing," says Mr Verhulst. The company recently formed an OEM agreement with Manitowoc for the supply of Kobelco cranes up to 120 tonnes in Manitowoc's red company colours and brand name for distribution by its dealers in the Americas.

Manitowoc presented its Model 15000 earlier in the year, the first Manitowoc unit to be built outside of the company's native US. Built at the firm's Wilhelmshaven facility in Germany, the 250-tonne unit is based on the popular Model 999 and was developed for the European and Asian markets. The crane's lattice boom conforms to the standard European shipping width of 3 metres, while the optional luffing jib can be neatly stowed inside the main boom when being transported.



*Terex-Demag targeted the wind energy sector with the launch of its 350 tonne capacity CC 2200 at bauma 2004.*



*Early this year, German producer Sennebogen launched what is now the flagship model of its Star Lifter crawler line, the 180 t capacity, the 5500 SL*

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The Group



AGD supplied Amec with this modified 80-tonne capacity IHI DCH800 to accommodate Amec's Soilmec RT3/ST crane attached rotary bored piling rig and a Casagrande casing oscillator for pile installation work for a bridge on the new A1/M1 link contract in Wetherby. A 35-tonne IHI CCH350 was also supplied for service duties.

Earlier in the year Amec appointed AGD as its preferred supplier for all its crawler crane hire requirements throughout the British Isles. The three-year agreement covers cranes from 3 to 1000 tonnes. The larger cranes will be handled via a strategic alliance formed with Sarens UK.

### Economic choice

According to Remo Arcangeli, senior sales manager of Manitowoc Crane Group, big crawler cranes should be the preferred choice over mobile cranes for economical reasons.

"If only small capacities are required, then the advantage lies with mobile cranes," says Mr Arcangeli. "But, today's crawler cranes have become increasingly easier to transport and set up." Manitowoc's 250-tonne Model 15000 complete with a 60-metre boom can be set up in less than three hours, according to Mr Arcangeli.

Taking this lift height and a capacity into account when considering an equivalent mobile crane, you are looking at least a 400-tonne capacity unit, so even on certain short-term operations, the crawler crane offers an economical alternative.

For Glen Tellock, president of Manitowoc Crane Group, the capacity of the crane is not necessarily the issue here, rather, what the crane has to offer as a total lifting solution.

"Europe, particularly in the central and northern parts, is a very tough market, but where Manitowoc stands up is by being able to offer a more customised, tailor-made crane package depending on the type of user and the work that the crane will be required to do," he says.

"Applications change, so it is important that the Manitowoc product, through technology and optional features, provides the flexibility to change with them. I do not believe that one size fits all."

Earlier in the year, Manitowoc developed a new luffing jib for its 136 tonne Model 555, and also an additional fixed jib, which significantly extended the maximum lift height and lifting radius of the 555 to 118.8 metres and 74.6 metres respectively.

"The European crawler market is not a big one, but European customers are a little more global than in some other markets, so it is important for us to have a presence here. Traditionally, we have a very solid product with lower overall ownership and maintenance costs and a re-sale value that holds very well."

### Market decline

Since 1999, the European crawler market has declined by up to 70 percent, but according to Mr Tellock, the market for crawlers under 150-tonnes capacity during the next 18 to 24 months will be the one to watch out for.

"For larger crawlers" says Mr Tellock, "mature markets tend not to improve so much, so it will be to the opportunistic markets, such as infrastructure development within the new EU countries that crawler producers will be looking to in the future."

# A Grey day in Southend-on-Sea

In its November 2003 issue, C&A reported on the collapse of the jib of a Sumitomo SC350 crawler crane on a Southend job site. 12 months on, HM Inspector of Health and Safety, Gordon Crick, explains what went wrong.

The incident involved a grey import crawler crane being operated without either a CE marking, or a valid Declaration of Conformity as required by the Supply of Machinery Safety Regulations 1992.

An inexperienced crane dealer had imported the crane from Japan, after which time it was significantly modified and upgraded. It left the importer without indents to the hoist levers being removed, which allowed the levers to return to creep mode, rather than neutral. Also, no EC Declaration of Conformity was issued.

The crane, similar to the Sumitomo crane pictured, was owned and operated by an experienced crane operator with over 40 years experience in the business. As required by the Lifting Operations and Lifting Equipment Regulations 1998, a competent person carried out a thorough examination and test of the crane and issued a certificate. However, no check was made to ensure the crane had an EC Declaration of Conformity.

After import and modification the crane was used on a number of sites. On the day of the incident a qualified driver drove the crane that had six months experience operating a variety of hydraulic cranes.

Following the incident, the HSE began a thorough investigation and breaches of law were identified. HSE inspectors took careful account of all circumstances relating to the incident, and decided, in line with the Code for Crown Prosecutors and the Health and Safety Commission's Enforcement policy Statement, that prosecution action was not in the public interest. The investigation, however, exposed a number of specific failings, which the industry should take note of.

### These include;

- The supplier failed to ensure that a technical file was prepared and did not remove the indents to the hoist levers. An EC Declaration of Conformity was not issued on the crane leaving his yard.
- The crane operator should have asked for the indents to be removed and insisted on the issue of an EC Declaration of Conformity.
- The crane operator should have ensured the driver had a specific handover briefing on the way this particular crane worked.
- The competent person who carried out a thorough examination and test failed to check that the crane had an EC Declaration of Conformity.
- Several principle contractors checked documentation for this crane, but none asked whether it carried a valid CE marking.
- The individual sub-contractor hiring the crane should have checked the level of experience the crane driver had on this type of crane.
- The driver of the crane should not have left the cab of his machine without going through the necessary checks to ensure it was safe to do so.

This case illustrates the severe financial loss and business interruption that can result from operating machinery that does not comply with the Supply of Machinery (Safety) Regulations 1992.

Importers of machinery from outside the EU, which is not CE marked and does not conform to the standards laid down by these Regulations must ensure that it complies before being sold, or risk investigation and prosecution under these Regulations.

The industry must take this as a timely reminder that HSE will use full range of its power if there are further incidents of this type in future.



# US firm takes new Cat-based Favco crawler



**Bernard Construction Company in the US has taken delivery of the first Favco 60T crawler crane for work on what is currently the largest active dam construction project in the US, the Saluda Dam near Columbia, South Carolina. The new 60-US ton (54-tonne) capacity Favco crawler is based on Caterpillar Model 325 excavator power module, on top of which sits a 105 foot (32 metre), four-section telescopic boom.**

An optional 33- to 57.4-metre (10- to 17.4-metre) offsettable telescopic lattice boom increases the overall tip height to over 172 foot (52.4

metres). From the unit's Caterpillar cab the operator uses a single joystick for swing, boom elevation, telescopic main hoist and auxiliary hoist functions, while foot controls are used for travel functions.

The unit's tracks can also be extended from 9 foot 9 inches (2.94 metres) in the stowed position, to 14 foot 7 inches (4.46 metres) at full width and for transportation the crane's overall weight can be reduced from 117,000 lbs (53 tonnes) in working mode, to less than 100,000 lbs (45.3 tonnes). Power is provided by a quad turbocharged 168-hp Cat diesel engine

## First Model 18000 arrives in Asia

The first Manitowoc Model 18000 crawler crane to enter into Asia has been put to work on the construction of a power plant in Kwangyang, South Korea, by the unit's owner Chunjo Construction Co for main contractor Dae Lim. The 750-tonne unit is being used to lift numerous structural elements of the plant, which, on completion, will provide power to the Kwangyang works, the largest steel mill in the world, operated by Posco.

The unit has already completed the biggest lift of the project, which involved the hoisting of two 240-tonne generators at a radius of 15.7 metres. Other lifts have so far included two 171-tonne gas turbines and the crane will also be required to lift several heat exchanger coils, the largest of which will weigh 197 tonnes. The Model 18000 has been rigged with 61 metres of main boom and a 27.4-metre luffing jib, a configuration that will remain for the crane's year-long stay on site.

"We've also used the crane for a variety of smaller lifting tasks, so it's really provided us with a single solution for lifting duties on a large part of the project," says Chang Hwan Jang, president of Chunjo Construction. "Its ability to cover such a wide range of lifting duties combined with its ease of transportation and relatively compact dimensions make it an ideal choice for work on industrial sites such as this one."



## Leibherr claims rites to first fully automatic hydraulic crawler

Leibherr claims that it has produced the first ever fully automatic hydraulic crawler crane. Allocated the HS 855 HD and recently employed to assist in the construction of 17.4-kilometre drinking water tunnel at Hofoldingen Stollen near Munich, the 90-tonne capacity unit is a modified HS 855 HD Litronic crane whereby all functions can be controlled by sensors and limit switches.

Application of the rope excavator is also automated through pre-programmed operating processes, the initiation of which is the only human intervention required. For the removal of material from the shaft of the water tunnel the unit has been fitted with a bucket, developed by German company Bilfinger and Berger, at the end of the hoist rope that automatically closes when the rope is raised and opens when the rope is lowered.

As the lifting cycle occurs two to three times an hour the unit's diesel engine is automatically switched off during idle times. During the loading/unloading cycles, the crane adheres to pre-determined positions



and a maximum swing radius, which cannot be exceeded.

The unit is also fitted with two, 25-tonne winches and a 400 kilowatt diesel engine to handle the 15-metre cubed water buckets weighing 34 tonnes when filled.

# SAIE showcase

The SAIE 2004 exhibition in Bologna, Italy, presented an even more mind-boggling selection of lifting equipment than usual, thanks to the return of the tower crane fraternity to this year's show. **C&A** reports.

No matter what show you go to, you will be hard pressed to see a more diverse selection of mobile cranes, tower cranes, truck loader cranes, mini cranes and access equipment. And to see the selection properly, visitors need to spend at least two or three full days roaming the aisles.

The mood in Bologna this year was relatively upbeat with most companies reporting an improvement in trading conditions and increasing profits. Lead times with the majority of producers also continue to grow to the extent that most companies that we spoke to now have plans to increase

production capacity in preparation for 2005.

IPAF held a number of meetings at the show, including an Italian industry seminar to discuss a number of industry topics and issues. The meeting was, in one company's words, "very spikey". At present, local authority-employed inspectors in Italy are checking units under the annual inspection. This has led, in some cases, to equipment without overload devices not only being taken out of service, but its owners being fined for not meeting the machinery directive, even if the machine has a valid CE mark



Potain's new tower cab as fitted to the new MDT 98 unit.



Tower cranes dominate the Bologna skyline.

and EU certificate of conformity. In such a situation, not only does the company face a hefty fine, but it is also faced with the fact that it is a criminal offence. A slow and tedious appeal process exasperates the problem, leaving rental companies feeling frustrated and powerless.

## Boom arrangements

So which products jumped out and grabbed the attention of C&A at SAIE? First of all, in terms of market segments, the number of Italian companies offering track-mounted mini booms has exploded. We counted nine companies in total, five of them new. This hot new sector has units

In this sector, the new Octopussy 1765 from Oil and Steel looked to be very well designed and used every inch of the compact stowed



Oil & Steel's new Octopussy 1765 crawler-mounted boom.

envelope. The Italmec Icaro 16 also looked good, if not quite as polished. The company said that it has been designed as a heavy-duty unit with a more substantial structure than usual to allow it to cope with tough outdoor applications such as forestry work.



Merlo's new tunneller project is a special extension that grips the tunnel-lining frame, while a boom platform places the operator right next to the job.

with working heights of up to 18 metres. And with the temporary work at height directive coming into law soon in the UK, these little platforms will be ideally suited to trades that work on single family homes.

From Iteco came a new 9.3-metre working height micro scissor lift with overall dimensions of just 1.6 x 0.8 metres and direct electric drive, the first company to follow JLG's lead in this area.



*JLG introduced two new telehandlers for the agricultural sector.*

Telehandler producer Merlo presented several innovations, the most radical being a tunnelling project machine that combines a boom lift with a Roto telehandler for installing reinforcement bars and other work during tunnel construction and refurbishment. JLG had a busy stand and showed its latest telehandlers, including two units aimed at the agricultural market.



*Stefan Salvia of Rovers demonstrates how with one hand and wearing a suit, he could install mast sections.*

Several new products were also presented by the mast climber sector, including a neat mast section installation device from Rovers that takes the strain out of lifting a mast section into place, literally making it a one-man job. A compact unit from Camac designed for residential lift shaft work, and which fits into shafts as small as 1.5 x 1.5 metres, should also delight customers in certain markets.

*Sandrino Ferrarini of Leader with the new UpRight Self Leveler boom – upgraded from the Speed Level.*



The Potain MDT98 topless tower cranes also looked the part with its new cab, slick overall design and strong performance, while in the mobile crane sector, the effort by Locatelli to give its, 20-tonne capacity ATC 20 city crane the same versatility as a telehandler looked handy with a 26-metre main boom tip height, six metre overall length, and 68 kilometres per hour road speed.

With such a diverse show to cover, we have barely scratched the surface here and the whole issue would be needed to do it any



*Camac's 90-degree pinion drive arrangement makes this lift compact enough for a 1.5- x 1.5- metre lift shaft.*

justice. But if your interest has been piqued, nonetheless, the full 'SAIE 2004 - an overview', report can be found on Vertikal.net.

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# Bright sparks

For anyone looking to buy or rent a boom lift for use indoors or in confined areas, choosing the right unit from the wide variety of models available today is never going to be easy. In its electric and industrial boom feature, **C&A** hopes to lend a helping hand.

Boom lifts used in indoor or industrial environments tend these days to be articulated and electric, but this hasn't always been the case. In the 80s and early 90s there was a number of zero-tailswing, straight telescopic with electric and propane power packs. Today, though, this product sector has completely disappeared, having been replaced by the articulated boom with its lighter weight, its up-and-over capability, narrow aisle dimensions and traditional zero-tailswing (at least in the working position).

In terms of work height, overall dimensions, boom geometry, working envelope and weight, the variety from today's producers is seemingly endless. The smallest units include the mast booms, which were covered in depth in the February/March 2004 issue of C&A. The majority of these units offer zero tailswing, an

overall width of one metre or under and around three metres of outreach. These units have not been covered again here, but there are, however, two units that go beyond the normal mast boom category thanks to a telescopic top boom.



*JLG Toucan 1210.*

## Top end mast booms

The first of these units is the Toucan 1210 now owned by JLG and delivered in its orange and cream livery with JLG logos but still retaining the famous Toucan name. The second is a relatively new product from the long-time niche producer from Germany, Lehmann. This company, led by founder Rainer Lehmann, has introduced a new version of its original 'Emu' mast boom. The unit was on display at the recent Platformers' Days event in Germany, where Lehmann expressed to C&A a keen interest in importing the new product into the UK and Ireland. The company is presently looking for agents or dealers. These extended mast booms offer up to 5.2 metres of outreach along with constant zero tailswing and pure parallel lift geometry.



*Lehmann EMU ST-K-1200.*

introduced units with platform heights in the 8- to 12-metre range, overall widths of 1.5 metres, and, most importantly, a GVW between 2.9 and 3.5 tonnes. UpRight joined Nifty in this sector some years ago with a 13.5-metre working height direct electric drive machine now known as the AB38. With a slightly higher reach, it is also slightly heavier. Both companies also offer a wide, light, unit with a width of 1.7-metres for applications that require a GVW of under three tonnes. The big three producers, JLG, Genie and Haulotte have looked hard at this sector, but have so far decided to leave it alone. Nifty and UpRight have this sector almost to themselves.

These units are simple, inexpensive and are becoming increasingly popular. They are very easy to



*Niftylift HR12*

## Mini booms

A step on from the mast boom is what some call the mini boom. This sector was originated by the UK's own Nifty Lift, which

## Mast Booms

Producer	Model	Working Height (m)	Outreach (m)	O/A Width (m)	Up-and-Over Height (m)	Lift Cap. (kg)	GVW (kg)
JLG	Toucan 1210	12.00	5.20	1.2	7.2	200	5,200
Lehmann	EMU ST-K-1200	12.05	4.20	0.98	7.2 (approx)	225	4,300

# Powerful Electric Performers



## UpRight International's AB38/AB38 Lite electric booms

are powerful performers. Packed with class-leading compact features, the **AB38 electric boom** has a 13.5m working height, and 6.1m of working outreach.

Smooth, one-hand proportional joystick control gives superb reach and precision in the air. The slim 1.5m wide chassis, 0.4m inside turning radius and 36% gradeability gives greater manoeuvrability and accessibility in narrow aisles.

The **AB38 Lite** at only 2,950kg will access freight elevators, upper levels and delicate floors where rivals stop short.

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transport, just about fitting onto a 7.5-tonne truck. The only downside for some indoor applications is that, with a relatively long single riser (first boom), mini booms have considerable tailswing in the stowed position and require around three to four metres of height to reduce the tailswing to zero. Their reduced weight, cost and sheer reliability, however, make them a practical and popular choice for indoor work.

### Narrow aisle

The next step up, at least in terms of price and complexity, are the narrow aisle booms. They have overall widths as low as 1.2 metres and zero tailswing in all configurations thanks to a two-stage parallelogram riser. These machines offer a wider and more intricate working envelope. When fully equipped, they offer a

arm with an end-mounted platform. They are ideal for reaching awkward places and covering wide areas from a restricted space.

The downside to this boom category, though, is a high 'kerb weight', which is often five to six tonnes – equalling that of a normal 15-metre (45-foot) unit. The narrow aisle boom is also a much more complex unit to operate. To use a unit efficiently, an operator will need a lot more familiarisation than is required with the lighter, simpler booms mentioned above. They do, though, represent exceptional value as the production costs for these little units must be close to that of the 15-metre (45-foot) sector and yet they sell for a fair bit less.

When specifying these compact booms, C&A recommends that the

### Mini electric booms under 3,600 kilograms GVW

Producer	Model	Working Height (m)	Outreach (m)	O/A Width (m)	Up-and-Over Height (m)	Lift Cap. (kg)	GVW (kg)
Airo	VG 700E	8.9	3.235	0.99	5.65	265	2,800
Nifty	HR 10	10.0	4.5	1.5	4.2 (approx)	200	1,930
Nifty	HR10/N	10.0	4.5	1.4	4.2 (approx)	200	2,150
Sky High	ST 100	10.0	4.5	1.5	4.5 (approx)	215	2,050
Airo	VG 900E	10.45	3.435	1.12	6.95	265	3,100
Sky High	ST 120	12.0	6.0	1.5	4.5 (approx)	215	2,850
Manitou	120AE	12.1	4.96	1.75	5.7	250	2,910
Nifty	HR12	12.2	6.10	1.80	4.2 (approx)	200	2,400
Nifty	HR12/N	12.2	6.10	1.50	4.2 m (approx)	200	2,950
UpRight	AB38	13.45	6.1	1.5	5.4m	215	3,550
UpRight	AB38	13.45	6.1	1.7	5.4m	215	2,950



Haulotte 15IP

two-stage riser, a two-stage telescopic boom plus a 140-degree arc jib, plus rotators on both the platform and the jib. Platform heights range from 8 to 11 metres. The net result resembles a multi-jointed robot

full specification is purchased, including non-marking tyres and jib rotator if available. This option allows the jib to rotate by up to 90 degrees from the boom's centre line for precise positioning - handy for difficult to

reach areas. And, while some would argue that this option is just another item to go wrong, and that the benefits are marginal, the unit's resale could be affected if the option is not fitted.

### Tides-a-turning

So far we have covered electric booms with platform heights of up to around 11 metres (13 metres working height). The next step up is to the 15-metre (45-foot) core class, once the largest boom lift category by far in the UK and the rest of Europe.

Most 15-metre (45-foot) articulating booms now sold are equipped with diesel engines and 4 x 4 rough terrain capability. In the early days, the dimensional, and cost, variation between the 10-metre (32.8-foot) and 15-metre (45-foot) electric booms were not that significant. Many companies, rental companies in particular, choose to 'trade-up' to the larger units and simply discount them for work at lower heights, if and when obliged. These days the variations and cost differences are such that the smaller, more

### Electric booms under 1.4 metres wide

Producer	Model	Working Height (m)	Working Outreach (m)	Up & Over Clearance	O/A Width (m)	Lift Cap. (kg)	G.V.W. (kg)
Genie	Z-30/20N RJ	10.8	6.8	3.8	1.2	227	6,622
Genie	Z-30/20N	11.1	6.9	3.8	1.2	227	6,577
Iteco	IT 92 S	11.1	6.9	3.7	1.2	220	6,600
JLG	E300AJ	11.14	6.6	3.99	1.22	230	6,735
JLG	E300AJP	11.14	6.75	3.99	1.22	230	7,052
Manitou	120AETJ	11.95	7.0	4.7	1.2	230	6,550
Basket	12 AJN	12.5	7	3.6	1.2	200	4,200

In recent years, however, sales of electric booms in this category have diminished significantly.

compact units that we have already covered now take much of the indoor work previously carried out but the "45ft electrics"



Manitou 120 AETJ.




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## Booms over 1.4 metres wide AND over 3,600 kilograms GVW



*UpRight AB38.*

The traditional 15-metre (45-foot) electric unit has an overall width in the 1.75-metre range and is capable of passing through most industrial, and many double, door openings. In most, if not all cases, the units feature a double parallelogram riser, a two-section telescopic boom and a jib. This configuration provides an excellent working envelope, with an end-mounted, low-entry level basket. In many cases the jib can be offset by at least 140 degrees, (70 degrees

below horizontal to 70 degrees above) so that with the main booms stowed, the jib can be fully raised to provide an excellent vantage point and view of the machine without going into creep speed. This is ideal for driving in congested areas.

Up until now we have not spoken much about manoeuvrability. With the smaller units there are certainly differences, but these become more significant with the larger units. One

*Genie Z30/20N RJ.*



Producer	Model	Working Height (m)	Outreach (m)	Up-and-Over Height (m)	O/A Width (m)	Lift Cap. (kg)	GVW (kg)
Airo	SG 1000 E	12.0	6.3	4.45	1.50	200	3,900
Haulotte	HA 12 IP	12.0	6.7	5.25	1.34	230	5,800
Genie	Z-34/22N	12.5	6.8	4.6	1.47	227	5,216
Genie	Z-34/22DC	12.6	6.8	4.57	1.73	227	4,763
Genie	Z-34/22Bi/E	12.6	6.8	4.57	1.73	227	5,103
Basket	13A	13.0	7.4	3.5	1.8	200	5,800
Airo	SG 1100-JE	13.1	8.1	4.7	1.50	200	5,400
Snorkel	AB38J	13.6	7.1	5.0	1.50	227	6,350
Basket	14AJ	14.0	9.6	6.5	1.8	200	6,900
JLG	E-400AN	14.19	6.95	6.55	1.50	230	5,942
JLG	E-400A	14.19	6.95	6.55	1.75	230	6,037
JLG	E400AJP	14.19	7.33	6.55	1.75	230	6,214
JLG	E-400 AJPn	14.19	7.33	6.55	1.50	230	6,795
Manitou	150AET	15.0	9.1	4.8	1.50	250	7,040
Haulotte	HA 15 IP	15.0	8.5	6.6	1.50	230	7,100
Haulotte	HA 15 I	15.0	7.7	6.5	1.50	250	6,600
JLG	E450 A	15.72	7.54	7.49	1.75	230	5,940
JLG	E-450AJ	15.72	7.74	7.49	1.75	230	6,670
Genie	Z-45/25DC	15.8	7.8	6.9	1.75	227	6,091
Genie	Z-45/25Bi/E	15.8	7.8	6.9	1.75	227	6,166
Genie	Z-45/25JDC	15.8	8.2	7.1	1.75	227	6,166
Genie	Z45/25JBi/E	15.8	8.2	7.1	1.75	227	6,278
Basket	16A	16.0	7.1	6.2	1.80	200	5,800
Airo	SG 1400-JE	16.0	8.0	7.8	1.80	230	7,300
UpRight	AB46E	16.1	8.0	7.62	1.75	227	6,486
Snorkel	AB46J	16.1	8.0	7.3	1.80	227	7,212
Basket	17AJ	16.7	9.3	6.2	1.80	200	6,900
Manitou	171 AET	17.0	11.0	4.7	1.50	230	7,500
Basket	19A	19.0	10.4	6.6	1.8	200	6,850
Basket	20AJ	20.0	12.5	6.5	2.1	200	9,500
JLG	E600J	20.29	13.56	3.0	2.44	230	6,900
JLG	E600JP	20.29	13.76	3.0	2.44	230	7,000
Airo	SG1850-JE	20.55	11.25	9.4	2.40	230	14,000
Basket	22A	22.20	12	7.6	2.4	20	12,000
Basket	23AJ	23.2	14.1	8.0	2.4	200	12,000
Basket	28LJE	28.0	25.7	TEL	2.5	200	19,200

point to look out for is the size of the turning circle. The variation in this particular sector is surprisingly wide. Some units offer tight, cramp angle turning, while others look to achieve this with four-wheel steering.

### Feel the width

The width of the units in this class should also be considered. Surprisingly, there has not been a great deal of competitive pressure to reduce the width in this height category. Some manufacturers

though have introduced 1.5-metre wide models, but they have not exactly taken the market by storm. It seems that most users can manage with the wider offerings.

Near the top end of the scale is the 18.3-metre (60-foot) JLG AJ 600 series - an electric hybrid unit equipped with an on-board engine and generator, which tops up the batteries when they fall below a certain level. The unit has also been designed with weight in mind

and offers a GVW of under seven tonnes. This offers transportation benefits, as well as low ground bearing pressure, better gradeability and longer battery life. The largest battery/electric boom lift in our survey, though, is the 28.0-metre Basket 28LJE.

Not only is this unit big, but it also boasts optional four-wheel-drive - a rarity on electric booms.

With a GVW of 19.2 tonnes, however, perhaps it needs it.

### Drive systems

We do not talk a great deal about drive systems in our product reviews, but the electric boom sector has been transformed in this area over the past ten years with the adoption of direct electric drive. The system uses electric motors to turn the wheels in place of the old hydraulic motors. The result is a massive improvement in the machine's drive efficiency and autonomy. Units are now able to travel several kilometres between recharges, compared with less than one kilometre with a traditional hydraulic drive unit.

The direct drive systems also offer much better gradeability with quieter and smoother operation, and significantly improved braking performance. On the smallest, lightest machines the difference is significant - a little less so on the larger and heavier units. Most manufacturers now fit direct electric drive on their battery-powered units, but by no means all of them.

### 3-D jibs

As we have already mentioned, many electric booms now also offer articulating jibs that can rotate from side to side of the boom centre line in order to provide even more reach versatility. Producers have rapidly adopted this option in the last two years with JLG offering it on most of its units including the AJ 600. Genie also offers this option on its narrow aisle industrial type units, as does Manitou. The jibs generally rotate 90 degrees each side of the boom's centre line via a helix-type platform rotator being fitted at the point where the jib connects to the

boom. This option certainly offers extra potential in narrow aisles, but some big users feel that it just adds to a machine's complexity, while reducing platform rigidity. "Just one more thing to go wrong," said one fleet owner!

### Power sources

As this article covers 'electric' booms, you would expect the power source to be battery/electric, naturally! But there are some variations on the theme. If you are using a machine both indoors and outdoors, or, if you do not wish to depend on the location's mains power supply for recharging, many producers offer Bi-Energy options on their units. The method of achieving this varies, but increasingly an engine with a DC generator is the norm. This allows the operator to start the engine, which then puts power straight into the batteries and provides DC power for machine operation. Using the engine when outside conserves battery power, but a unit can also completely recharge its battery pack in four to five hours if left with the engine running.

Other producers use two independent systems, one being the traditional hydraulic, the other electric. This concept, while providing a dual system in case one fails, does not fit in with the attractive direct electric drive technology. If selecting a unit with the former, you may need to check that the machine has the same battery pack as the manufacturers' pure electric drive model. In the early days of this development, some producers removed one of the battery packs to make space for the diesel engine.

Finally, a number of specialised companies will also equip larger boom lifts, including straight telescopic, with a built-in 240-volt, or three-phase mains-powered electric motor, so that these large machines can be used quietly and cleanly indoors. The downside of course is that the machine has a large trailing lead, but for many applications this is not a major problem.

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# The Dutch are coming

**Earlier this year, Vertikal.Net was the first to report that Russon Access had been appointed UK and Ireland distributor for The Netherlands-based heavy-duty scissor lift producer, Holland Lift. With the first units now arriving in the UK, Cranes & Access visited Holland Lift's HQ and manufacturing facility at Hoorn, The Netherlands.**

Holland Lift rightly claims to be the "original" heavy-duty scissor lift producer. Martin Haak and Gerrit de Gier founded the company in 1984 in response to requests from Dutch customers for more reliable, more rigid scissor lifts with greater longevity than were available at the time.

The new company quickly acquired a strong following for its products in The Netherlands and Germany where, in order to get a machine considered to be of maximum quality, customers were happy to pay prices that were often double that of the US imports.

Holland Lift never expanded out of The Benelux and Germany due to the firm's inability to keep up with

demand in what it considered to be its "home markets". Disaster struck, though, in the early 1990s when it was discovered that the company's scissor arm pivot pins had been supplied for many years below specification, causing excessive and premature wear. The potential cost of replacing the pins and bushes put the company into administration, only to be rescued in 1993 by MBB, at the time a division of Daimler Benz.

## Second bite

Having effectively established a new company, the new owners did not handle the retrofit programme as many customers had hoped. It also became clear that the new parent was experiencing difficulties



*Holland Lift sales and marketing director. Menno Koel.*

of its own, which put Holland Lift back on the block. Terex then acquired the company in 1998. For many, this was akin to Skoda buying Rolls Royce. At the time, the Terex Philosophy was very much, "make it simple, no frills, pile it high and sell it cheap". Terex could not have bought a company with a more different philosophy if it had tried. Needless to say the marriage was not a happy one and the high volume efforts of Terex did not work well for the Holland Lift brand.

The strategy also included extending the company's market coverage, initially within Europe, but ultimately over a wider area. The closure by Grove of the Liftlux plant and the earlier demise of German Standard Lift provided an unexpected bonus, leaving Holland Lift almost alone as a builder of ultra heavy-duty scissor lifts.

## The products

Holland Lift excels at producing units with platform heights over



*Holland Lift takes no chances and supplies Scissor Arm Pivot Pins with dual lubrication tracks (right). The pins also sit inside substantial bushes which in turn sit inside heavy duty collars (left).*



*At its main Hoorn facility in The Netherlands, Holland Lift produces units with platform heights over 20 metres, the tallest being over 30, as well as big narrow aisle scissors and big high-capacity models.*

The final chapter of the story so far was the surprise purchase in January 2002 by Stoneham Equipment, owned by entrepreneur Roger Tracy. Having acquired the business, Mr Tracy placed the responsibility for turning Holland Lift around with a management team headed by Pieter Boogert and Menno Koel. Their strategy was to go back to Holland Lift's roots of building high quality specialist scissor lifts with a long life expectancy.

20 metres, the tallest being over 30 metres, and big narrow aisle scissor lifts such as 1.2 metre wide models reaching up to over 18.5 metres. They also excel at big high-capacity models and special units, such as crawler mounted scissors and special application units. An example of this is the 7.2-metre long dual-deck designed for the UK market. Holland Lift's facility is very different from a normal scissor lift factory.



## Re-engineering

One area that highlights a slice of Holland Lift's history is the aforementioned scissor pivot pins. It is clear that the engineers have made sure that they never have another pivot pin issue, even if a unit is used for

50 years in a sandstorm! "Over-engineered" does not come close to describing it. The pins now have dual lubrication tracks spiralling down their length, many with dual grease fittings. The pins sit inside bushings that have tiny lubrication indentations, and as if that isn't enough, the substantial bushes sit inside massive collars, which fit into the scissor arms. One thing is for certain. If a problem did arise, it would not

affect the machine's structure and replacing the component would be easy.

Further attention to detail includes built-in drip trays under wheel motors, sparing the floor in case of a leak, steel spirals on hoses that move, such as those feeding the wheel motors, and high-quality electrical components.

Holland lift certainly builds products to last. And to help it offers a full rebuild service. During our visit a number of 14 year-old units were on the receiving end of a full strip-down rebuild. Given the massive structures of the machines, it is easy to see how by replacing some of the running gear and repainting, a unit would be given a lengthy, new lease of life.

Products of this calibre have not in the past appealed to the UK's shorter-term investment mentality. However, within a short space of

time Russon Access has built up a substantial order book with Holland Lift. So the future looks bright, but it is not orange!

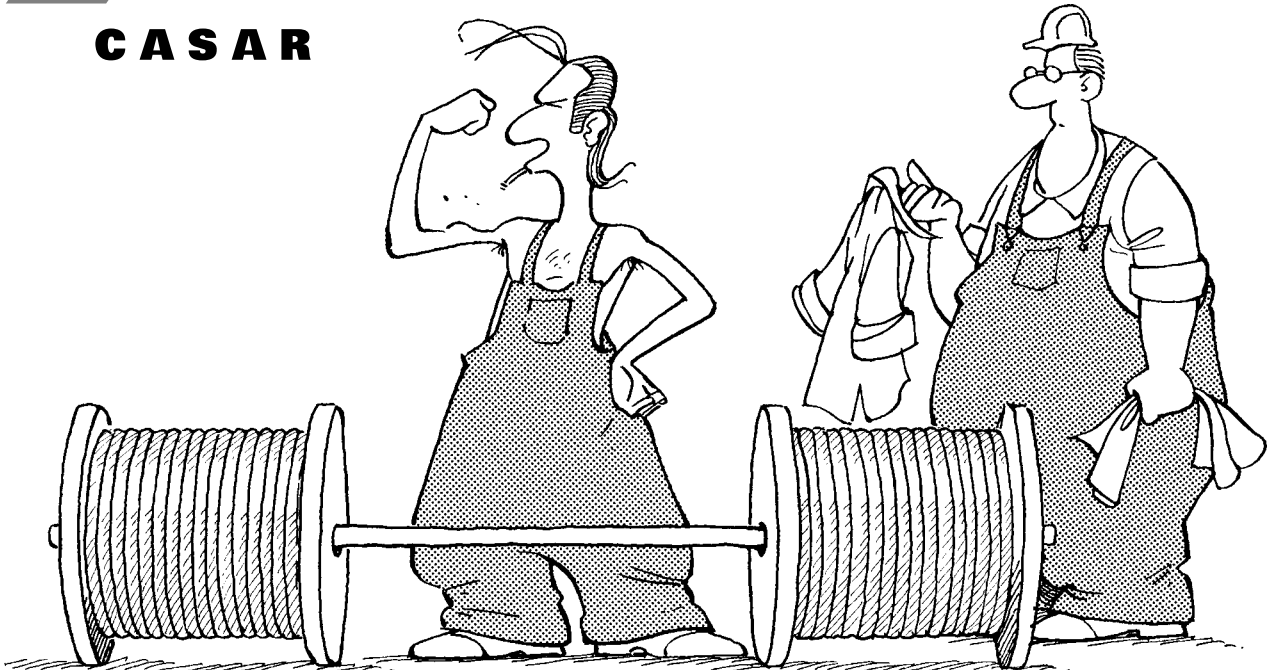


*High-end units such as the Holland Lift product have in the past failed to grab the attention of the shorter-term investment mentality of UK market, but increasing orders placed with its new UK dealer Russon Access points towards a changing climate.*

*Built-in drip trays under the wheel motors prevent oil covering the floor in case of a leak.*

Everything is calmer with no production line, as such. Most of the larger orders are customised to accommodate the various rental companies' most detailed wishes. Most machines are also pre-painted in customer colours. During C&A' visit, units were being built in everything from black, to cream and orange - where have we seen that combination before?

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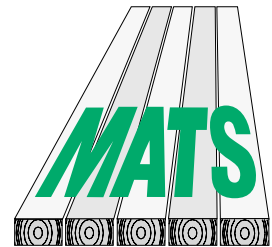
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# Uncommon ground

**The Health and Safety Executive (HSE) met the incredulous mumblings of 150 disgruntled UK crane industry members at the Construction Plant-hire Association's (CPA) crane interest group annual meeting last month when it attempted to clarify UK crane hire rules to CPA members. C&A was present for an afternoon of heated debate.**

Following a brief introduction by Martin Ainscough, joint-owner of Ainscough Crane Hire and chairman of the CPA crane interest group, Mike Sarson, one of three members of the HSE team scheduled to audit UK crane hire companies in the coming weeks, took the stand.



*Colin Wood, director and chief executive of the Construction Plant-hire Association.*



*Question time at the CPA crane interest group annual meeting with its chairman Martin Ainscough, also joint-owner of Ainscough Crane Hire.*

At the top of the agenda were the actions to be taken on the acceptance of straight crane hire jobs, rather than contract lifts, and to clarify both the legal position and that of the HSE.

Temperatures first began to rise when Mr Sarson began to explain the HSE's standpoint of leaving the decision to the crane hirer's common sense.

It was clear that most crane hirers were expecting the HSE to lay down simple, strict requirements, rather than placing the decision on the shoulders of the crane hirers.

Initially, Mr Sarson was keen to point out that a significant number of crane hire companies are clearly getting to grips with the agreed CPA rules on crane hire versus contract lifts, and that there has been a significant improvement in recent years.

The subject then turned to straight crane hire and how hirers are supposed to assess a potential customer's ability to manage a lift. "Hirers should carry out a "realistic" assessment of the customer's ability to provide a "competent" person to supervise the job," said Mr Sarson. "Hire desk staff should be more sceptical. Is the company requesting the crane well-known? Is it a company that is likely to be a regular crane user and therefore know what is involved?" In essence, Mr Sarson expected hirers to be tough on callers who were completely unknown, or who were unlikely to be regular crane users.

He also said that if a dangerous situation exists when the crane arrives on site, such as close overhead cables, the driver should take immediate action. "He should stand up and report to the office," he said. If, on the other hand, an operator completes a straightforward lift but reports the chaotic organisation when he returns, this should also be recorded and a tougher line taken if, or when, the customer returns for a subsequent lift.



*Mike Sarson of the Health and Safety Executive.*

"In essence," said Mr Sarson, "the HSE's view is that hiring one time in good faith is acceptable, but if the customer returns, we expect a firmer line to be taken."

The HSE's position was then met with a barrage of questions and comments. One key point that arose from this session was that crane companies should ensure in writing that operators know precisely when, and under what circumstances, they must report back to the office, rather than continue with a lift when they have doubts over the planning. Mr Sarson confirmed that this would reduce crane hire companies liability in such circumstances.

When asked if the HSE should simply insist that crane hire companies be obliged to demand a written risk assessment and details of competent person, he replied that the HSE did not consider it practical to demand that everything be



*Peter Hird informs an attentive crowd of the new Contract Lifting Services Conditions which replace the existing Contract Lift Conditions.*

put in writing. "Better a well-planned and supervised lift, the details of which have been given verbally to the operator, than a poor written one," he said. "With many of these questions there is no right answer," said Mr Sarson. "The HSE is looking to see if hirers are fulfilling the letter and the spirit of the law. Our suspicion is that some CPA members are not meeting the minimum standards. At this stage it is the minimum standards that the HSE is looking to achieve."

What was clear by the close of the meeting was that the UK's crane hire companies were looking for the HSE to effectively police their industry by being highly prescriptive with the rules governing crane hire. The HSE on the other hand are restricted in this regard and are more concerned that the "best practice measures" are adopted by all hirers. The HSE does seem to be trying to ensure that any demands they make are practical and not overly bureaucratic.

The highly competitive nature of the UK crane hire industry though and, in some cases, lack of discipline, causes anger and frustration when those companies that genuinely aim for improved safety and strict adherence to best practices, lose business to less diligent crane hirers. The problem would appear though to lie less with the HSE and more with the industry itself.

The HSE could, however, be clearer when reporting accidents and aim to prevent legal action, or at least work with the judiciary when a crane hire company has clearly followed best practice guidelines. This might help ensure that good companies are protected, while bad ones are not.

Other subjects discussed at this year's meeting included an update on the new STGO rules for cranes, the escorting of abnormal loads in the UK, the national CPCS standard for appointed persons, the new insurance rules that come into force for 2005 and the Construction Industry Training Board's (CITB) new crane engineering apprentice scheme. These subjects are covered in further detail, along with the full question and answer session at this year's CPA crane interest group meeting, on [vertikal.net](http://www.vertikal.net/en/stories.php?id=1076) at <http://www.vertikal.net/en/stories.php?id=1076>



*More than 150 UK crane industry members attended this year's CPA crane interest group annual meeting to seek clarification from the HSE.*



*Jim Maccall of the Construction Industry Training Board.*

# Two-line lifting - is it legal?

Ask a group of UK crane hirers if they ever perform two-line lifts and some will say "never", some will say "occasionally" and some will say "if it's the best way and the driver is up to it". In a recent 'unscientific' C&A poll, however, the most common response was "no, it's illegal in the UK!"

## But is it?

Further probing revealed that this was one of those UK crane industry "its illegal" myths that seem to emerge from time to time, such as that which existed until recently with regards the use of tag-axes on cranes.

The results of the survey required further investigation, so C&A approached the UK's Health and Safety Executive (HSE) and various manufacturers and safety officers to get their take on this cloudy subject. While not entirely clear cut, the general consensus seemingly confirmed that two-line lifting was not an illegal practise in the UK, and that in some cases, the HSE actually condoned it.

"It is definitely not illegal," said one HSE spokesperson, "and there is no law in the statute book that prevents users from using two lines for a single load lift. The HSE's approach is that prior to the lift, a risk assessment should be carried out, and that it may well be that using one crane with two hoists to lift and level a load is much safer than using two cranes."

The engineers at the manufacturers we spoke with said that they knew of no legislation that prohibited two-line lifting, but that any restriction would centre on the load moment indicator read out.

Most cranes in the UK that are fitted with two winches will only provide a load moment indication for one line at a time. It seems that if there is any restriction on two-line lifting, then this is it. Saying this, most experts agreed that as long as the load was well within the crane's lifting capacity and the capabilities of each hoist, then a simple risk assessment would clear the crane for the job. And alternate monitoring of each line during the lift would provide a safe and practical method.

We also discovered that two-line and combined load monitoring



*A typical example of a two-line lift is that of a windmill's rotor blade.*

and readout technology is available to crane hire companies wishing to carry out such work on a regular basis.

So, for which jobs are two-line lifting practises mostly used? Well, the balancing or turning of a bulky or awkward load was the most commonly cited application. It seems that for many applications, the main hoist is used to take most of the weight of a load, while the second line is used to balance or, in some cases, rotate the load.

One engineer, while endorsing that two-line lifting has its practical applications, was careful to state that much depends on how the second line is used. For instance, during lifts where the line is used well off the vertical in order to pull or manipulate a load, unusual stress factors may be exerted in directions that the crane's structure is simply not designed for. Load lines should never be used off of the vertical. So here, as in most aspects of two-line lifting, common sense and good practice must be applied.

**Hopefully, this brief review of the subject will serve to shed some light on the practise of two-line lifting. If you have any comments or points to make on this subject, then please write to C&A via mail, fax or e-mail, or call one of our editors. We would be happy to publish your views.**

# Heavy diesel new rules for moving diesel by road

By June 2005, all aspects of the new rules governing the movement of diesel on UK roads will be in force and the implications for hire companies that provide on-site refuelling for cranes, access platforms or telehandlers could be significant.

## C&A reports.

For tanks, tankers, bowsers, and the like, the new rules developed with input from the Freight Transport Association (FTA), the Civil Engineering Contractors Association (CECA) and the Construction Plant-hire Association (CPA) are relatively painless, as long as the quantities do not exceed 3,000 litres. The most important concession that the CPA has managed to negotiate, however, is a more practical transition period for the phasing out of old-style tanks and bowsers. These can now be used until 2019,

as long as they are in sound condition and do not leak. For portable tanks and tankers under 1,000 litres capacity, the only special requirement is that a 'dangerous goods' sticker is applied, a fire extinguisher is provided in the cab and that the driver is adequately briefed prior to transporting such material.

On the other hand, for capacities over 1,000 litres, the legislation

states that a 'dangerous goods' adviser must be appointed - most likely a member of staff that has attended a course. All drivers must have received awareness training and in addition to the small cab fire extinguisher, a larger one must be provided on the tank. And, by June 2005, if the vehicle is over 3.5 tonnes, a 'dangerous goods' certificate will be required.

If all of this seems confusing, the CPA has produced a comprehensive, easy-to-use wall chart (above), which explains precisely what you must do.

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- 3000L to 10000L**
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Quantity of gas oil/diesel up to 1000 litres  
Quantity of gas oil/diesel more than 1000 litres

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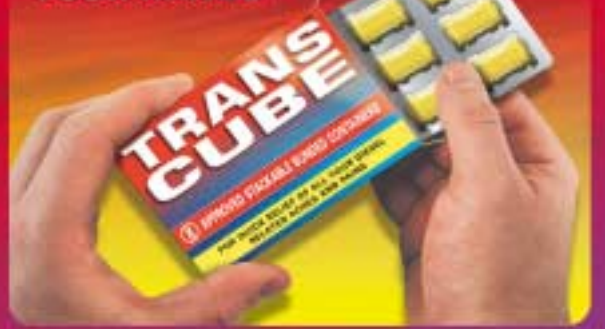
**JARGON BUSTER**

**ADR COMPLIANT**

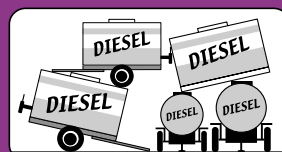
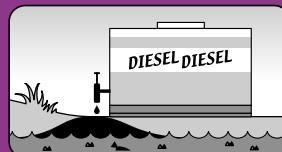
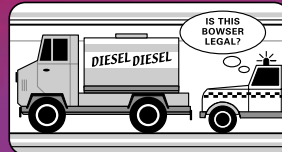
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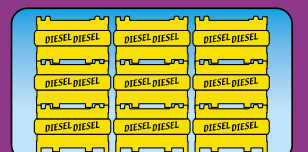
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# Safety

## are we making progress?

Safety awareness has been high on the agenda in Western Europe for many years now, but despite ever-increasing legislation, regulation and inspections, falls from height accident figures are barely improving.

Are we paying lip service to the safety mantra rather than truly making the world a safer place?

Leigh Sparrow makes the case for mandatory wearing of harnesses on boom lifts.

At the Crane Safety Conference in London last June, Martin Ainscough aired his company's "dirty linen" in public, openly discussing the number of accidents that the company generates in a year and giving a personal, blow-by-blow account of a fatal accident that took the life of one of his operators.

Having personally experienced a similar situation, I can tell you categorically that an experience such as this convinces you faster, and more deeply than anything else that safety must come first. Emotions range from concern, to fear, to anger, as you typically discover how the accident could have been so easily avoided.

With this in mind, you might be surprised to learn that I do not welcome every safety directive, proposal or ruling with open arms. Far from it. I am firmly of the opinion that too many "safety professionals" spend too much time thinking up new rules that have no practical basis - the net result risks not only bring health

and safety rules into disrepute, but also result in the restraining of safe practices.

For example, in the UK and Ireland, and indeed the rest of Europe, the wearing of safety harnesses and lanyards when in boom lifts, a requirement in the US, is not only voluntary, but the recommendations are so mixed that each site has its own rules, which often bear little connection to reality.

### Worth the risk?

In the UK, the Health & Safety Executive (HSE) has a clear response. As with many issues, the HSE resorts to the risk assessment requirement, saying that you must conduct a risk assessment before using a machine, and if this indicates that a safety harness is required, then you must wear one. If the assessment indicates that there is no, or little, risk, then you do not. In some ways this "adult" way of working, i.e. leaving it to the users to work it out for themselves is admirable. The trouble is though that everyone will assess the risks differently.

Some users may not even bother, while some safety officers may go completely over the top to cover all eventualities.

This particular situation is one where the authorities can, and should, make it clear by laying down a simple, practical ruling just as was the case with motor cycle crash helmets and car safety belts, the mandatory requirement of which by the way I was opposed to at the time.

The fact is that when working in a boom lift, particularly if travelling at height in a self-propelled unit, a depression or kerb can turn the boom into a catapult, flicking the operators out of the cage.

The machine itself usually remains upright, thanks to the generous, built-in safety margins. I know of a number of fatal incidents in the UK and Ireland where precisely this has happened.

### A stark reminder

A few weeks ago, two men lost their lives in The Netherlands when a 24-metre trailer-mounted platform descended rapidly due to an unknown failure within the lift cylinder. The boom base came to a rapid rest on a building, causing the long boom to whiplash. Two cleaners were thrown out of the cage to their deaths. Even a simple belt and lanyard might have saved their lives.

So why then, when the regulation-adverse US moved to make belts and harnesses compulsory many years ago, were no such measures adopted in the UK?

I blame the safety professionals. When this subject surfaced a few years ago there was a move to make full-body harnesses mandatory on all powered access platforms. A total nonsense! If you do that then people working on a scaffold or sitting on a roof garden, or even climbing the stairs at home, would be required to wear one. In large platforms, such as big scissor lifts or

most climbers, having everyone tied to the guardrails or floor would be ludicrous. This would not have promoted safety and would have brought the whole measure into disrepute.

The focus was also on fall-arrest rather than restraint. This required lanyard anchor points to be tested by means of a two-metre drop test with 140 kilograms weight. Not only would few cages withstand such shock loading, but also many machines, such as small trailer lifts, would be pulled over on top of the falling man.

As a result the industry sensibly rebelled and the proposal was dropped. If common sense had been applied and a rule adopted that required a belt or harness with a 1- to 1.5-metre restraint lanyard anchored to the platform floor on all boom lifts, several lives would have been saved by now

On behalf of the Vertikal Press, I call on the industry to adopt and lobby for belts or harnesses with short lanyards to be made mandatory for all boom lifts within the EU. Few things are more sickening or distressing than seeing two dead operators alongside a lift, which is in perfect condition and fully stable!



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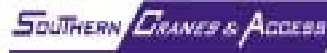


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# Lorry loader cranes, inspection, testing and competence



**With the number of lorry loader cranes operating in the UK increasing every year, the need for properly tested and inspected equipment has never been greater - not only for the safety of crane operators and site workers, but also for the well being of the nation's road users.**

A crane that has not been properly maintained poses a risk not only in its place of operation, but also when travelling between jobs. But a great deal of confusion exists over the requirements for the testing of loader cranes. The Construction and Use (Lifting) Regulations 1961 covered this, but these were repealed in 1998 with the advent of the Lifting Operations and Lifting Equipment Regulations (LOLER).

LOLER introduced the requirement for an annual 'Thorough Examination and Inspection'. This made it the responsibility of a 'Competent Person' to determine if, and when, an overload test should be carried out on the grounds that "the design of certain lifting equipment is such that damage may be caused by conventional overload tests". Loader cranes do not fall into such a category.

But who is a 'Competent Person'? A 'Competent Person' is defined in the Approved Code of Practice for LOLER as having "such appropriate practical and theoretical knowledge and experience of the lifting equipment to be thoroughly examined as will enable them to detect defects or weaknesses and to assess their importance in relation to the safety and continued use of the lifting equipment".

"One of the major problems facing the lorry loader industry today is that the people carrying out annual inspections are not always 'competent', having limited knowledge and experience of the equipment, and sometimes not even being aware of the relevant standards," says Paul Duke, service manager for TH White Ltd, the Palfinger distributor for England and Wales.

So what does British Standard 7121, the "Code of Practice for the Safe Use of Cranes", have to say on the subject? BS 7121 is a most important source of advice, witnessed by the fact that it is referred to eight times in the LOLER Approved Code of Practice and Guidance. Every competent loader crane examiner should be aware of BS 7121 Part 2: "Inspection, Testing and Examination" and Part 4: "Lorry Loaders", and if they are not, they are not "competent" as defined in the Regulations.

It is acknowledged that the British Standard 7121 is a recommendation, and not a legal requirement. However, in the event of a prosecution following an accident, the competent person would probably be questioned as to whether the requirements of BS 7121 parts 2 and 4 were applied during the 'Thorough Examination and Inspection' and, if not, what alternative standards were applied. The failure of a competent person to satisfy the court that an acceptable alternative standard had been used could result in that person being recorded as "incompetent".

BS7121 Parts 2 and 4 recommend

a 25 per cent overload test to be carried out:

- **Before first being taken into use.**
- **Every four years after first being taken into use.**
- **Every eight years after first being taken into use. The test should also include a Non Destructive Test.**
- **After each major repair or component change.**
- **When a change of chassis takes place.**

BS 7121 parts 2 and 4 also recommend that a proof load test, plus 10 per cent, at maximum radius be applied as part of the annual 'Thorough Examination and Inspection'. This is necessary for calibration checks of the Overload Protection System and the Rated Capacity Indicator to be verified.

ALLMI totally endorses the recommendations of BS 7121 Parts 2 and 4 (ALLMI was party to the preparation) to be incorporated in the annual 'Thorough Examination and Inspection' as required by LOLER.

If you require further clarification on this issue then please call ALLMI Training Ltd on 01249 659150

## For the record

**It should be noted that BS 7121 Part 4 was published in 1997, shortly before the Road Vehicles (Construction and Use) (Amendment) Regulations 1997 ("Bridge Bashing") came into force on 1 October, 1997. As a consequence there is no mention in BS 7121 Part 4 of the requirements to check for conformity with these Bridge Bashing Regulations during the annual 'Thorough Examination and Inspection'.**

BS 7121 Part 2 was first issued in 1991 and revised in 2003. The 2003 edition requires that the Examiner checks that there is a label in the truck cab, visible from the operator's seat, giving the normal travelling height of the vehicle. BS 7121 Part 2 also requires a functional check of the height warning device. This is an example of why BS 7121 Parts 2 and 4 should be used in conjunction with each other and should not be used as individual "stand alone" standards.

Below: A sample of the ALLMI Training Operator Card, bearing the Health & Safety Executive's 'Working in Partnership' logo; the only UK lorry loader operator card displaying this symbol.

Card details include the operator's identity number, the expiry date of the card and the ALLMI category for which the operator is certified. The ALLMI category system is based on the rated capacity of the lorry loader and also the attachment that the operator is trained to use.



# IPAF keeps instructors up to date

IPAF instructors listen on as Martin Holder of the UK's HSE explains some of the factors that influence the life of harnesses and lanyards.



Concerns about the correct use of harnesses on Mobile Elevating Work Platforms (MEWPS) were an important and contentious issue tackled by this year's Professional Development Seminar (PDS) for IPAF's training instructors. Around 140 of them listened in on a range of presentations given at the event, including those by George Grundy of harness producer Spanset, and Martin Holder, a senior technical advisor with the UK's Health and Safety Executive (HSE).

Mr Holder covered recent research on the degradation of safety harnesses and lanyards and explained how to spot telltale signs of damage from UV light, grit and dirt in time to prevent failure. His update on the developments in the new Work at Height Regulations, set to become law by early 2005, was also clearly of great interest. All instructors attending the PDS were also given

the chance to win a pair of Premiership match tickets as IPAF announced the launch of a major new campaign to promote awareness of correct operator training. The campaign offers construction site managers and industrial safety officers the chance of winning Premier League football match tickets when checking that platform operators hold valid PAL Cards.



**Michael Haslam**

After the speeches, the winning instructor, Michael Haslam from IPAF training centre, Charles Wilson, was presented with two football match tickets and said, "Actually, I'm not such a football fan as my dad, but his team, Bolton Wanderers id playing West Bromwich Albion at the Hawthorns in the next few weeks so I'm hoping we'll see the game."

# CAP course dates issued

The dates of IPAF's next Competent Assessed Person (CAP) courses are 26 October and 8 December at Rapid Platforms in Bishops Stortford and 17 November at Uplift in Wakefield.

Course content and presentation are continually fine-tuned to meet changing needs.

Earlier in the year, the courses were made more interactive in

a switch from the previous instructional approach.

The sessions now include group activities, question papers and practical sessions.

The CAP courses contribute to improved maintenance and inspection techniques and bring a key benefit, namely the independent, third party assessment provided by IPAF. As a specialist in access equipment, IPAF's authoritative view that an individual is competent to undertake mandatory 'thorough examinations', carries considerable weight.

Full details are available from Eleanor Morrison on:-

**[44] (0) 15395 62444 or [info@ipaf.org](mailto:info@ipaf.org)**

# More PAL cards call for more staff

Sue Kitching (pictured) is the latest recruit to IPAF's 'behind the scenes' staff at Milnthorpe. Whilst the volume of



PAL cards issued grows relentlessly, the time between training and card issue has to be maintained at 48

hours. Also joining the Milnthorpe team is Teresa Carlino from Switzerland who is on a six-month work experience project. Her fluency in German, French, Italian and Spanish, as well as English is proving invaluable with the increasing number of international enquiries.

An important part of Mrs Kitching's work

is to answer occasional urgent requests to replace lost cards. This is a potential disaster for the cardholder that may be barred from site until he/she can provide proof of training.

"When a card is reported lost, security is just as much an issue as is speed of replacement," says Mrs Kitching, stressing the importance of ensuring that the card has indeed been lost and that the caller is a genuine card holder. "IPAF's security and verification systems really help us in this by allowing us to complete the necessary checks and get the replacement process underway."

Even so, the message is still "keep your PAL Card safe; it is at least as valuable; if not more so than your credit cards!"

# Hydraulic platform standard emerges

The standard EN 1777 'Hydraulic platforms (HPs) for fire fighting and rescue services. Safety requirements and testing' is finally about to emerge from the mists of time.

Following the formal vote last May, ratification will follow. Dennis Ashworth, secretary to the committee responsible (CEN TC 192 WG 4, Task Group 4.3), is confident that the standard will be published by the end of the year.

Development of EN 1777 has in many ways paralleled EN280. Load sensing has been an issue in EN 1777 and a second stage, which considers the methodology of EN954, covering the safety-related elements of the control systems, is recognised as necessary.

The second stage will also re-consider the need for load control on HPs with a single rated load.



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# World wide webbing

A new on-line store has been launched offering the sale of a wide range of lifting slings to the lifting and access industries. [www.lifting-slings.com](http://www.lifting-slings.com) offers a range of slings with capacities up to six tonnes, which have been colour coded for easy buyer and user identification. All products are CE marked and comply with BSEN1492-1:2000 (duplex), or BSEN1493-2:2000 (round) and come with a certificate of conformity.

Products include, duplex webbing slings, seamless round slings, ratchet load restraints and manual chain hoists, and following the placement of an order, are despatched for next working day delivery to most of mainland UK. Slings for lifting applications outside the stock range can be made to order.



JD Neuhaus claims that it has increased the performance of its Profi Ti air hoists by up to 50 per cent overall, with higher efficiency and reliability for end-users. The latest hoists offer capacities from 3.2 to 16 tonnes and lift heights up to three metres and have been designed without protruding control hoses and other components, which could otherwise be damaged when used for vertical lifting.



A patented motor lubrication system provides a continuous supply of grease during motor operation for minimum servicing and maintenance, while all hoists have been designed for 100 per cent duty rating. Pictured is the Profi 6Ti version.

## Smooth as silk

Quadrant Engineering Plastic Products from Belgium is targeting heavy equipment producers with the launch of its new non-stick lubrication material. The company says that it developed its Nylatron 703 XL nylon product in answer to the growing demand from producers for a lubrication-free material that minimises or even eliminates 'stick-slip' influences, such as those caused, for example, by a crane's sliding linear boom movements.

The company says that in addition to low coefficients of friction, which are consistent at virtually every point over its useful range, the material offers a combination of high-strength and stiffness, as well as high wear-resistance. Of particular benefit to material handling equipment producers, however, is Nylatron's zero 'stick-slip' during initial and continuous movements. Italy-based loader crane producer, Fassi, represents the first commercial use of Nylatron 703 XL.

## Mini monitor

UK firm, FOLLOWiT UK, has developed what it claims is the smallest GPS locator device on the market for the protection of assets such as plant machinery. Approximately the size of a matchbox, the Followit locator is a powerful security device which issues either a text alarm or alarm to a dedicated telephone number should the machine be moved without permission.



The device can also be used in conjunction with a web-based mapping and reporting solution, which provides a 'live tracking' function, the current location of the vehicle, a closest post code function, historical reports and recognition should the vehicle enter congestion charge zones. The compact device is battery operated and fits into a waterproof magnetic pouch that can be easily hidden on a machine.

The basic locator unit also provides an array of practical functions, such as the ignition status of the vehicle, its current location, regular interval requests, speed and direction, over speed notification, exceeded specified boundary notification, a panic alarm and a voice communication function with the vehicle (one way).



## enquiries ↓

To contact any of these companies simply visit the "Industry Links" section of [www.vertikal.net](http://www.vertikal.net), where you will find direct links to the companies' web sites for up to five weeks after publication.

To have your company's new product or service displayed in the "Innovations" section of C&A, please send in all information along with images to either; Innovations, Cranes & Access, Box 3227, Brighton BN1 4UR, or alternatively by e-mail to: [www@vertikal.net](mailto:www@vertikal.net) with "Innovations" typed in the subject box.

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All training centres above offer IPAF approved and audited courses for Operators of Mobile aerial work platforms, European directives require that all staff are fully and adequately trained in the safe use of the equipment they operate. See [www.ipaf.org](http://www.ipaf.org) for full listing

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www.rbauktion.com

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## The Hire Show 2005

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## ARA RentalShow 2005

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www.sed.co.uk

## Apex 2005

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## CeMAT 2005

October 11-15, 2005  
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e-mail: cemat@messe.de

## Intermat 2006

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Promax Access	<a href="http://www.promaxaccess.com">www.promaxaccess.com</a>
TH White	<a href="http://www.thwhite.co.uk">www.thwhite.co.uk</a>
Transloader	<a href="http://www.transloaderservices.co.uk">www.transloaderservices.co.uk</a>
Uplift platforms	<a href="http://www.upliftplatforms.co.uk">www.upliftplatforms.co.uk</a>

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IPS	<a href="http://www.independent-parts-service.com">www.independent-parts-service.com</a>
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## TRAINING ASSOCIATIONS AND NETWORKS

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AWPT	<a href="http://www.awpt.org">www.awpt.org</a>
IPAF	<a href="http://www.ipaf.org">www.ipaf.org</a>

## CRANE MANUFACTURERS

Demag Mobile Cranes	<a href="http://www.terex-cranes.com">www.terex-cranes.com</a>
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Manitowoc	<a href="http://www.manitowoccranes.com">www.manitowoccranes.com</a>
Tadano Faun	<a href="http://www.tadanofaun.de">www.tadanofaun.de</a>
Valla	<a href="http://www.valla-cranes.co.uk">www.valla-cranes.co.uk</a>
Vanson	<a href="http://www.vansoncranes.com">www.vansoncranes.com</a>
Terex-Demag	<a href="http://www.terex-cranes.com">www.terex-cranes.com</a>
Unic Cranes	<a href="http://www.unic-cranes.co.uk">www.unic-cranes.co.uk</a>

## USED CRANES

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Hovago	<a href="http://www.hovago.com">www.hovago.com</a>
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## WIRE ROPE

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51ft work height (15.5m).  
Choice  
1999 - £ 16,000 (€24,000)



**Genie S65 – 4WD**

telescopic boom.  
Cummins diesel.  
71ft work height (21.6m).  
Choice  
1999 - £ 26,000 (€39,000)  
2000 - £ 29,000 (€43,500)  
2001 - £ 34,000 (€51,250)



**Grove MZ66dxt – 4WD**

telescopic boom.  
Deutz diesel.  
66ft work height (20.1m)  
Choice  
1999 - £ 19,000 (€28,500)



**JLG 120HX – 4WD**

telescopic boom.  
126ft work height (39m).  
Deutz diesel.  
Choice  
1999 - £ 45,000 (€67,750)



**Genie Z34/22 – 2WD articulated boom.**

D/C Battery powered. 40ft work height (12m).  
Choice  
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2000 - £ 12,500 (€18,750)

**Genie Z45/25 – 4WD articulated boom.**

Deutz diesel. 51ft work height (15.5m). Rough terrain & Bi-Fuel available.  
Choice  
1999 - £ 16,000 (€24,000)  
2000 - £ 18,000 (€27,000)  
2002 - £ 22,000 (€33,000)

**Genie Z60/34 – 4WD articulated boom. Deutz diesel.**

66ft work height (20.1m).  
Choice  
2002 - POA

**Genie S45 – 4WD straight boom.**

Cummins diesel. 51ft work height (15.5m). Choice  
1999 - £ 16,000 (€24,000)

**Genie S60 – 2WD telescopic boom.**

Cummins diesel. 66ft work height (20.1m) Choice  
1999 - £ 24,000 (€36,000)

**Genie S65 – 4WD telescopic boom.**

Cummins diesel. 71ft work height (21.6m) Choice  
1999 - £ 26,000 (€39,000)  
2000 - £ 29,000 (€43,500)  
2001 - £ 34,000 (€51,250)

**Genie S80 – 2WD telescopic boom.**

Cummins diesel. 86ft work height (26.2m) Choice  
1999 - £ 28,000 (€42,500)

**Genie S85 – 4WD telescopic boom.**

Cummins diesel. 91ft work height (27.7m) Choice  
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**Genie S125 – 4WD telescopic boom.**

Cummins diesel. 131ft work height (40m) Choice  
2002 – POA

**Grove MZ46cxt – 4WD telescopic boom.**

Deutz diesel. 46ft work height (14m) Choice  
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**Grove MZ71c – 2wd telescopic boom.**

Cummins diesel. 71ft work height (21.4m) Choice  
1998 - £ 14,000 (€20,750)

**Grove MZ72dxt – 4WD telescopic boom.**

Cummins diesel. 72ft work height (21.7m) Choice  
1999 - £ 19,750 (€29,500)

**Grove AMZ68xt – 4WD articulated boom.**

Deutz diesel. 68ft work height (20.3m) Choice  
1998 - £ 18,000 (€27,000)

**Grove AMZ86xt – 4WD articulated boom.**

Cummins diesel. 86ft work height (26.2m) Choice  
1997 - £ 25,000 (€37,500)

**MZ116 – Telescopic Boom. Cummins diesel.**

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1999 - £ 45,000 (€67,750)  
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Cummins diesel. 131ft work height (40m). Choice  
1999 – POA

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Perkins diesel teleporter.  
12m work height, 3.3 tonnes max lift. Jacks Choice  
2000 - £ 19,500 (€30,000)  
2001 - POA  
2002 - POA



### Manitou MT932 – 4wd

Perkins diesel teleporter.  
9m work height, 3.2 tonnes max lift.  
Choice  
2000 - £ 15,250 (€23,000)  
2001 - POA  
2002 - POA



### Manitou BT420 – 4wd

Perkins diesel teleporter.  
4m work height, 2 tonnes max lift.  
Choice  
2000 - £ 15,000 (€22,500)  
2001 - POA  
2002 - POA



### Denka DL28

Trailer mounted hoist.  
Donkey diesel. Hyd. Outriggers, 90ft work height (28m).  
Choice  
1999 - £ 27,500 (€41,500)



### Scanlift SL185

All terrain hoist. 4WD, Crab steer. 60ft work height (18.5m). Kubota diesel. Hyd. Outriggers.  
Choice  
1999 - £ 15,000 (€23,500)  
2000 - £ 19,500 (€29,000)



### Skyjack SJ9250

4wd Kubota diesel scissors. 56ft (17m) work height. Hydraulic outriggers.  
Choice  
1998 - £ 13,500 (€19,950)  
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### Scanlift SL240 - All terrain hoist.

4WD, Crab steer. 78ft work height (24m). Kubota diesel. Hyd. Outriggers. Choice  
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4wd diesel scissors. 39ft work height (12m) Deck extension. Choice  
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### Upright X32n.

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1998 - £ 5,500 (€8,000)  
1999 - £ 7,000 (€10,000)

### Skyjack 7027 – 4wd Kubota diesel scissors

33ft work height. Deck extension. Choice  
1996 - £ 5,000 (€8,000)  
1998 - £ 8,250 (€12,000)  
1999 - £ 9,500 (€14,000)

### Skyjack SJ8841 – 4wd Kubota diesel scissors.

46ft work height. Deck extensions. Choice  
1998 - £ 12,500 (€18,000)  
1999 - £ 14,000 (€21,000)



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CKE2000	200 t		88 m
CKE2500	250 t		91 m
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