

cranes & access



October 2022 Vol.24 issue 6

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**SPIDER
CRANES**

**GLASS
HANDLING**

**MASTCLIMBERS
& HOISTS**

**ELECTRIFICATION
CHALLENGES**

DINGLI

Exceed · New Height

MODULAR DESIGN

85% of components are common



In recovery

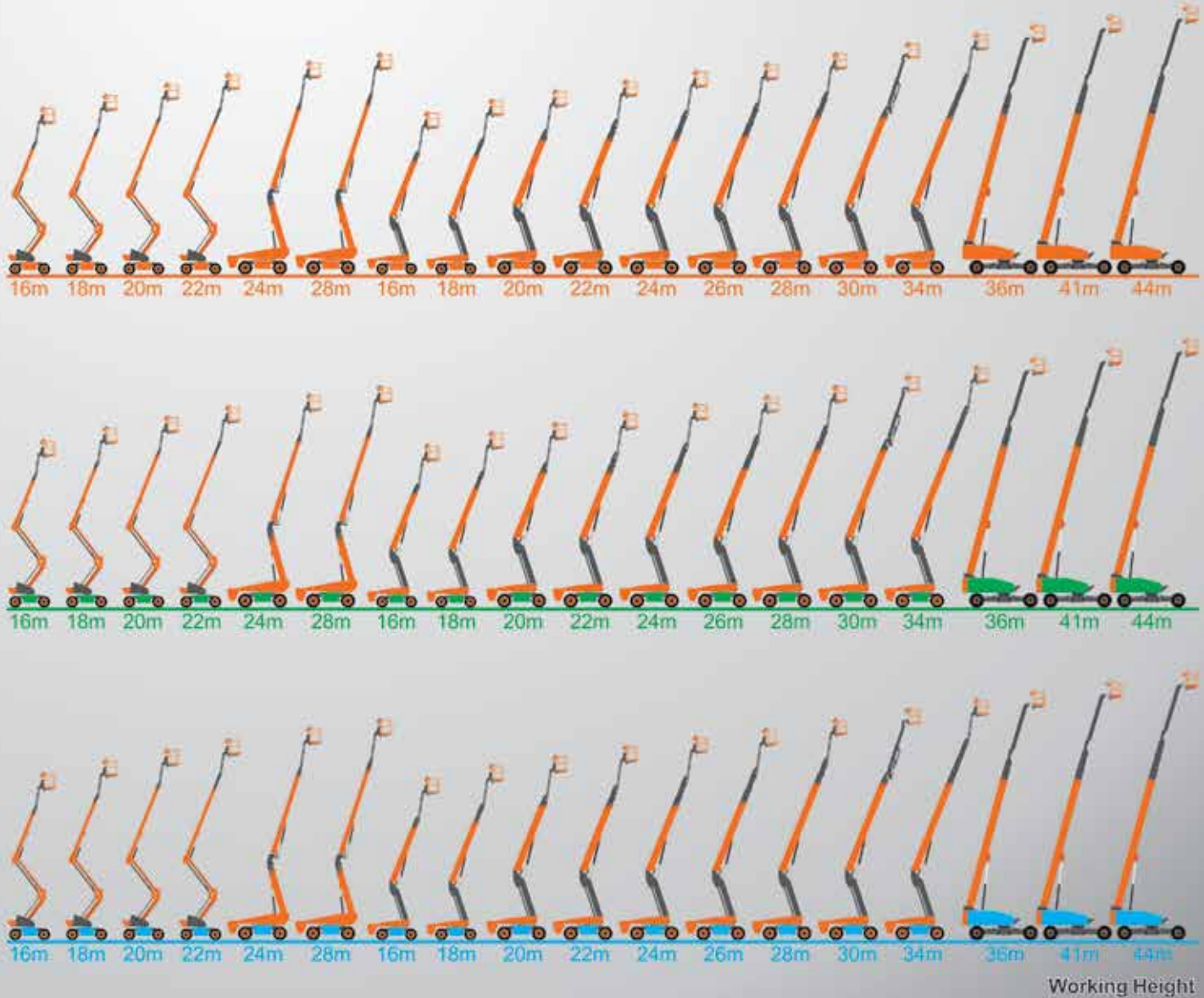
access M20

1 JLG
2 Terex
3 Dingli
4 Skyjacker

Global TOP3

2021 Industry Global Manufacturers Sales Ranking

*Data source: (Access International)



Modular Boom Series

ZHEJIANG DINGLI MACHINERY CO.,LTD.

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Standard Container Transport For The Full Range





6



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SPIDER CRANES 17

With their origins in monument lifting and more recent success in glass handling applications, spider cranes have demonstrated how a compact, go anywhere machine can get close to a load to match the performance of a far bigger crane working from a distance. New jib and stabiliser configurations together with sophisticated control systems allow these cranes to take on heavier and more complex work. Will North reports.

GLASS HANDLING 27

The introduction of stringent manual handling regulations combined with heavier glass panels has resulted in a vast array of specialist glass handling equipment. We take a look at the very latest products on the market.

MASTCLIMBERS AND HOISTS 35

Contractors and developers are constantly looking for equipment that can save time and improve safety. Both mastclimbers and hoists fit that criteria and appear to be gaining in popularity as companies realise they can offer substantial advantages in terms of speed, safety and aesthetics. We review the latest product developments as well as highlighting German manufacturer Geda, celebrating 25 years in the industrial and construction hoist sector.

ELECTRIFICATION 43

The move away from fossil fuels to battery powered equipment means additional demand and strain is being put onto the electrical power supply infrastructure. We talk to Brian Stead about how Nationwide Platforms in the UK is preparing for the inevitable increase in electricity demand. We also look at a game-changing flywheel technology from Punch Flybrid that contractor Bowmer + Kirkland is using to reduce costs and emissions with its tower cranes and mastclimbers.

REGULARS

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ON THE COVER

Geda's largest transport platform - the 3,700kg capacity 3700 Z/ZP - working on the new 120m high Budapest headquarters of global oil and gas company MOL Group, being built by Hungarian construction company Market Építő Zrt.



IN THE NEXT ISSUE Scheduled for publication in late November/early December, the next issue of Cranes & Access will include features on Truck mounted lifts, Outrigger mats and pads, Pick & Carry/Industrial cranes and an extensive Bauma show review. If you have any contributions or suggestions to make or are interested in advertising in this issue, please contact our editorial or sales teams.



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COMMENT

ARE WE IN FOR A SHOCK?

Walking around the Bauma show last week, I could not help but notice that almost every equipment manufacturer across all sectors - cranes, mining, access, quarries and general construction - were focused on the introduction of electric powered machines.

This is, of course, in response to the need to reduce dependence on fossil fuels to stem the rise in global temperatures and resultant climate change which is now having a material impact on all of our lives.

At the upcoming Cop27 Climate Change Conference in Egypt, 190 countries will try to agree further measures to accelerate the move towards carbon neutrality. The USA and China contribute the most greenhouse gas emissions, so it is good to see that most of their new products are powered by zero emission electricity.

This all sounds like we are heading in the right direction. However, the problem with the rapidly growing demand for electricity - exacerbated by power hungry machines such as telehandlers, large booms and scissor lifts, vans, trucks and cars - is that the power supply infrastructure will struggle to cope... unless something radical happens.

In this issue of C&A we look at two sides of this story: a rental company which is having to overcome substantial cost and time issues upgrading its facilities to cope with charging growing numbers of electric machines, and a design/manufacturing company that has developed new technology that substantially reduces the peak power demand of large equipment, allowing a smaller electrical input, saving tonnes of CO₂. The two articles highlight

both the problems and one of many new solutions that are emerging.

Going 'green' is not a cheap or a quick fix. But unless something changes soon it seems unavoidable that we will face issues with an inadequate electrical supply. Unless there is a rapid major overhaul in most country's supply systems, there will not be enough power to charge these new, amazing, zero emission machines as national generating and network capacities are maxed out.

For it all to make sense the electricity must be generated sustainably from renewable sources, or the benefits of electrification will be lost.

Hydrogen may prove to be a long term answer, or another solution may well appear. But unless we invest in more wind, wave and solar solutions and the infrastructure to distribute it now - all of which will benefit the lifting equipment sector - the electric revolution will fail to achieve its main purpose.

Mark Darwin

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

MANITOWOC UPDATES THE 999 INTO THE MLC250

Manitowoc's 250 tonne 999 lattice boomed crawler crane has been updated and upgraded into the MLC250 using componentry and designs from other models in the Manitowoc range. The key specifications remain largely unchanged with the improvements providing more operator comfort, while being simpler to repair and maintain. One significant difference is a switch to open-loop hydraulics so that every function aside from slew is powered by the same two pumps for a more robust performance and faster engine starts in cold weather. Power comes from a new, more efficient, Tier 4F/Stage V Cummins diesel.



NEW FIXED JIB FOR MAMMOET SK6000

Mammoet has announced a fixed jib configuration for its 6,000 tonne SK6000 that is intended to assist offshore wind developers to efficiently build and install larger turbines and foundations in deeper waters. In its new configuration the crane has a 3,000 tonne capacity on its 220 metre boom and jib aimed at servicing the rapid increase in fixed bottom turbines and their foundations which can be built further from the coast where winds are stronger and yields are higher. As a result, jackets and monopiles are reaching both the height and capacity of the world's largest cranes.



DINGLI ANNOUNCES D-SERIES BOOMS

The seven base models in Dingli's new D series boom lift line

Dingli has launched a new D-Series range of lighter weight boom lifts, based on its modular low centre of gravity boom concept. The new range comprises seven base models including four articulated boom lifts - 46ft, 53ft, 59ft and 66ft with working heights 16, 18, 20 and 22 metres - plus three telescopic - 46ft, 53ft and 59ft with working heights of 16, 18 and 20 metres. All seven are available with three power options all-electric, hybrid or diesel making 21 different variants.



The booms feature axle-type four wheel drive, while all components are located on both sides of the chassis, simplifying routine maintenance and repair. All models can be easily transported by container with an overall width of 2.33 metres. All 21 feature jibs with 132 degrees of articulation, and an unrestricted platform capacity of 250kg.

Model

The key specs of each are as follows:

Articulated	Height	Capacity	Outreach	Up & over	GVW
BA16	16.1m	250kg	8.7m	7.3m	7,780kg
BA18	18.1m	250kg	9.6m	8.1m	7,920kg
BA20	20.1m	250kg	11.3m	8.1m	8,260kg
BA22	21.2m	250kg	13.3m	8.1m	9,500kg

Model

Telescopic	Height	Capacity	Outreach	GVW
BT16	16.2m	250kg	9.4m	6,130kg
BT18	18.2m	250kg	11.4m	6,830kg
BT20	20.1m	250kg	13.4m	7,900kg

PM UNVEILS HEAVY CRANE

Italian loader crane manufacturer PM has launched the 70.5 SP Platinum, a new model in its Heavy crane series. Mounted on a 32 or 44 tonne chassis, the 70.5 fits between the 65 and 85 Platinum. The basic crane has up to nine telescopic extensions for a maximum horizontal outreach of 23.05 metres and maximum tip height of 26.5 metres. The additional jib has up to six extensions taking the outreach to 33.7 metres and the maximum tip height to 36.9 metres.

PM says that the use of ultra-high strength steels has delivered a 20 percent improvement in lifting performance in a lighter and more compact crane. A complete redesign of the boom pack and layout of the extension cylinders, maintains the same dimensions between models with three or nine extensions. As a result, it only takes up 1.53 metres of space or 1.695 metres with the jib installed.



NEW LINE OF MANITOU MID-RANGE TELEHANDLERS

Manitou has unveiled an all-new four model telescopic handler line. The seven metre MT 753, the nine metre MT 935, 11 metre MT 1135 and the 13 metre MT 1335 all have maximum lift capacity of 3,500kg and an overall width of 2.28 metres making them easier to load on a truck and be transported in a standard container without having to remove the wheels.

The new models are currently only available with diesel power - either 75hp or 100hp - but feature Manitou's latest technology platform which permits features that are becoming increasingly important to end users such as automatic parking brakes, engine Start-Stop, new more efficient hydraulics, the latest telematics with an in-cab information and operational display screen and seat belt warning system... to mention just a few. They also feature a new wider cab with a substantial increase in the glazed area including a deeper windscreen, all of which provides good visibility all round.



KLUBB TO ACQUIRE ISOLI

French vehicle mounted lift manufacturer Klubb has acquired Italian manufacturer Isoli, in an all share purchase, acquiring both the aerial lift and recovery truck manufacturing operations as well as its 77,500 square metre purpose built plant in Fontaniva - between Verona and Venice - with around 120 employees. Klubb and its predecessor Time France has been the Isoli distributor for France since 2006.

Isoli was founded in 1946 by the Isoli brothers to design and manufacture aerial work platforms, tow trucks and special equipment, including cranes and military recovery equipment.

Klubb's founder and majority owner Julien Bourrellis said: "We have been the Isoli dealer since 2006, so it was natural for us to go further. It is a really nice brand which needs to be refreshed and all my team are really excited by this project. Klubb is probably number one in market share on the utility sector in Europe but not yet in the rental market. Isoli will help us to develop sales to rental companies."

(L-R) Michele Hillebrand and Giorgio Caberlotta of Isoli with Julian Bourrellis of Klubb



HINOWA TO BUILD NEW JLG LITHIUM BOOMS

Hinowa is to start fabricating and assembling new second generation versions of JLG's 45ft and 52ft EC electric articulated boom lifts. The new 45ft EC450AJ and 52ft EC520AJ are largely the same, but with a longer telescopic boom on the EC520AJ. They offer working heights of 15.7 and 18 metres respectively, up & over reach of 7.3 metres with an unrestricted platform capacity of 250kg. Power comes from a 200Ah lithium ion battery pack with a recharge time of 3.5 hours through the 3kW onboard Zivan charger. A dual 400Ah battery pack is optional. The travel is provided by two AC direct wheel electric drive motors, with the option of four wheel drive.



The EC450AJ has 8.1 metres outreach while the EC520AJ has 10.5 metres. Overall weight is 6,270kg and 7,760kg respectively.



The new EC520AJ

NEW BOBCAT COMPACT TELEHANDLER

Bobcat has added to its next generation of R-Series telehandlers with the compact 2,500kg/six metre TL25.60. Maximum lift height is 5.9 metres at which it can handle 1.8 tonnes, maximum forward reach is 3.31 metres with 800kg capacity. Power comes from a Stage V diesel driving a hydrostatic transmission. The hydraulics use the same flow sharing valve block as other R-Series models, providing some of the best cycle times on this size of machine.

The cab's new dashboard and lower engine cover maximise visibility to the right side of the machine. The strengthened frame and boom help with tough applications including extra protection for hydraulic and electrical tubes, hoses and wiring, while the transmission is protected with a steel belly plate.



NEW FIBRE ROPE WITH A DIFFERENCE

German tower crane company Wolffkran has launched a new, completely interchangeable fibre rope for its tower cranes, dubbed 'ChaRope' - for 'Change Rope' - which it says can replace steel wire rope without any modifications to the crane.

Wolffkran has developed the new rope in cooperation with rope specialist Trowis. It can be installed on any crane - old or new - that uses 12 or 16mm wire rope.

Thorsten Heinze of Trowis said: "The rope design consists of a multi-layered, twisted rope core made of high tensile high tech fibres and an abrasion resistant, thin walled fibre composite cover."

Co-director Peter Streubel added: "The cover makes the difference, the unique fibre composite design of the rope cover has further advantages over conventional, braided covers: It is monolithic, i.e. seamlessly impermeable. As a result, moisture can't penetrate through to the inside of the rope, nor can lubricants or fibre abrasions leak through to the outside. The rope does not run dry, even after many years, and the environment is not polluted with microscopic plastic."



LITHIUM ION OPTION FOR GENIE E-DRIVES

Genie has announced a new Lithium-ion battery option for its range of GS E-Drive slab electric scissor lifts. The new battery pack has been designed specifically for aerial work platforms and is certified by the Underwriters Laboratory (UL). Housed in a fully sealed IP67 casing, it has an estimated lifespan of 10 years and comes with a five year warranty. Recharge time from empty to full is four hours, while partial top up charges will not affect battery performance, allowing top ups during breaks.



The new battery and charger



NMT TO RESTRUCTURE ITS FLEET

UK crane rental company NMT has appointed Euro Auctions to sell 13 mobile cranes from its fleet - as well as an assortment of commercial vehicles, trailers, rigging and other accessories - at an auction to be held on the 10th of November at its yard in Bedford.

The sale is part of a major fleet rationalisation and refreshment programme in preparation for the transition to the next generation of the Ambridge family. The 13 cranes being sold represent about 35 percent of its fleet and include All Terrains from 40 to 220 tonnes, two City cranes, a Böcker truck crane and a Spierings mobile tower crane. NMT began trading around 45 years ago, when brothers, Nick, Mark, and Tim Ambridge decided to branch out from the family recovery business.

Tim Ambridge said: "In the last 45 years we have built a highly respected business and are well known in the industry, and now my brothers and I want to take things a little easier. We want to create a change in the business, passing the baton on to the next generation of the family, so that they can build on what we have done and take it forward. To achieve this, we are rationalising and refreshing our fleet, making way for four new cranes which we have on order for delivery in 2023.

Viewing days are on the 8th and 9th November, followed by a live auction which will also be streamed live on the Euro Auctions online bidding platform. You can register for a Bidder Number for this sale at www.euroauctions.com/en

TWO NEW XCMG TELEHANDLERS

XCMG will unveil two new telehandlers at Bauma including the six metre/2,500kg XC6-2506E all-electric compact machine with a maximum forward reach of 3.45 metres at which it can handle 1,000kg, while managing 2,000kg at full height and can take the 2,500kg to five metres.

The 930mm wide cab features heat and air conditioning as well as being pressurised to keep out dust. The battery back can be recharged in a little as two hours with a fast charger. Overall weight is 5.3 tonnes.

The company also expects to have a North American market 1056VN on show with a 17.2 metre lift height, 4,500kg lift capacity and 13.1 metre forward reach at which it can handle up to 1,400kg. Specification and load chart on this model is scarce but it is Perkins powered with what sounds like a torque converter transmission. Total weight is 14,000kg.



XCMG
XC6-2506E



XCMG XC6-1056VN



DINGLI ADDS MORE NEW SCISSOR LIFTS

Chinese manufacturer Dingli continues to add new models to its range, announcing two lighter weight, narrow aisle, high-reach slab electric scissor lifts - the 50ft JCPT1712DCL and the 56ft JCPT1912DCL - as well as extending its Oil-Free line up with three all-electric scissor lifts.

With working heights of 17.2 and 19 metres respectively the 1712DCL and 1912DCL have maximum unrestricted platform capacities of 500kg. Both units can drive at full height, although levelling jacks are standard equipment as is two-wheel direct electric drive with four wheel braking.

Overall width is 1.25 metres and the overall stowed length 3.36 and 3.76 metres respectively. The platform size when extended is 4.24 by 1.17 metres on the 1712 and 4.64 metres on the 1912. Overall height with guardrails stowed is 2.47 metres on both models. Overall weight is 6,280kg for the 1712 and 7,140kg for the 1912.

OIL-FREE SCISSOR RANGE EXPANDS

The three new Oil-Free all-electric scissor lifts include the 20ft JCPT0808PA, the 26ft JCPT1008PA Narrow and 26ft JCPT1012PA Wide, with working heights of eight and 10 metres and overall widths of 830mm and 1.15 metres respectively. Platform capacities range from 230kg on the 10m 1008PA to 380kg on the eight metre 0808PA and 450kg on the 10m 1012PA. All three have an overall length of 2.48 metres. The new models join the original four Dingli Oil-Free scissor lifts launched in April with working heights of 5.1, 5.6, 7.6 and 7.8 metres.



M&M CRANES FETCH £4.6 MILLION

Euro Auctions hosted the sale of 22 cranes from the M&M Crane Hire fleet in the UK last month following the company's announcement that it was to cease trading.



The M&M cranes at the sale in Leeds

The sale which raised a total of £4.6 million attracted international bidders, with the most prolific buyers coming from the Netherlands, the UK, Ireland and Romania.

In addition to the cranes, the sale included ancillary items such as rigging, spreader bars, beams, crane mats, outriggers pads, lifting chains, shackles and hook blocks, as well as commercial vehicles, trucks and small tools, which went under the hammer separately. The top prices obtained were: £595,000 for a 2019 Liebherr LTM 1090-4.2, £555,000 for a 2017 Tadano ATF130G-5 and £540,000 for a 2021 Liebherr LTM1060-3.1.



A 2017 five axle 130t Tadano ATF130G-5 All Terrain sold for £555,000

NEW OUTRIGGER MAT GUIDANCE

The UK based Temporary Works Forum (TWf) has published a new guidance document that sets out best practice for the assessment and management of outrigger loadings for cranes, aerial work platforms, 360 degree telehandlers and concrete pumps.



The primary aim is to provide clarity regarding the selection of suitable outrigger mats or mat arrangements with sufficient capacity to spread the maximum outrigger load to the minimum required bearing area. It comes after an extensive survey and investigations by staff at Kier Construction's Professional Services division, who toured the company's sites - mostly in Northern England, Scotland and Northern Ireland - looking for real life habits.

Much of the site investigation work was carried out by temporary works advisor Jemma Quin, who presented her findings along with Kier Professional Services engineering manager Alistair Ringer, at September's Crane Safety Event in London. They looked at a wide range of equipment from small loader cranes to 1,000 tonne lattice crawlers. As might be expected, the majority of issues were found on the smaller cranes and equipment. Typically, once poor outrigger set-up and load spreading was spotted, the investigation uncovered a range of other failings, often unearthing a whole litany of issues from the lack of a lift plan or risk assessment to inappropriate crane or lift selection etc.



Some of the examples found on site

FULL ELECTRIC



LITHIUM BATTERY



10 H BATTERY LIFE



0 EMISSION



2,6 / 4,5 TON LIFTING CAPACITY



LOW NOISE LEVEL

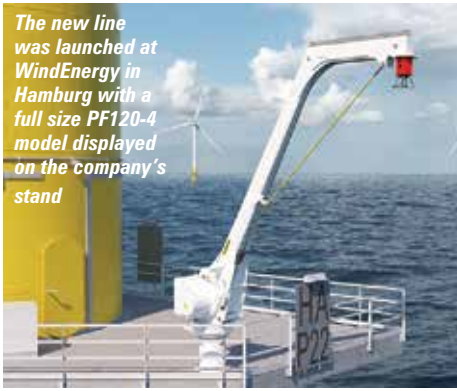


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The new line was launched at WindEnergy in Hamburg with a full size PF120-4 model displayed on the company's stand



NEW PALFINGER OFFSHORE CRANES

Palfinger has redesigned its PF fixed boom crane range to meet the latest safety requirements of the global offshore wind industry.

The new range has been designed in accordance with the latest technical requirements of European standard EN13852-3 for light offshore cranes, for lifting spare parts and equipment from delivery craft to the turbine's transition piece (TP) platform. Built with a modular design the cranes have a radius/reach of three to seven metres. Palfinger says that it has already received orders for more than 250 units of the new fixed boom cranes with deliveries scheduled for the UK, Taiwan, USA and Japan.

ARDENT POWERED ACCESS EXPANSION

The UK's largest telehandler rental company Ardent Hire Solutions is to expand its modest aerial lift rental fleet. It has ordered a further 50 Niftylift articulated booms for delivery early in the New Year.

The company purchased its first work platforms - 50 Niftylift articulated boom lifts - in April which included 33ft HR12 LEs/NE, 50ft HR17 LE/NEs, 63ft HR21s all pure electric models, along with a number of 86ft Nifty HR28 Hybrid booms.

The company says that it has offset emissions from the hybrid booms lifts as well as emissions from its transport fleet in order to make its powered access fleet fully carbon neutral. The company runs a fleet of around 3,500 telehandlers from 10 locations in England and one in Scotland.



NEW BRONTO HYBRID PACK

Finnish truck mounted lift manufacturer Bronto Skylift will unveil a prototype Hybrid Pack concept for its truck mounted work platforms at Bauma, displayed on a compact 35 metre S35EM. It utilises a lithium-ion battery and electric motor, driving the hydraulic pump.

The battery is said to be sufficient to power the machine for a typical full working day. However, if the battery is low, the lift can still be operated via the chassis engine PTO driven pump.

Sales & marketing director Roberto Quintero said: "The Hybrid Pack concept is in development phase, and we invite everyone to develop it further with us. We have always done product development together with our customer base and will continue with the electrification."



The Bronto S35EM Hybrid



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MOVICARGA PEM AWARD WINNERS 2022

Spain's leading crane and access magazine Movicarga announced its annual PEM awards at the end of September. More than 350 'movers and shakers' from the Spanish lifting and access industry attended the event in Madrid.

The awards included best new crane, aerial lift and telehandler and a wide range of lifts of the year.

The best new equipment winners were:

- Articulated loader crane: **Palfinger PK 58.002 TEC 7**
- Telescopic handler: **Manitou ULM sub compact**
- Spider crane: **Jekko SPX328**
- Truck mounted platform: **Socage's Speed range**
- Self-propelled work platform: **Haulotte's Compact scissor lift range**
- Digitalisation device/system: **Fassi's Interactive - Service-System**



The Movicarga Lifetime Achievement Award was presented to Angel Parra of Eurogrúas Parra

For the full list of winners: <https://vertikal.net/en/news/story/40577/movicarga-pem-award-winners-2022>

RIWAL MAY QUIT UK

Dutch international rental company Riwal is planning to pull out of the UK market, 13 years after it opened its subsidiary. Chief executive Pedro Torres said: "We do not see a viable long term business for our operations, given the fierce market conditions and our limited market share."



We have always experienced strong support from our staff, however the UK market does not show the same performance and growth that we see in many of our other operations. We will of course consult with employees and their representatives before any decision is finalised."

In the C&A Top 30 UK rental company survey Riwal's aerial lift fleet was 19th with 1,058 units and 51 employees.

HAULOTTE 'SMART SOLUTIONS'

Haulotte has launched a new lease type/contract rental initiative in France, Italy and Spain which combines telematics monitoring, finance and equipment maintenance.

Dubbed 'Haulotte Smart Solutions' it offers fixed monthly payments to manage customer fleets for between four and six years. Machines are equipped with its Sherpal telematics suite, which can also help with tracking, utilisation, rates and returns. Haulotte says that it will handle the entire maintenance management effort, allowing the customer to employ fewer engineers, while eliminating spare parts sourcing, waste handling and recycling tasks.



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FINANCIALS ROUND-UP

KLUBB ACQUIRES ISOLI

French vehicle mounted lift manufacturer Klubb has acquired Italian truck mounted lift manufacturer Isoli in an all-share purchase including the Isoli aerial lift business, its recovery truck product line and the Isoli production facility.



PRIVATE EQUITY FIRM ACQUIRES ALMAC

Wisequity V fund has acquired a majority stake in Italian tracked aerial lift manufacturer Almac. Co-founder Andrea Artoni will maintain a stake in the business and will take over as chief executive - he is currently general manager. Co-founder and chief executive Pietro Agosta Del Forte has sold his equity and left the business. Founded in 2013 Almac's revenues for 2022 are forecast to be in the region of €28 million, a strong increase on last year.

SUNBELT UK ACQUIRES MAS

Sunbelt UK has acquired UK specialist aerial lift supplier Media Access Solutions (MAS) in an all-cash purchase deal. Established in 2014 by MAS owner and manager Tim Kendall, the company focuses on the film and TV production industry. Kendall will remain on board to lead the acquired business into a new expansion phase.



STRONG THIRD QUARTER FOR HAULOTTE

France's Haulotte has reported revenues for the nine months to the end of September of €429.1 million, up 21% on last year. The numbers included:

New machine sales of €366 million, up 21%, Service revenues increased 16% to €46.8 million and Rental revenues jumped 33% to €16.3 million.

Third quarter revenues were 17% higher at €140 million. Haulotte does not publish third quarter P&L numbers.



TANFIELD DOUBLE WIN

UK company Tanfield has won a \$4.5 million settlement from Foulston Siefkin, its US lawyers for the 2013 sale of a 51% stake in Snorkel to Ahern. It has also reached a £2.9 million out of court settlement with Ward Hadaway in relation to the UK proceedings. Tanfield - which has been fighting with Ahern over the transfer of the outstanding 49% stake - says that it will now "focus entirely on the US proceedings", which are continuing, with a jury trial expected to take place next summer.



HERC ACQUIRES ALL-STAR

Herc Rentals has acquired Florida's All-Star Equipment Rental from Hunter Street Partners which purchased All-Star in 2020 and used it to set up an investment platform to acquire or invest in further equipment rental companies. Herc is the third largest equipment rental company in North America with 333 locations and 6,100 employees.



VP POSITIVE

UK rental group Vp - owner of telehandler rental company UK Forks, low level access company MEP and general rental business Brandon Hire - has issued a positive trading statement for the first half of its fiscal year to the end of September, in advance of its Interim results due to be published at the end of November.



JPS PLATFORMS ACQUISITION COMPLETED

UK Hire Group has acquired JPS Platforms and JPS Group Services. JPS was the 23rd largest aerial lift rental company in the UK in terms of fleet size, according to the latest Cranes & Access Top 30 UK Rental company report, with 717 units. It is based on a new two acre site in Harlow, Essex. Sister company JPS Group Services is a tool rental business including ladders and scaffold towers.



MAXIM LIFTING IN ADMINISTRATION

UK based contract lift company Maxim Lifting Services - owned by Claire and Benjamin Holliday - has appointed an administrator and ceased trading. Based in Redditch near Birmingham, the company - set up in 2009 - had struggled to pay its bills over the summer and is now facing liquidation. It has negligible assets and a £123,000 negative working capital as of its February accounts.



VERTIMAC AND SYSTEM LIFT TEAM UP

German rental network System Lift and parts distributor Vertimac have signed a co-operation agreement. Going forward the two parties will work together to provide a full package of services including guaranteed delivery times and competitive prices on spare parts, both original and equivalent parts to System Lift members.



SOUTHWEST MH ACQUIRES PROCON JCB

California based Southwest Material Handling has acquired ProCon JCB of New Mexico and rebranded it Southwest JCB. Procon was owned by Nic DiPaulo and has been in business for 75 years, operating from three locations in Las Cruces, New Mexico, Commerce City, Colorado and Phoenix, Arizona. The company will merge with some of Southwest's branches to create Southwest JCB with locations in Colorado, Arizona, Nevada, Texas and New Mexico under the leadership of DiPaulo.

H&E ACQUIRES ONE SOURCE

US based rental company H&E Equipment Services has acquired Illinois based One Source Equipment Rentals. Employee owned One Source operates from 10 locations - three in Illinois, three in Indiana, two in Tennessee, one in Kentucky and one in Alabama. The company runs a wide range of equipment including aerial work platforms, telehandlers and carry deck cranes. Over the past 12 months it has generated revenues of around \$59 million from a fleet with original equipment cost of \$138 million.



ANOTHER ACQUISITION FOR REIC

US rental group REIC (Rental Equipment Investment Corp) has acquired North Dakota based rental company Blackout Energy. Based in Williston, North Dakota, Blackout is owned by Danny Morton and offers a range of lighting towers, heaters, and compressors. No details of the transaction have been released.



600 MAGNI MACHINES FOR FELBERMAYR

Austrian crane, aerial lift and telehandler rental group Felbermayr has ordered 600 telehandlers and aerial work platforms from Magni. The order includes 120, 45ft and 53ft electric articulated boom lifts, heavy duty all-electric Rough Terrain scissor lifts with dual platform extensions along with Stage V diesel versions.

The electric Rough Terrains have lithium battery packs and non-marking tyres. Other models include the all-electric 86ft EAB28RT articulated boom and 92ft ETBJ30RT battery powered telescopic. A further 28 narrow heavy duty scissor lifts on order range from the 66ft DS2223RTP to the 99ft DS3225RTP, all with four wheel drive, levelling jacks and four wheel steer.

The company has also ordered 40 Magni 360 degree telehandlers ranging from the 4,000kg/18 metre RTH 4.18 to the 6,000kg/25 metre RTH 6.25. Deliveries are due to be completed by the end of the first quarter 2023.



The hand over: (L-R) Michael Maier-Bauer of Felbermayr, Alexander Reisch of Magni TH and Robert Bauer of Felbermayr

RAIMONDI'S NEW FACILITY AND IDENTITY



Raimondi Cranes

Raimondi Cranes has unveiled a new corporate identity along with details of a new long-term vision. It says that the changes are part of an ongoing investment into two core areas of the business - new products and a new state of the art facility. The facilities include a new lean manufacturing production plant in Arluno to the west of Milan, while product plans include the development of 14 new flat top cranes based on customer feedback.

Chief executive Diego Borgna said: "For the past two years we have been working on reshaping our vision with heavy investments into a new manufacturing facility, and by allocating substantial resources to our R&D department."

The Raimondi business was established in 1863 and has been manufacturing tower cranes since 1945. It has been based in an aging facility in Legnano, to the east of Milan, Italy and builds flat top and luffing jib tower cranes. The company was acquired by Dubai based KBW Holding in 2014.



Raimondi's new facility

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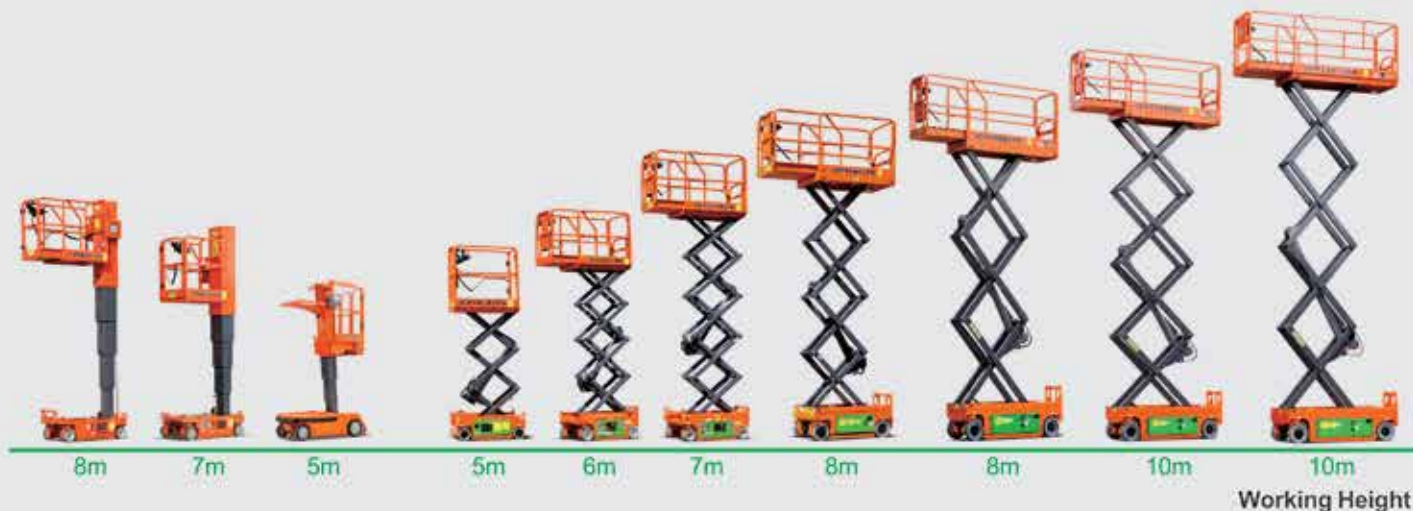
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NEWS HIGHLIGHTS

■ **Maeda** distributor **Kranlyft** has appointed **Roland Ritzensteiger** as manager of its German subsidiary



Roland
Ritzensteiger

■ UK contract lift company **Maxim Lifting Services** has gone into administration

■ US based **REIC** has acquired North Dakota based rental company **Blackout Energy**

■ UK's **PG Platforms** has taken six 12.5m **Versalift VTL 135-F** van mounts

■ **Haulotte** has appointed two new Caribbean distributors - **Bamtel** in Martinique and **Carmo Pro** in Guadeloupe

■ Czech sales and service company **Inreka Plošiny Servis** has taken delivery of a customised 22.6 metre **Multitel MJ226** on a Mercedes 4x4 Atego chassis for power line construction.

■ Algerian crane rental company **MMS** has taken delivery of the first 90t **Tadano GR-900EX-4 RT** in the country

■ Germany distributor **CMC Arbeitsbühnen** has appointed **Andre Gerdes** as head of sales



Andre
Gerdes

■ UK rental company **Nationwide Platforms** has purchased 418 new **Dingli** aerial lifts

■ German sales and rental company **BSI** has taken one of the first 80ft **Genie S-80 J TraX** boom lifts in the country

■ Dutch aerial lift rental company **Collé Rental & Sales** has purchased 26 **Nooteboom** low loader trailers

■ **Riwal** has signed a three year collaboration agreement with Rotterdam based industrial sales and rental company **Equin**

■ California's **Southwest Material Handling** has acquired **ProCon JCB** of New Mexico

■ **Multitel Pagliero** has delivered the first 35m **MZ 350** hybrid truck in Italy

■ Baltic yacht harbour **ancora Marina** has taken a 45t **Grove RT550E RT**

■ US based **H&E Equipment Services** has acquired Illinois **One Source Equipment Rentals**

■ Spain's **Grúas Roxu** has taken 10 new **Liebherr** All Terrain cranes

■ **Sunbelt UK** has acquired UK specialist aerial lift supplier **Media Access Solutions (MAS)**

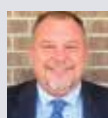
■ Croatian rental company **Visina DIR** has taken 11 more **Genie** booms and scissors

■ Italy's **TDG** has ordered a new **Konecranes Gottwald ESP 8** eco-efficient Generation 6 Mobile Harbour Crane

■ **LGMG North America** has appointed **Rick Quick** as director of product support and **John Hofmeyer** as director of sales & marketing



John
Hofmeyer



Rick
Quick

■ Wisconsin based **Reynolds Rigging and Crane Service** has installed the first **Potain MDT 489** flat top in North America

■ UK rental group **Vp** has issued a positive trading statement for the six months to September

■ **Manitowoc** has acquired some crane rental and distribution assets of its dealer **Honnen Equipment Company**

■ Germany's **Gustav Seeland** has taken delivery of a new 250t **Grove GMK5250XL-1**

■ German rental company **Gräber** has taken 50 big **Dingli/Magni** electric scissors

■ Germany's **Hüffermann Krandienst** has taken two new **Böcker AHK 36** trailer cranes

■ **Noatum Terminals** has taken three **Liebherr LHM** mobile harbour cranes for terminals in Sagunto, Castellon and Tarragona

■ Poland's **Nifty4sale** has opened its third depot in Ostroleka in Northern Poland

■ **Link-Belt Cranes** has appointed **Michael Dawson** as marketing product specialist for lattice and telescopic crawler cranes



Michael
Dawson

■ **Herc Rentals** has acquired Florida's **All-Star Equipment Rental** from Hunter Street Partners

■ German contractor **Otto Wulff** has purchased five new **Liebherr EC-B** tower cranes

■ Denmark's **Falcon** has delivered its first unit - a 42m **FS420 DT** - to Jersey in the Channel Islands

■ Scissor table and low level lift provider **EdmoLift** is building a new production facility in Hämösand, in eastern **Sweden**

■ **Magni** has opened a new subsidiary in **Poland** to cover the Eastern European market

■ Germany's **PB Liftechnik** has delivered several 99ft **PB S320-14ES 4x4** electric scissors to Bavaria's **Luibl**

■ Spain's **Tecnove** has placed a €7.5 million order for eight **Hiab iX.2758 Rail** super heavy loader cranes

■ **Comansa's Bill Carbeau**, VP business development at its North American subsidiary is to retire



Bill
Carbeau

■ UK's **McGovern Crane Hire** has taken a new 120 tonne **Liebherr LTM 1120-4.1**

■ German crane rental company **Neeb** has taken a new 150 tonne **Grove GMK5150XL**, the first in Germany

■ **Wisequity V** fund has acquired a majority stake in Italian aerial lift manufacturer **Almac**. Founder **Andrea Artoni** maintains a stake and takes over as CEO



Andrea
Artoni

■ Italy's **Bravi** has launched an online spare parts platform

■ US rental company **TMC Cranes** has taken a new 272 tonne **Link-Belt 348 Series 2** lattice crawler crane

■ Dutch rental company **Rutten Hoogte Service** has taken a new 18m **Ruthmann Bluelift SA18HB** hybrid spider lift

■ UK company **Tanfield** has won a \$4.5 million settlement from Foulston Siefkin, its US lawyers in the sale of **Snorkel** to Ahern

■ Denmark's **Bygma** has taken battery electric **HMF** loader cranes mounted on biogas powered trucks

■ UK arborist **TreeSmiths** has purchased the first 23 metre **CMC i23** insulated spider lift to arrive in the UK.

■ UK's **AFI** has promoted group financial controller **Richard Orme** to finance director for its UK and Middle East operations and promoted **Kat Berry** to group financial controller



Richard
Orme



Kat
Berry

■ Italy's **Spinelli** has ordered a 125t **Konecranes Gottwald Gen 6** mobile harbour crane

■ US rental company **Benchley Cranes** has taken a new **Tadano GR-1000XLL-4 RT** crane

■ **Ausa** has announced an all-electric 1,600kg/ four metre ultra compact telehandler, the **T164E**

■ German rental company **Bleser Mietstation** has taken its 'Good Luck Fairy' for charity - a pink **Merlo P 40.17 Roto** telehandler

■ **Multitel Pagliero** and its Swiss distributor **Stirnemann** have celebrated 30 years of partnership at the Multitel facility in Manta, Italy

■ **UK Hire Group** has confirmed the acquisition of **JPS Platforms** and **JPS Group Services**

■ **Enerpac** is to launch a new **SBL600** gantry - an addition to its **SBL-Super Boom Lift** hydraulic gantry range

■ UK based crane rental company **King Lifting** has started taking delivery of 19 new **Liebherr All Terrains** including a fully equipped 700 tonne **LTM 1650-8.1**

■ **Wolffkran** has launched a new fully interchangeable fibre rope, the 'ChaRope' for its tower cranes, developed in partnership with rope manufacturer **Trowis**.

■ German rental network **System Lift** and parts distributor **Vertimac** have signed a co-operation agreement

■ Dutch international access and telehandler rental company **Riwal** is considering pulling out of the UK market

■ **Bronto Skylift** will unveil a new **Hybrid Pack** concept for its truck mounted work platforms at Bauma

■ **Euro Auctions** sale of 22 cranes from the **M&M Crane Hire** fleet raised £4.6 million

■ **Hinowa** is to manufacture new 'Gen 2' versions of **JLG's 45 & 52ft** articulated booms, the 45ft **EC450AJ** and 52ft **EC520AJ**

■ **Bobcat** has added to its next generation of R-Series telehandlers with the compact 2,500kg/six metre **TL25.60** telehandler

■ **JLG** has confirmed **Lutz Schwede** as managing director of **JLG Deutschland** and **Jonas Dörnen** as business development manager for **Power Towers** for markets covered by the German subsidiary. Other promotions include **Hannes Schmidt**, **Andreas Holzmüller** and **Lukas Schrubba**



Lutz
Schwede



Jonas
Dörnen



Hannes
Schmidt

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Kranlyft and Maeda launched their new knuckleboom-style spidercrane, the 2.8t MK3053C at Bauma



With almost three times the lifting power of its predecessor, the new Maeda MK crane could be a gamechanger

FLIES AND SPIDERS

With their origins in monument lifting and more recent success in glass handling applications, spider cranes have demonstrated how a compact, go anywhere machine can get close to a load to match the performance of a far bigger crane working from a distance. However new jib and stabiliser configurations together with sophisticated control systems allow these cranes to take on heavier and more complex work. Will North reports.

To a Westerner speeding across Japan on the bullet train, small town graveyards stand out in the scrolling countryside. Compact and crowded with square column funerary markers, they suggest communities with deep roots and tight bonds.

It was in placing these markers that the first spider cranes - tracked mini cranes with spider leg outriggers from manufacturers including Unic and Maeda - found their original use. Their tracks allowed them to travel across uneven ground and manoeuvre in the cramped environment, while their stabilisers allowed them to set up on rough ground without disturbing it. With a hook on the end of the boom, they could lift and place relatively light loads in their final resting place.

The same characteristics have proved invaluable in their next big market, glass handling, which has helped power their international growth. With the hook replaced with a vacuum attachment, they can be used to place glass and façade panels or complete window assemblies.

Their narrow dimensions - generally small enough to fit through a single doorway - make them ideal for work indoors or in an enclosed rear yard. In high rise construction, they can work from inside the building, placing curtain walling as tower cranes and concrete pumps work on the floors above them. With non-marking white tracks and plug in or battery power, they can also trundle around retail malls, installing shop fronts or escalators etc...

The use of battery electric power was pioneered by Unic in collaboration with European distributor GGR, and its Eco line has allowed these machines to work in new environments such as poorly ventilated spaces, where emissions are not permitted.

In the 50 years since the death of German

American architect Ludwig Mies van der Rohe, and with global climate change causing temperatures to rise, designers have begun to understand that working in a building cloaked entirely in glass is not entirely comfortable. At the same time, construction technology has changed, making more use of modular techniques.

On glass-handling jobs, this means that windowpanes must often be installed beneath soffits, under louvres, or between shade fins which can limit headroom and require more outreach than can be provided with a main boom alone. Short, fixed jibs and searcher hooks enable these jobs to be carried out. We take a look at some of the tools available for this work elsewhere in this issue.

DUTCH DISRUPTOR

Larger construction and industrial installation jobs require more powerful jibs in new configurations. A company in the Netherlands has focussed on this requirement developing spider cranes with hydraulically extending and hydraulic luffing jibs, with stepless outriggers and extendable ballasts. They are supplied with a control system which, like those on much larger All Terrain cranes, considers all of these factors when calculating the crane's load chart and working range.

Hoeflon sold its first crane in 2006 and before too long began to receive requests for a crane with a jib. It launched the three tonne C6 with a luffing jib in 2014. The company now has a range of three luffing jib spider cranes with capacities up to four tonnes. It also offers a 550kg mini crawler crane - the C1 - and the nine tonne C30e spider crane with pick & carry capability.

Hoeflon has not been alone in this approach, companies outside of the spider crane market, have also been working on compact cranes able to work in restricted spaces, Palfinger, for



Hoeflon's variable outrigger angle and extension allow the crane to set up in constricted environments



Luffing jibs, like that on this Hoeflon, allow spider cranes to reach under roofs

example, has a pair of large knuckleboom cranes mounted on tracks with extendable outriggers. A closer comparison perhaps, is JMG's MC50000 RE, a pick & carry crane fitted with a Cormach knuckleboom.



Various views of the new Jekko, and its new remote control

All the main spider crane manufacturers now offer luffing jibs as attachments for their traditional spider cranes. Maeda launched a 995kg capacity knuckleboom model in 2014, the same year as Hoeflon's larger C6. While Unic's URW-2, with its manually extended 700kg hydraulic luffing jib, was launched in 2015. In 2016, Jekko started a partnership with Fassi, which has seen it launch a number of cranes in its JF range.

All three companies had new cranes ready for Bauma 2022. Both of the Japanese manufacturers,

Maeda and Unic, planned to launch cranes with higher capacity jibs. While Jekko has a 2.8 tonne crane, the SPX328 with an all new control system, with 10" interactive touchscreen - featuring an IP67 Protection Rating, and an innovative 500kg electric (rather than hydraulic) luffing jib, as far as we are aware, the first electric jib on a crane. It may well set a new trend as manufacturers look to fully electrify their cranes.

Hoeflon chose not to participate in Bauma this year, instead offering to demonstrate its range to

customers directly. Other developments include electric power for its C10, the last crane in its range currently offered with only diesel power. The new crane, when it launches next year, will be the C10e.

**"LIKE A LIEBHERR"
AN OPERATORS PERSONAL VIEW**

How does this new generation of European machines differ from those originally offered by the Japanese inventors of these cranes? Asa Wilkinson is an experienced independent crane



**Kranlyft
Group**

BREAKING NEWS!

The new Maeda MK3053 as arrived

A Knuckle Boom crane with hydraulic jib



MK3053C



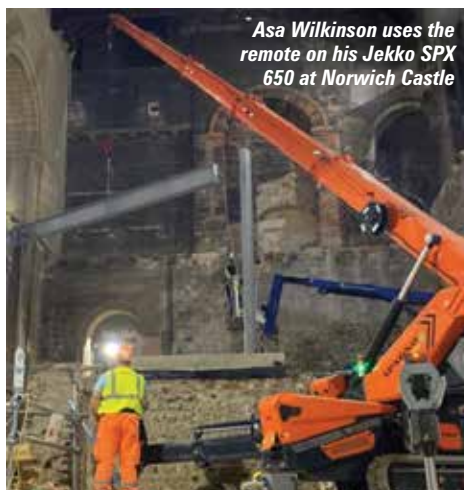







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Asa Wilkinson uses the remote on his Jekko SPX 650 at Norwich Castle



The crane set up inside the castle



The crane at work at Norwich Castle



Fixing the steel beams in place at Norwich Castle



A tower crane was used to lift materials up to Norwich Castle

operator, supervisor and slinger based in the UK, who, through his company A W Lifting Specialists, has worked with both All Terrains and spider cranes. This summer, he has been working on a project at Norwich Castle.

The castle dates back to the Norman invasion of England and is built on top of a steep mound and surrounded by busy city streets. The current project will see a new internal steel frame built inside the mediaeval keep, restoring the internal appearance of the structure and improving access, which has for many years been a mere shell. Outside, a tower crane is delivering materials to the top of the castle mound.

On the project, Wilkinson is subcontracted to Jekko's UK distributor JT Cranes, operating a Jekko SPX650. The crane is from Jekko's standard spider lift range (its knuckleboom models are designated JF for Jekko Fassi) it has a maximum capacity of five tonnes or 4,800kg on the winch. It has a 15.4 metre five section main boom with a maximum tip height of more than 17.5 metres. With its four section 5.9 metre hydraulically luffing and telescoping jib attached, it offers a tip height of up to 23.6 metres and radius of up to 20 metres at which it can handle 150kg. It features X-type stabilisers, which can be used at any angle or extension, and a control system that calculates the safe working load at any position or configuration. Wilkinson is using it on this job to raise steel beams up through the internal structure as it is built and

positioning them into pockets in the main walls. "I specialise in any sort of lifting that requires a bit of thought," he says. "On this project, there are a lot of tight spaces to get the boom into, and they've got bits of steel coming in that need to be lifted through the existing steel work. It's what spider cranes are ideal for."

The machine may bring the capabilities to do the job, but it's the skill and experience of an operator like Wilkinson that unleashes its potential. It takes care and thought to work in such a constricted environment. "I've got 12.4 metres of space below the existing roof trusswork," he says, "so everything - all the slings and chains - have to be kept short enough for me to be able to work underneath that."

"While all lifting on the project is planned with method statements, it still takes the operator to decide where to set the crane up," says Wilkinson. "The machine is sitting under the beams we're lifting, but as we're using a remote control, I'm out of the way."

It is the remote control system on the Jekko and similar machines from Hoeflon, that really sells them to operators like Wilkinson. "These new style machines, like the Hoeflon C10 or the new Jekkos, are all remote controlled. You can be down where they are hooking the load on, or you can be where they are taking the load off. It is a lot better for an operator, you've got more insight into what is going on."

On this job, Wilkinson is working with just the 15.4 metre main boom. But he has regularly used these cranes with luffers on similar steel erecting jobs. "The luffer's good, because you can boom up, and then set the luffer to go across the existing steel," he says. "It's a brilliant piece of kit. From when I started operating spider cranes 18 years ago, they've moved on so much it's unbelievable. It's almost as if they are like robots."

This crane can be used with a foldaway luffer, which fits under the main boom for transport. "You just retract the main boom in, swing the connecting bar over, and pin it to the main boom, which will pick the luffer up itself. It's plug-and-play, you just connect the electrical leads, and it changes everything over on the remote control as well, bringing up a new set of buttons. When you plug in a jib or attachment, it knows exactly what it's got plugged into it."

While Jekko and Hoeflon might have led the way in bringing modern remote control systems to the segment, Unic and Maeda have also brought their own systems to the market. And, as Wilkinson notes, this is part of a larger trend which has seen remote control available to differing extents, on many All Terrain cranes.

At Bauma, Jekko will launch a new control system on its new crane the SPX328. But the existing version already marks the cranes out, according to Wilkinson. "It tells you exactly what angle the crane's legs are set and varies the limit depending on that. It will give you better duties over one side or the other, over the back or front. You can set all the outriggers to 45 percent or splay them out more on one side to get in a tight space or up against a wall. Or you can set them with the outriggers half way in on one side. They are just like the Liebherr mobile cranes with VarioBase."

The new Jekko SPX328 boom extended



FOCUSED ON RENTAL

Spider cranes are becoming more like the latest mobile cranes in other ways. In many markets they have often been offered for sale or rent directly by the local distributor, rather than all rental companies. However, as their potential becomes more apparent, crane rental companies are adding more of them to their fleets, and start up companies are considering establishing a business that focuses solely on spider crane rental.

An example of a new entrant in the UK is Kelly Ann McPhilbin, with her new company, NXgen Lifting, which she manages as a co-owner. The business launched in April 2022 offering Hoeflon spider cranes and JMG pick & carry cranes, as well as glass handling robots and vacuum attachments. She has been busy getting the company running and struggling to find the time to actively promote the cranes. But she is seeing a growing level of repeat business, thanks to word of mouth from happy customers.

She likes the luffing jib options on the Hoeflon cranes. "With the standard spider crane, you're bound by the boom," she says. "With the luffing jib, you can get up and over obstacles." In glass handling, traditional spider cranes can make use of counterbalance beams to get under obstacles like soffits but," she says, "that adds extra costs and adds to the load on the hook."

That reach can come in equally handy on construction projects, where variable, stepless, outrigger systems are also a boon. "Standard spider crane outriggers are pinned at each corner.

With the Hoeflon, they're not fixed so they can be set narrow at the front, wide at the back, for example, to get them in where they are needed."

She also appreciates they're lighter allowing them to be towed on a standard two axle plant trailer and the standard remote controls, which she says helps keep their size down, and reduces the footprint needed when setting the machine up.

Another point she makes is the growing demand for electric power options. She likes the fact that Hoeflon now offers it on all of its cranes, or it will once the C10e is launched next year. There is a choice though, between single or twin battery versions of each crane.

McPhilbin wanted to ensure that her machines can make it comfortably through a shift without needing to recharge, so has gone for the dual battery versions. That has paid off, she says, with one customer working in London on a glass and

steel project telling her that they have been able to go as long as three shifts without needing to recharge.

HYDRAULIC UNDERSLUNG JIB

As well as being an established player Maeda was the first spider crane manufacturer to enter the European market and it now claims to be the first to introduce a standard hydraulically telescoping and stowing jib on the MK1033CW-1. The crane has a three section main boom, topped by the three section jib for a maximum tip height



Hoeflon cranes can often be towed on a plant trailer without a HGV licence

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Maeda's MK1033 was one of the first spidercranes to use a fully hydraulic luffing jib, with a geometry similar to a knuckleboom loader crane



Fixed jibs and searcher hooks on Maeda cranes help Lift Ltd work in low headroom environments

of almost 12 metres, and a capacity of 995kg at 1.3 metres. In Europe, master distributor Kranlyft is pitching it as a smaller alternative to the larger knuckle boom spider cranes.

A NEW MK

At Bauma, the company has a new crane, the MK3053C which aims to win back customers lost to the new competitors. "This model has been long-awaited," says Simon Marnock, UK operations director for Kranlyft, "It's going to be a gamechanger for us."

Exact capacities are to be confirmed but the provisional load charts show a marked improvement, with the new crane having almost

three times as much as the previous model, with a main boom capacity of 2.8 tonnes at 1.8 metres. With jib, the crane takes one tonne at 4.7 metres. "It's got a detachable jib," says Marnock, "so customers have the option to work on the main boom, making it more like the MC285s, with up to four falls of rope, or pin the jib on for around five metres of extra height.

The power options available are diesel, diesel and electric or pure battery power. The crane has variable, stepless outriggers and radio remote control.

"It's a crane designed for easy transport," adds Marnock. "The total weight of the machine is

2,900 kg, and this weight includes the hydraulic luffing, hydraulic extending jib as well as the base machine so it can be transported on a plant trailer by a vehicle with a 3,500 kg towing capacity.

On the MC285s and other Maeda machines, the outriggers can be set in a series of fixed positions. On the new MK3053C they are stepless and controlled by the remote. "You press a button, and you can place the outrigger anywhere you like. It reduces the set-up area dramatically," he says.

Making the most of these stepless variable outriggers has - as we've seen elsewhere - prompted Maeda to make improvements to

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In buildings old and new, Lift Ltd has used its Maeda MC 285 to reach into tricky spaces



its control system. “On the MC285s, you have variable positions, but they are pinned, when you are working with one side’s outriggers only half way extended you can’t work over that area,” Marnock explains. “On the MK3035C you will still be able to carry on working over it, but your duties will be reduced.”

HIRD IT THROUGH THE GRAPEVINE

Even before its launch the company had already received two orders. One came from UK company Hird, which already has 60 Maeda cranes in its fleet. He was ready to order as soon as rumours of the new machine reached him.

“We have always been impressed with Maeda’s build quality and reliability, they are also very user friendly,” says Phil Hird. “We have recently invested in the Eco range of Maedas and now have a large fleet of MC285CB-3 and MC305CB-3 100 percent electric machines. These environmentally friendly cranes are powered by lithium-ion batteries and can run for around a day between charges. They can also be charged while

in use which is extremely popular with teams on site.

“We heard that a new model was on the horizon and that it would be a development of the MK crane with a large reach and increased capacity. I placed the first order for one on this information alone and look forward to its arrival. Ordering the crane was an easy decision and we look forward to promoting this crane within the UK very shortly.”

ADAPTABLE CONTROLS

Graeme and Gill Riley’s company GGR has, since its launch in 1995, established a dominant position in the glass handling market in the UK. GGR offers a wide range of equipment, including spider cranes, telehandlers, pick & carry cranes and glass handling robots. It is also the European master distributor, for Japanese manufacturer Unic and trades as Unic Cranes Europe.

In the early 2010s, the company and its local dealers had begun to see the need to reach under soffits to place window panes. That led to the

development of a luffing jib attachment for Unic’s URW-706, and ultimately to the new products on show at this year’s Bauma. GGR technical support director, Scott Ainsworth, explains: “Adding reach started with smaller cranes and ran into limits. We needed to get the lifting point slightly higher up, with no restrictions. The first attachment was designed by our German dealer, Mini & Mobile. They developed their own offsettable searcher hook which could be set at minus five degrees, 20, 40, or 60 degrees. That wasn’t extendable. At that time, we could only permit this to be used on the 095, because we weren’t in a position to extend the software in our safe load indicator to incorporate it into our larger cranes like the 295s, 376s, or 506s.”

That changed when Unic adopted Rayco-Wylie’s i4500 safe load indicator, replacing the previous 2245 version. “With the 2245, we could put a basic jib, or searcher hook, on the crane, but we couldn’t elaborate on it any more than that,” adds Ainsworth.

“With the 4500 system we’re using now, we can attach jibs, searcher hooks, glass manipulation units, and even steel beam grabs. We can also incorporate slew restriction and variable outriggers.”

The change shows again just how central control systems have developed in recent years to cope with new attachments and capabilities on spider cranes. This can be traced in part to changes in European loader crane standards, which, in line with the Machinery Directive, require manufacturers to consider the stability function of the entire machine: both the crane, and the vehicle on which it is mounted. Sensors and load monitoring approaches in the loader crane sector preceded, and arguably led the development of advanced control systems in both roadgoing cranes, and now on spider cranes.



A GGR Unic URW-706 works with a tracked carrier, to position a two tonne circuit breaker at a power station



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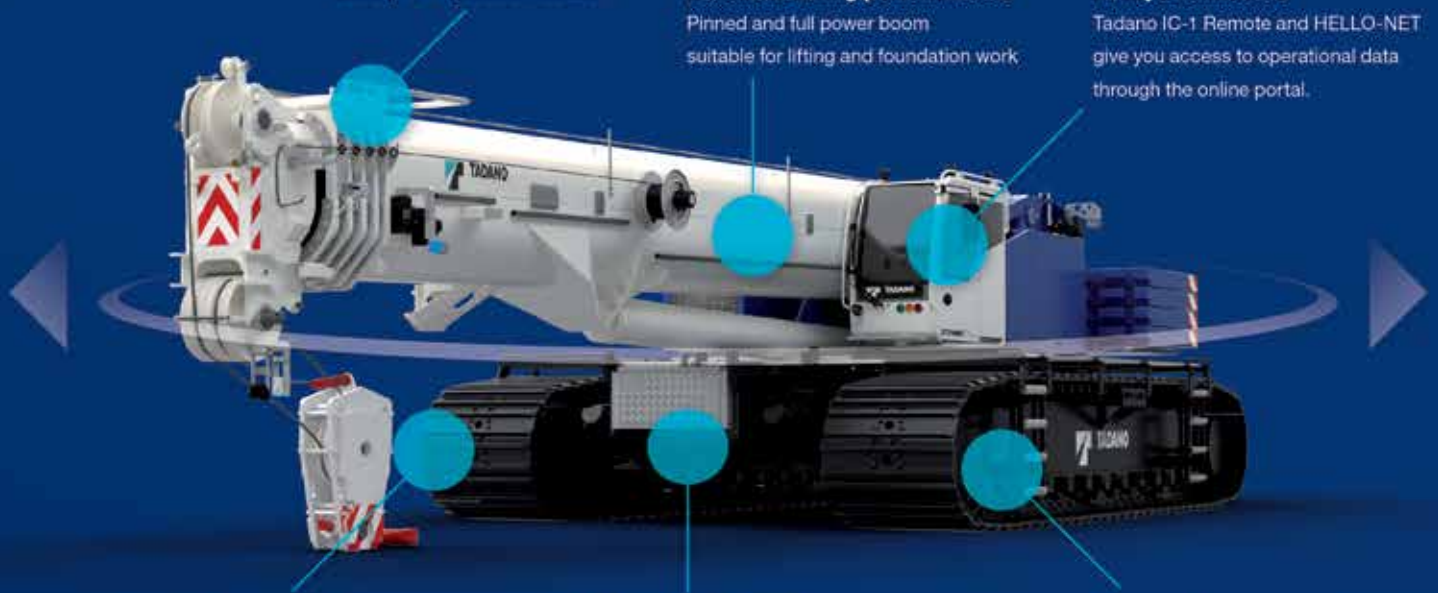
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MANUAL OR HYDRAULIC JIB EXTENSION?

For Unic and GGR, the new RCI allowed for the development of tools like the 700kg luffing jib on the URW 706-2. This is telescoped manually into three set positions but luffs hydraulically. "Generally, in mobile crane operation, you'll set offset and leave it at that," says Ainsworth. "With spider cranes, because of the restricted environment they work in, we still tend to telescope the main boom under load. "With the luffing jib, you can gain altitude without moving to a larger crane, and you've got the option to luff the jib down to increase radius over the structure. It means that once you've cleared the top of a building or structure, and in most cases our customers are working inside, you don't need to add boom length to reach across it. You can telescope out with the main boom, and luff down with the jib."

Unic and GGR now offer jibs with manual extension and manual luffing on all of its cranes, with hydraulic luffing on the URW 706, and larger 10 tonne URW 1006.

For the Japanese manufacturer, the decision

not to offer hydraulic telescoping was based on the need to optimise the crane's capacity. "The added mass of the hydraulic telescoping cylinder in effect takes away from capacity and its luffing capacity," says Ainsworth. "If you can just lock the jib to a set length, and work with it that way, then you've got higher capacity than with a telescoping cylinder inside."

While this approach seems to fit the needs of Unic and GGR customers, the company is well aware of the success competitors have had with their fully hydraulic jibs.

GGR was revealing very little on new machines ahead of Bauma. But Ainsworth was able to explain what to expect. "We have noted the hydraulic telescoping capability on competitor's jibs and that will be the next step forward for us."

The goal of the new machines is to compete on both simplicity and capability. Business development manager Daniel Ezzatvar said: "We've got competitive products, but they're not necessarily like-for-like. We see ourselves more in line with Maeda, than Jekko or Hoeflon. Our cranes are arguably simpler to operate, making them ideal for a rental business. The other cranes

are more technical, more complex, making them more of an end user crane. We're not introducing another Hoeflon, or another Jekko, but we will have an answer to the sorts of application that those units are best suited to."

CLASS DIVISION

Spider cranes were originally developed as simple, compact, machines, able to lift light loads into tight environments. Over the years they have evolved, with the arrival of sophisticated control systems, variable outrigger extensions, new attachments and even variable ballast weights, making it possible to optimise these cranes for more challenging lifts.

This may also require more planning and more experienced operators. The task for manufacturers and distributors will be to offer crane ranges that cope with the different needs, including smaller simpler machines, which can be used safely by less experienced operators, alongside larger or more complex machines that skilled operators can work to their limits. With such operators in short supply, expect further control system evolution, making them simpler to operate as well as quicker and easier to set up.

A NEW PLAYER IN THE MARKET

In September German vacuum lifter company and ex Maeda crane distributor Uplifter was appointed as an SPT spider crane distributor for western Europe. As part of its plan, it immediately announced that while its home market is critical, it also sees the UK market as a key priority, and as reported in the last issue appointed spider and mini crawler crane sales veteran Alan Peck, as UK sales manager.

Peck confirmed at Bauma that he will initially focus on three models - the 2.95 tonne SPT 299, the five tonne SPT 499 and the 10 tonne SPT 1009 - all of which feature a hydraulic telescopic luffing jib.

"The entry model SPT 299 has a 12.5 metre lift height and is priced to sell with radio remote controls as standard," said Peck. "We anticipate the biggest seller will be the five tonne SPT 499 with a lift height of 22 metres which is operated from just two joystick controls. Top of the current three model range is the 10 tonne SPT 1009, however there will be the addition of a seven tonne model in the near future which should give us a good coverage of the sector. When people see them in the metal they will be impressed." ■

Manufacturer	Model	Hook (kg)	Winch (kg)	Boom/with jib (m)	Power	Length (m)	Width (m)	Height (m)	Weight (kg)
Hoeflon	C1e	550	460	4.40/5.60	B	1.86	0.94	1.40	960
Maeda	MC 104C	995	995	5.50	E	2.16	0.60	1.31	1,150
Unic	URW-094	995	995	5.60	P	1.87	0.59	1.29	1,000
Jekko	JF 30	995	500	6.50/8.0	P/E	2.18	0.78	1.75	1,440
Unic	ECO-UNIC 095 CBE (WBE)†	995	995	8.90/10.40	B	2.72	0.69	1.56	2,425
Maeda	MK 1033CW-1	995	820	9.42/11.30	D/E	2.90	0.75	1.96	2,000
Unic	URW-095	995	995	8.80/10.47	P/D/E	2.69	0.60	1.37	1,850
Jekko	SPX 312	1,200	600	7.30/9.80	P/B	2.79	0.78	1.60	1,800
Maeda	MC 174C	1,720	1,720	5.50	P	2.16	0.59	1.30	1,290
Hoeflon	C4(e)	2,350	2,350	9.70/14.60	B	2.95	0.75	1.75	1,900
Unic	URW-245	2,400	2,400	6.30	P	2.15	0.60	1.32	1,500
Jekko	SPX 424	2,400	800	8.50/13.85	D/B	3.17	0.78	1.96	2,080
Jekko	JF 40	2,500	995	7.60/8.50	P/E	2.38	0.78	1.82	1,550
Jekko	SPX 328	2,800	500	10.50/12.80	B	2.95	0.73	1.61	2,300
Maeda	MK3053C	2,800	-	12.0/16.95	D/E/B	3.20	0.78	1.95	-
Maeda	MC 285C-3 (MC 285CB-3)	2,820	2,820	8.70	D/E (B)	2.80	1.47	0.75	1,990
Unic	ECO-UNIC 295 CBE (WBE)	2,900	2,900	8.90/10.40	B	2.72	0.69	1.56	2,425
Jekko	SPX 429	2,900	980	10.50/15.85	D/B	3.56	0.78	1.96	2,080
Unic	URW-295-2	2,900	2,900	10.91/11.70	P/D/E	2.69	0.60	1.38	1,850
Unic	URW-376 (B)	2,900	2,900	16.63/17.33	D/E (B)	4.34	1.30	1.80	3,850
SPT	299	2,950	-	9.50/12.50	E/D	3.50	0.90	1.61	2,810
Maeda	MC 305CB-3	2,980	2,980	12.50	B	4.20	1.28	1.70	3,295
Hoeflon	C6(e)	3,000	3,000	11.50/16.40	B	2.94	0.76	1.86	2,850
Jekko	SPX 532	3,200	800	12.10/17.30	D/B	3.26	0.77	1.96	2,520
Maeda	MC 405C-3	3,830	3,780	16.80/20.70	D/E	4.98	1.38	1.98	5,600
Hoeflon	C10(e)	4,000	4,000	16.30/21.30	D/B	3.93	0.80	1.97	4,400
Unic	URW-547	4,000	4,000	18.20	D/E	4.96	1.40	1.98	5,010
Unic	URW-506-1	4,000	3,000	18.46	D/E	4.87	1.40	2.04	4,840
SPT	499	5,000	-	17.50/22.00	E/D	5.48	1.40	2.00	6,450
Jekko	SPX 650	5,000	4,800	15.40/23.60	D/B	4.48	1.02	2.06	6,430
Unic	URW 706	6,000	6,000	19.50/22.70	D/E	5.62	1.67	2.19	7,920
Unic	URW 706-2	6,000	6,000	19.50/25.90	D/E	5.62	1.67	2.19	8,220
Jekko	SPX 1280	8,000	1,500	19.70/26.70	D	5.85	1.45	2.05	6,900
Maeda	MC 815C	8,090	8,000	19.60/25.50	D/E	5.90	1.67	2.49	9,460
Hoeflon	C30e	9,000	8,000	14.50/22.00	B	3.85	1.20	2.00	5,600
Unic	URW-1006	10,000	10,000	22.80/30.70	D/E	6.06	2.00	2.46	14,000
SPT	1009	10,000	-	22.20/25.00	E/D	6.38	1.78	2.55	12,150
Jekko	JF 365	11,500	6,000	19.00/29.50	D/E	5.30	1.80	2.80	12,300
Jekko	JF 545	15,500	6,000	19.00/32.50	D/E	5.63	1.84	2.90	13,500
Jekko	JF 990	21,000	9,000	23.00/34.20	D/E	6.82	2.15	3.09	21,500

Power E=Plug-in electric, B=Battery, D=Diesel, P=Petrol. † CBE and WBE designate crawlers or wheels.



(L-R) Alan Peck with Uplifter owner Martin Lobinger and Matthias Minich, head of international sales at Bauma

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NO PANE, NO GAIN

Windows and glazing panels have been getting heavier with the move towards triple glazing, larger windows and the greater use of structural glass in both commercial and residential buildings. This has been happening at the same time as manual handling rules have been getting stricter. The net result is that the old method of two or more people lifting a heavy window into place has gone on most job sites. This has led to a wider range and availability of glass handling equipment as more companies enter the market, leading to innovative new approaches. We take a look at some of the latest trends.

The spider crane article on page 17 highlights the mini crane development and adoption by users in markets well beyond the original applications in stone and glass handling. We have seen how articulated/knuckle booms and hydraulic - or even electric - luffing jibs have enabled these cranes to take on jobs in construction and industrial installations that would have once required different techniques and equipment.

For many glazing jobs - both internally and outdoors - spider cranes are an ideal tool to install panes or window modules particularly when equipped with vacuum attachments, searcher hooks and cantilever beams. On uneven, rough or hard to access sites, their outriggers can be vital. On high rise construction they can be equipped with long hoist ropes to lift or lower glazing panels into place

from the floors above, even allowing them to install windows several floors below the crane. Boom attachments also allow them to reach under soffits or over obstacles.

But these highly configurable well optimised machines - with their increasingly sophisticated control systems - are for many simple jobs an unjustified cost as well as being overcomplex for the work required, while also needing a well trained and experienced operator.

A HANDY ROBOT PAL

Glazing robots offer a simpler and cheaper alternative to spider cranes. They share some characteristics but while spider cranes are designed for versatility, glazing robots focus on doing one task well, with simple controls and limited set-up requirements.



GGR cantilever beam



GGR Sky Robot at work

GLASS HANDLING

While their approach to lifting is more like a crane than other load handling devices, their control systems owe much to forklifts, with a handlebar mounted to the rear of the machine. Similarly, with no outriggers and a basic three wheel chassis - two wide spaced wheels at the front and a single wheel or tightly paired twin steering wheel providing traction and direction at the back - they are not really suited to rough or uneven ground.

They also have a different boom geometry to a crane. On a larger spider crane or on a small mobile crane, several attachments such as cantilever beams or vacuum pads often need to hang from the hook. This will then need a searcher or negatively offsettable luffing jib to reach under soffits or into constricted spaces.

On most glazing robots, the glass manipulator itself is offset from the boom. The top of the pane will typically be above the head of the boom, allowing it to be positioned easily under obstructions.

This all combines, in most instances, to deliver a machine that can be offered on bare rental or owned by the end user with only basic familiarisation needed for operation. While they have their design origins in the needs of the glazing industry, they can, in many cases be used with different vacuum cups installed for other materials such as metal or stone façade panels.

MORE MOVEMENTS, MORE CONTROL

Denmark's GMV has been building specialist load handling devices for 30 years, including Winlet glazing robots and ErgoMover electric trolleys, often used for plasterboard.

Earlier this year the company launched the Winlet 400. One of the key selling points for the Danish manufacturer is its fully hydraulic system. On earlier machines, the manipulator at the front of the robot had been able to move loads from side to side using a mechanical actuator. On the new 400, this movement can now be powered by hydraulic cylinders, offering a more compact and



The new Winlet 400



powerful machine overall, but at the cost of a little reach and height.

This evolution extends to the robot's controls. On previous machines, operators would need to use a switch to select which cylinder they wished to operate and then use the joystick to operate it with fully proportional speed control. This allowed for very precise movement on a single axis. GMV's new MAC Multi Axis Controller allows multiple hydraulic functions to be controlled at the same time. The operator selects one of three function speeds - 10, 50, or 100 percent - and can then move multiple cylinders simultaneously with the push buttons. This, for example, enables an operator to quickly raise a panel and rotate it into the approximate position at full speed, before switching to a much slower speed - perhaps 10 percent of the maximum - for the final few centimetres of movement, manipulating it with great precision.

Machines like the Winlet 400 are highly configurable. As well as choosing between the MAC and PSAC - Proportional Single Axis Controller - controls and mechanical or hydraulic vertical movements on the manipulator, buyers have a choice of two booms, tyres and wheels depending on their typical applications. The Winlet 400 can be fitted with an SHB two section

telescopic boom, or three section DHB boom. The former has a slightly shorter overall length, while the latter offers a greater lift height and more horizontal reach.

The Winlet 400, like other models in the range, also offers options on the wheels. The CL, or Compact Lifter version offers narrower wheels and tyres ideal for indoor use and operation in tight spaces, while the TL is equipped with wider wheels/tyres for better performance outdoors but naturally is wider, which can be an issue with narrow doors, but helps improve stability on uneven ground.





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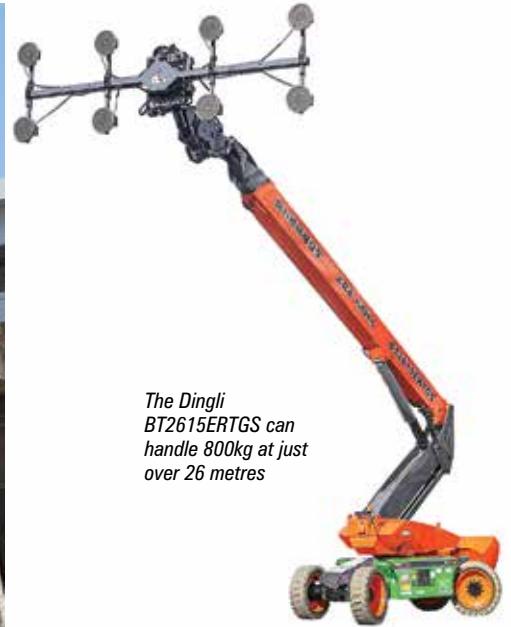
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A HUGE PANE

Most glazing robots have fairly low capacities, usually a few hundred kilogrammes, with relatively low lifting heights often in the range of three or four metres. But at the top of the segment there are a few machines that can carry bigger loads and reach much higher.

The best example of this is GGR's new Sky Robot 1500, which in other markets is known as the Dingli BT2615ERTGS, based on the manufacturer's 80ft all-electric telescopic boom lift. Glass handling specialist GGR spotted the potential of the product when it was first announced and purchased the first machine in Europe. Having tested the unit it decided to sell and rent its own branded version of the machine. Given its height and capacity it has decided to rent it out as an 'operated machine' rather than bare rental. The maximum capacity is 1.5 tonnes, which it can take to almost 22 metres, while handling 800kg at just over 26 metres.

The new machine could be a game changer for some types of work, whether indoors or outside. It employs a large lithium-ion battery pack, allowing it to work without emissions or noise for a full day, while its large rough terrain tyres allow the machine to work at grades of up to three degrees. As on the platform, non-marking tyres are standard.

GGR says that one of the machine's stand out features is the fully articulating 3D head that can rotate 360 degrees, tilt 90 degrees up and 30

degrees down and, at certain points in the load chart/working envelope, slew 80 degrees left and right. With a 200mm vertical and horizontal side shift function, it allows millimetre precise installation. The extendable arms of the built-in

LET'S GLAZE BRANDON

US based Bailey Cranes makes a wide range of special mini cranes and lifting machines which are rarely seen or promoted in Europe. In its home



The Brandon is available in several versions

Dingli glass handling head






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GLASS HANDLING

market the company is a significant player in the specialist handling segment offering clever solutions such as ATEX explosion proof aerial work platforms, carry deck cranes and their Brandon telescopic handlers which form the basis of its glass handling range.

The Brandon is available in a number of distinct versions. The original machine has front axle drive and a single steered wheel at the rear with caster outriggers for extra stability. The Brandon G, Junior and Brandon Mini take the same approach to steering and traction wheels as the Winlet glass robots, with single wheel rear drive and steer. The Trax, as the name suggest, is a mounted on rubber tracks, and the Brandon Omni offers sophisticated steering options, manoeuvring sideways or rotating around its centre.

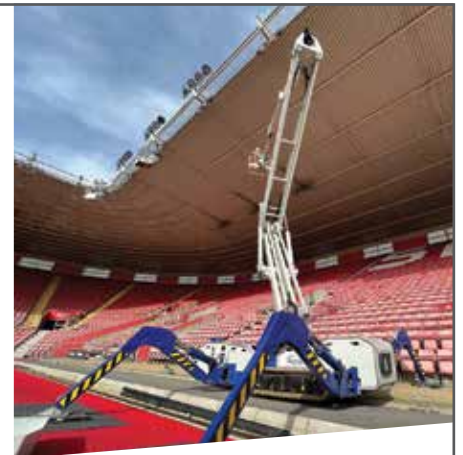
The latest addition to the line up is the Brandon Electric, which was launched last year as a mini crane with double the battery life available than on its previous models designed for a wide range



of applications. It can be used with standard vacuum pads as a glass lifter and can also handle metals, granite, quartz and concrete building panels with alternative pads and attachments. It can also carry an aerial work basket. It offers a 7.3 metre lift height with up to 4.8 metres of horizontal reach and has a boom hook capacity of 2.7 tonnes, can carry 1,100kg on forks or lift

1,360kg with a winch. For glass handling, with a Wood's Powr-Grip vacuum attachment, it can lift 500kg.

Bailey has recently developed a couple of clever tools for specialised applications. One of these is The Flipper, which is designed to place or pick up glass panels lying flat on a table or workbench, and then flip them 180 degrees over the front of the



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The Flipper

boom. This could be used in a factory setting, for example, to allow for both sides of a panel to be worked on or inspected. On site, it could allow for a piece like a skylight to be assembled flat, picked up, flipped and installed in the roof above. It also has side shifting axles, allowing for precise horizontal placing.

MORE SOLAR POWER, LESS MANPOWER

Another tool with a much more specific application, but potentially huge levels of global demand, is the Solar Trax 824. Rather than just lifting glazing panels, the Solar Trax is designed to transport and install panels on solar farms. The device is based on the crawler mounted Brandon Trax glass lifter, but fitted with a 2.4 metre vertically telescoping boom carrying a seven metre traverse beam, with a trolley that raises and lowers a horizontal panel frame. The Solar Trax upper structure is designed for use on more extreme terrain than the standard Brandon Trax.

Bailey demonstrates the machine with a three-person crew, tethered to a Pallet Management Vehicle or PMV. Bailey says that this is a 'transition step', allowing current methods, where pallets of 30 panels are distributed around a solar farm at 17 metre intervals. The PMV is self-propelled and has 1,360kg capacity forks which can be used to pick and carry the pallets. It has a flat body, which fits neatly below the Solar Trax lifting frame.



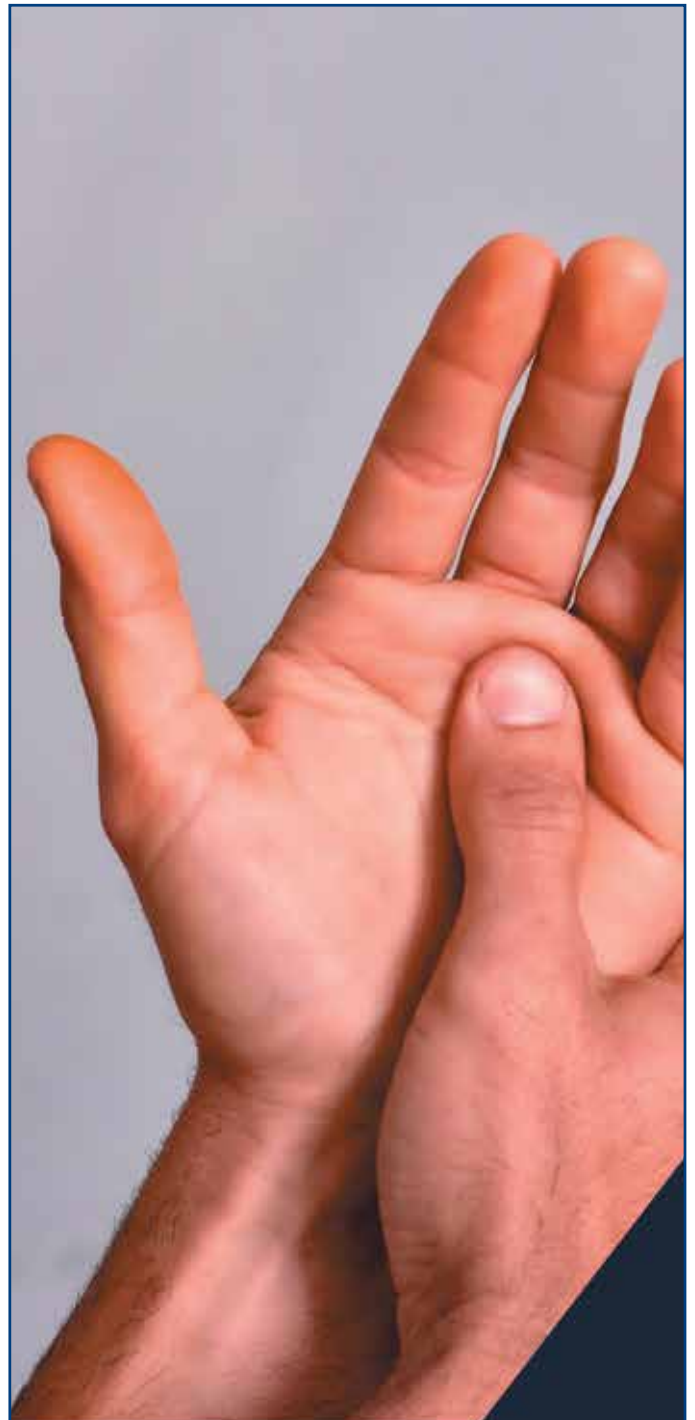
One crew member operates the machine using a remote control, the other two stand on either side of the PMV and manually handle the panels one at a time. They raise the panel from their leaning position on the pallet and turn them to lay flat in pairs on the lifting frame. The vertical boom raises the traverse beam and the lifting frame. The operator then moves the trolley to either end of the beam, and the trolley lowers it into place.

It's a clever solution, which Bailey says is already being used in the field. But it will become even more efficient when the PMV and pallets are replaced by autonomous delivery vehicles which can bring panels directly to the machines and reduce the requirement for manual handling.

US trade association SEIA (Solar Energies Industry Association) believes the combination of clever, cost saving technology, government support and the requirements of a transition from fossil fuels promise explosive growth for the sector which has already experienced a compound annual growth rate of 33 percent over the past 21 years. In 2021, SEIA says that 46 percent of all new electrical capacity added to the US grid came from solar. By the end of the decade, annual levels of solar installations will need to rise from the 25GW installed in 2021 to 130GW a year. ■



Bailey PMV solar cart



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Electroelsa is making a significant effort to expand in the UK and Ireland appointing Direct Hoist Sales as its distributor

MODULARITY AND VERSATILITY THE KEY

Contractors and developers are constantly looking for equipment that can save time and therefore money and improve safety. Both mastclimbers and hoists fit that criteria and appear to be gaining in popularity as companies realise that for certain types of work - particularly multi-storey tower block construction and maintenance and long façades - they offer substantial advantages in terms of speed, safety and aesthetics. In trying to improve and develop the product manufacturers are looking to create products that are more versatile, more modular and incorporate the latest technology.



A Scancrawler mast climber

This growth in popularity can be seen in just one of the market leaders - Sweden's Alimak - which is seeing a strong upsurge in demand for façade maintenance equipment, including its custom-built Building Maintenance Units as well as its standard mastclimbing equipment both in the Middle East and Asia. Alimak is just one example of changes in the market in terms of company ownership.

ALIMAK EXPANDS

In August Alimak announced that it is to acquire Tractel from its current owner Fifth Cinven Fund for €500 million in cash on a debt free basis. The French international group Tractel which was founded in 1941 and offers a wide range of suspended platforms, mastclimbers - through its acquisition of Scancrawler in 2018 - work at height safety equipment and lifting tackle with Tifor.

Now registered in Luxembourg Tractel has subsidiaries in 19 countries, 1,100 employees, around 10,000 distributors in 120 countries with

manufacturing facilities in Europe, USA, Canada, China, Singapore and Turkey. Revenues last year were €201 million, meaning the combined business will have revenues of around €580 million.

UPERIO TAKES COMPASS

A smaller deal was struck a few months earlier when French international tower crane group Uperio acquired US based tower crane and hoist rental company Compass Equipment. This is also an indication of larger companies looking to reinforce and expand their product offerings and geographic coverage.

Uperio which was itself acquired by UK/US based private equity firm TowerBrook Capital last June - has a fleet of more than 2,200 tower cranes and employs around 600 at its locations in France, UK, Germany, Belgium, the Netherlands, Luxembourg, Sweden and the USA.

Compass is based in Gilbert, Arizona in greater Phoenix with three further locations in Denver, Colorado, the greater Los Angeles area in

California and Las Vegas, Nevada with around 70 employees. It operates a fleet of 45 hoists and 45 tower cranes. The company is a Potain tower crane dealer and has a long-standing partnership with Alimak. It offers sales, rental and service for all types of construction and industrial hoists - both personnel and material - as well as tower cranes.

Uperio chief executive Philippe Cohet said: "Compass is an addition with excellent potential for us in every respect: on the one hand, the four depots in the west of the USA provide important access to regions with good development prospects in residential construction, and on the other hand, it provides a broader overall product offering to our group. While the market in the regions is competitive, we believe that with the support of Uperio group, we will be able to profitably accelerate its growth, especially with their healthy order backlog."

Italian mast climber and hoist manufacturer Electroelsa is making a significant effort to expand

in the UK and Ireland, attending Vertikal Days in the past year or two and now appointing Direct Hoist Sales as distributor in the UK and Ireland. Based in Kirton in Lindsey, south of Scunthorpe, Direct Hoist currently sells and rents Geda hoists, transport platforms and inclined builders hoists.

Speaking of the deal Direct Hoist said: "This is the start of a fantastic new venture for us, we are very excited for this new adventure and are really confident that our partnership will be positive for our customers by offering an expanded and multi-purpose product range and local stock for quicker deliveries."



(L-R) Said Shabana of Electroelsa, Steve Stopher of Direct Hoist, Giorgio Taliani of Electroelsa, Robert Wilson of Direct Hoist, Christian Orry Palumbo of Electroelsa and Josh Wilson of Direct Hoist

NEW PRODUCT LAUNCHES

The past year has seen a several new product launches, some of them possibly delayed by the Covid pandemic. The UK's Vertikal Days event earlier this year included more new mastclimber and hoist launches than usual and included products from Maber, Geda, RAXTAR, SaeClimber, Torgar and Böcker.

MABER

Maber's UK distributor CLM display three Maber rack and pinion hoists - the MB 500, MB C1000 and MB C2000. The MB 500 is available in a single phase version with a 300kg capacity or 500kg with the three phase version. The MB C1000 has a 1,000kg capacity and lift speeds of 12 and 24 m/min and the MB C2000 has a 1,500kg capacity and a maximum anchored height of 150 metres. Largest hoist capacity is two tonnes.



Maber MB C1000



Maber MB C2000



Mace Bumpa hoist

GEDA

Geda and its UK distributor Mace demonstrated a range of hoists including the portable ladder hoist, a product that in recent years has been more popular in other European markets such as Germany and Austria but seems to be making a bit of a comeback in the UK. Mace also sells a similar product to Geda, in the form of its lightweight Bumpa roof tile hoist. Available with a petrol or 110v electric power the Bumpa is a simple, portable inclined lift for loading tiles, bricks or blocks onto roofs and upper floors of a building.

Looking at more substantial vertical hoists, the Geda heavy-duty Multilift P12 is an enclosed hoist for both goods and personnel and uses a modular design, offering owners greater versatility. The compact, pre-installed base unit consists of the car, enclosure, flat cable bin and drive and as such is delivered as a single assembled unit. The hoist therefore usually requires no foundation. Its footprint occupies only a few square metres, a major advantage of larger passenger hoists.



Geda Multilift

Once the base unit is in position, the hoist can be quickly and efficiently assembled from the car. Operation is controlled conveniently with landing pre-selection in the car and at all landing levels. The P12 transports 1,500kg of materials or up to 12 people at lifting speeds ranging from 12 to 40 metres a minute. Four different platform variants with different load capacities provide flexible adaptation of the passenger and material hoist to the situation on site. At Bauma Geda will launch a new mast concept and a new and completely redesigned version of the Multilift P22 hoist.

RAXTAR

Dutch manufacturer RAXTAR produces a full range of passenger and material hoists, common towers and software solutions for the high and mid-rise



RX SMART Series IAPA Awards Product of the Year

market. At Vertikal Days its display included the latest developments in its RX SMART Series of construction hoists for personnel, with a payload of 2,300kg and lift speed of 36 metres a minute. Announced in 2022 the series derives its name from "using 'smart' and efficient engineering." Features include quiet operation, standard C-gate and programmable landings with hoist calling system and joystick or touch panel controls.

SAECLIMBER

Spanish mastclimber and hoist manufacturer SaeClimber is known not only for its standard products but its custom-built specials, which it has supplied for various high profile projects including work at the NASA facility in Florida. It recently introduced a new three tonne high speed single and twin cage passenger and materials hoist, with the intention to increase the range with a greater focus on energy savings. It has also

launched a twin mast transport platform line - the two tonne PH10 and the four tonne PH20 - and developed a large mastclimber - the P45/S - with a platform length of up to 18 metres in single mast layout.

At Vertikal Days the company demonstrated its heavy duty E30 passenger and materials hoist. Available in single or twin



The SaeClimber 4,000kg PH20 Twin

SAEclimber

mastclimbers
hoists

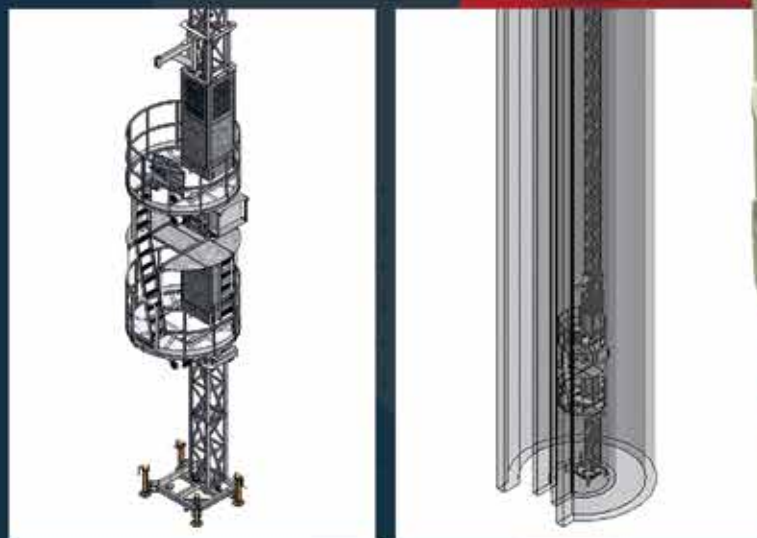


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SaeClimber E30

cage configuration each of which has a 3,000kg payload. Maximum anchored height is 250 metres, maximum elevation speed is 60 m/min and each cabin measures 4.5 x 1.5 x 2.1 metres.

At Bauma the company will display its new P40 S mastclimber which offers 1,600kg on a single mast or 4,000kg on a twin mast with a length of up to 32 metres as well as the potential to build in a triple mast format.

TORGAR

Another Spanish company Torgar celebrated winning IPAF's IAPA innovation product of the year award with its PL-20 EXT 2V Modular Transport Platform. When it came to Vertikal Days it displayed the new T3-25 modular goods hoist and the versatile PL-05 Transport Platform.

BÖCKER

And finally, Böcker showed a new rack & pinion transport platform, the dual mast Super-lift MX 2024. Maximum capacity is 2,000kg with up to seven people. The modular platform concept is said to make it highly versatile. The single mast base unit measures 1.7 x 1.4 metres and can be extended for dual mast lifts. By assembling further platform modules, the MX 2024 can be adapted to cope with a wide range of requirements such as perpendicular to the façade, where the lift can be extended to a maximum length of 5.1 metres. When parallel to the façade it can be expanded up to a width of 4.5 metres. All landing gates use switch cams stopping exactly at the same position. The completely new PLC control monitors all limit switches of the lift. Operators are notified of faults like an open loading gate via the display where all information can be read as text or as an error code. This system ensures fast diagnostics and remedial actions.

At Bauma it will also unveil the new Super-Lift LX PM rack & pinion hoist which can transport up to 25 people to heights of 200 metres.



Bocker Super-lift MX 2024



T3-25 SC Factory

Alimak has teamed up with scaffold and formwork manufacturer Peri to develop the STS 300 rack & pinion scaffold component hoist



The STS 300 features a single mast and a detachable 880mm by 1.23 metre platform with a 300kg capacity

BAUMA LAUNCHES

Other new products making their debut at Bauma include the Maber MBA2000-EU construction hoist, along with a new 2,000kg single and twin hoist. Alba-Macrel's new 3,500kg PMH hoist which can be built to a height of 350 metres. Torgar will show the PL-20 EXT heavy duty hoist alongside a PW-18 mastclimber and PL-05 transport platform. Also sharing the stand is France's XE which has the XE5 Top-Down Hoist for underground access along with several other products from its range and Camac-Minor Hoists from Spain which will launch a new rack & pinion hoist and show its new range of material hoists.

ALIMAK/PERI SCAFFOLD HOIST

Alimak has teamed up with scaffold and formwork manufacturer Peri to develop the STS 300 rack & pinion scaffold component hoist. Designed for use with the Peri Up system scaffold, the STS 300 features a single mast and a detachable 880mm by 1.23 metre platform with a 300kg capacity. It can lift all the Peri Up components including large staircases to lift heights of 12, 24, 36 or 48 metres, with a 2.2kW motor providing hoist speeds of 17 m/min. The platform also features four swivel casters for improved manoeuvrability on the ground and can be stacked for easier transportation and storage.

The company claims just two scaffolders - one at the bottom loading and unloading the boxes and another at the top installing the scaffold - are able to erect up to 300 square metres of scaffolding a day when using the hoist.

The Alimak STS 300 will initially be available in Germany before gradually being rolled out to the rest of the world.

SCANCLIMBER GLIDE RAIL

Scanclimber's Glide Rail is a mastclimber option which helps to move and deliver façade elements such as glass and concrete panels on the platform at any given height. The Glide Rail has a simple

design, is lightweight, easy to install and is compatible with all the middle to high payload range capacity Scanclimber units including the SC5000, SC6000, SC8000 & SC10000 and can be used on both single and twin mast units.

The Glide Rail is mounted onto the lifting frame above the platform and moves up and down with it. The rail can be equipped with a chain or wire rope hoist which can move along the glide rail to lift materials from the platform to the façade reducing the use of more expensive cranes.

The device has an extension system which allows the rail to be moved from the edge of the platform towards the building from 145mm to 1.145 metres. The openable hatch allows it to pass through the wall anchors, making it easy to install and easy to use with anchored masts. It has a payload of between 600kg and 1,000kg depending on the rail length and can be lifted to a desired working height with the platform and locked to the mast. When locked to the mast it does not affect the mastclimber's payload capacity.

The Rail can also be equipped with a lifting device such as a monorail which runs along the glide rail and helps to lift and transport material from the platform to the façade.

Scanclimber's Glide Rail is a mastclimber option which helps to move and deliver façade elements such as glass and concrete panels



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PRODUCTS THROUGH EXPERIENCE

Bavarian manufacturer Geda has been one of the leading players in the hoist market for many years and its products can be found on sites all over the world. Founded in 1929 as a small agricultural machinery repair company it celebrated its 90th anniversary in 2019. This year the company's industrial and construction hoist division is marking its 25th year having set up in 1997 to meet the growing demand from contractors for more efficient, cost effective and versatile lifting of materials and passengers.

Conventional material hoists were already well established, while lifting people was prohibited in many markets. The growth in demand has not slowed in that time and at the end of last year, Geda broke ground on its new manufacturing facility, while work will now begin on a new office building.

In 1997 GEDA pioneered its first transport platform - the 1200 ZP - for the Airport Centre site in Dresden



Geda has a comprehensive product range from 60kg inclined ladder type rope lifts for materials such as bricks and mortar to sophisticated rack & pinion personnel and material hoists, including tower crane operator hoists. In January 2017 the company was purchased by Johann Sailer from brothers Gerhard and Harald Dechentreiter, grandchildren of company founder Georg Dechentreiter.

FIRST TRANSPORT PLATFORM

In 1997 GEDA pioneered its first transport platform - the 1200 ZP - for the Airport Centre site in Dresden. At Bauma the following year two new models - the 500 ZP and 1500 ZP - were added, proving their worth on the high profile Reichstag (Federal Assembly) building in Berlin.

A year later the 500 Z/ZP was introduced with a new product designation which combined a material lift (Z) and a transport platform (ZP) in a single machine. The 500 Z/ZP featured a revised control system for transporting people and materials. When used purely for building materials, the hoist switches to material lift mode with a higher speed.

With the turn of the millennium, Geda acquired the construction hoist division of Austrian company Ebbs & Radinger (ERA) providing access to several new market sectors. The ERA 1200

Z/ZP and 1500 Z/ZP were added, while a transport platform for permanent installation was introduced in 2005. In 2016 the top of the range 3700 Z/ZP was launched with a maximum capacity of 3,700kg was added to meet demand for higher capacity models.



The 1500 Z/ZP was introduced after the acquisition of Ebbs & Radinger

NO ANCHORING SOLUTION

Its most recent model launched last year is the free standing 1500 Z/ZP F transport platform which does not require anchoring. Based on the 1500 Z/ZP it can be operated to free standing



heights of 12 metres eliminating time spent drilling and filling anchor points. It is also handy where it is not possible to use anchors such as on glass façades. The hoist's free standing steel base plate weighs 1,700kg and can fit onto the bed of a regular truck, making it easy to transport to site. It can also be fitted with a lifting lug allowing it to be craned into any difficult to reach locations.

The hoist features a 1.45 x 3.3 metre loading platform with a lift capacity up to 1,300kg or seven people. The transport/passenger platform control has a maximum speed of 12 m/min for personnel, while in 'materials mode' speeds of up to 24 m/min are possible. The hoist uses dual Geda UNI-X-Mast triangular mast sections and can be built to heights of 100 metres when anchored.

Over the years Geda has helped set new standards regarding safety. All its transport platforms are equipped with the usual safety equipment such as speed dependent safety gear, safety stop and overload protection. The lubrication device - fitted as standard - helps reduce wear on gear racks and pinions. The company will also unveil more innovations at Bauma.



GEDA 1500 ZZPF

TALLINN'S HISTORIC CHURCHES

Ramirent has provided a combination of scaffolding and two Geda 1500 Z/ZP transport platforms for the renovation of several historic churches that dominate the skyline in the Estonian capital of Tallinn.

St Mary's Cathedral and St Nicholas Church are located at the Toompea hill. The 69 metre high cathedral with baroque belfry was built in the 18th century. St Nicholas Church is a little higher at 105 metre and dates back to the 17th century.

Both churches are currently hidden behind 65 metre high scaffolds to carry out the roof refurbishment on St Mary's cathedral and a complex façade refurbishment on St Nicholas. Both should be completed by the end of the year. The work on St Nicholas is being carried out by Tarrest in collaboration with Meisel Ehitus, while OMA Katused is working on St Mary's.

The high wind loads in this coastal location required the use of special anchors to secure the masts. The hoists are able to transport both people and materials to full 65 metres, and while loads of up to 3,700kg are possible, the 1.45 x 3.3 metre B platforms provide plenty of space for materials such as steel elements and construction waste, with a capacity of 1,500kg.





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ELECTRIFICATION... ARE WE IN FOR A SHOCK?

The move away from fossil fuels to battery powered equipment - from cars and vans to work platforms, telehandlers and cranes - means additional demand and strain is being put onto the electricity power supply infrastructure across Europe. Is there enough capacity, is it in the right place and how much will it cost? Mark Darwin talks to Brian Stead, legal compliance and property director of Nationwide Platforms in the UK, about the power issues it is facing and how the UK's largest access fleet is preparing for the inevitable increase in electricity demand.



Brian Stead

Nationwide Platforms - part of France's Loxam group since 2017 - has nearly 15,000 aerial work platforms, of which around 10,000 are battery electric or hybrid. Since 2015 Loxam's Corporate Social Responsibility (CSR) policy requires group companies to purchase environmentally sustainable products wherever possible. Until recently small electric slab scissors have satisfied this requirement as there have been few larger electric machines available. This is starting to change with the introduction of larger electric booms and scissors as well as vans and small trucks - and with it comes power supply issues.

"Electrification is not about a product, it is about transitioning a business to reflect evolving market demands bearing in mind you cannot run faster than the customer, otherwise you cannot deliver your return on investment, and you cannot be slower than your supplier otherwise you will lose market share... and you have to do that in the environment of a long life cycle product," says Stead. "That is the way I realistically look at the problem. It is not about how many amps this machine needs."

"Equipment suppliers were initially slow to offer larger electric powered products and whilst lithium was available on spider lifts it wasn't on the core machines such as the 15 to 16 metre Rough Terrain booms or the 15 to 18 metre scissor lifts. Every year we submit our investment plans - and

this year there was a big investment - and we had to justify every single machine that was not electric. As part of this policy, we also started looking at vehicles such as cars, vans and Light Commercial Goods Vehicles (LGVs) up to 7.5 tonnes, however that raised the issue of is there enough power going into each depot?"

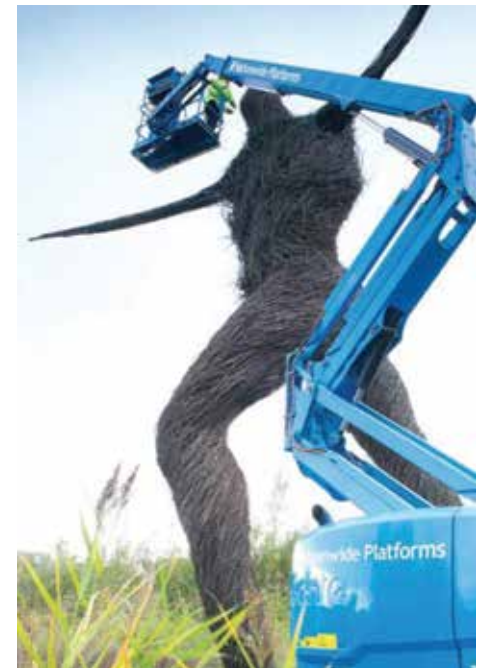
"Accepting that the rental machines pay our wages and not company cars, there had to be some prioritisation, and this was the real start of our electrification project," he says.

POWER TRIP-OUTS

The increasing numbers of battery powered platforms meant that by 2019 the company was already experiencing frequent power trip-outs at one of its depots.

"At that stage I had initiated a power upgrade for the depot. However, it has taken three years and a significant six figure sum for the Distribution Network Operator to provide the upgrade. The cost did reflect problems in carrying out the upgrade being routed a distance of 7km over land owned by five different owners and two public highways. The cost depends on where the local substation is positioned relative to the depot and the size of upgrade you need."

"The main point here is the amount of time and cost it has taken just to upgrade one depot. It is not a five minute fix - you have to plan ahead as it could take years and be very expensive," he said.



REVIEW INITIATED

Because of the power problems, Nationwide initiated an infrastructure review of its 31 depots. However, with the recent rises in the cost of electricity - which for some businesses have reportedly been in the order of 400 - 500 percent - the changes that have been implemented are



now saving a significant amount of energy and therefore money.

Stead's initial task was to deal with nine depots - roughly a third of the total - including three types: a large location most likely to have the greatest demand, the 'non-standard' depot which runs dual shifts, and the baseline 'average' depot used to compare against the others.

He then teamed up with an energy management company which installed software allowing them to see the power consumption of each of the nine locations in real-time - where the power was being used, whether the power is clean or dirty and if there were any other issues.

"Out of the nine depots I have had to upgrade the power supply of a further two this year making a total of three. One went very smoothly as the substation was almost adjacent to the yard boundary, one was reasonable and of course we had the three year challenge depot - but there will be many others."

The software allows Stead to carry out sensitivity tests purely on the number of machines in each branch that can predict power capacity problems if requirements increase by 10, 20 or 30 percent etc. "Using this data we can get ahead of the curve in applying for upgrades to the Distribution Network Operator or in the worst case deciding whether we need to relocate a depot if upgrades are not available in a timely manner."

"A full audit of each location has been carried out and we are finding that years and years of adding additional electrical charging points etc... was really not working," he says. "Some machines were being daisy-chained from transformers meaning as little as a one amp single phase supply to the machine. But the overnight charging mind-set - an eight metre electric scissor charges in six to eight hours - meant we would plug them

in at 5pm, and mistakenly expect them to be fully charged by the morning. This carried the risk of supplying machines to customers which were not fully charged. We have now addressed this from the audit."

WHAT IS TYPICAL USAGE?

For most depots the power supply would be between 100 and 200Amps three phase - compare that to an average household which would be 60 to 100Amp, two phase depending on its age. The largest supply for a Nationwide depot is 800Amps however that was inherited when it took over the facility of an old steel fabricator which obviously needed a huge amount of power. This however is not currently cost effective because of the high standing charges and will be scaled back shortly.

"What should also be remembered is that almost all of our 10,000 electric machines are electric slab scissor lifts or small machines charging at a 16A rate on single phase connections," he says. A 100A supply can support between 400 and 500 of these machines relatively easily. When dealing with larger scissors, booms and trucks vastly more power is required."

"Dingli's new 34 metre boom lift for example will take much more power to charge than the standard slab electric scissor lift. Using a single phase 16A circuit you would be lucky to charge the big boom in a week! The manufacturer says it can be charged in 1.5 hours - perhaps with a Tesla type fast charger - but certainly not on the

Dingli's new 34m boom



typical customers' worksite. It probably needs a 32A three phase supply, so the average depot with 100A can charge three big booms before it is overloaded."

However, the challenge does not stop at the rental company in that once the machine has left the depot and is delivered on site, it is the customer and the construction site's electricity capacity that has now to be able to charge possibly hundreds of electric machines with peak power needed for a few hours after the site closes in the evening. Pushing the problem up the chain has resulted in several customers now asking Nationwide to provide machines with five times the operating cycle so instead of the machine being operated for a day and charged every evening, they want one charge to last a week because of the lack of charging facilities.

"In simple terms five times the operating cycle means five times the battery size or using a different type of battery which means a redesigned machine due to weight dynamics/battery size etc," he says. "Battery technology has improved and will continue to improve but the more it is pushed back to the rental company the bigger its power supply challenge."

"Our most challenging depot in London has 1,100 machines and a 100A supply. What blows the circuit is peak demand and one solution is moving that demand. The obvious has been done - changing all lights to LEDs and installing PIRs etc which can deliver 75 percent power savings across the lighting network. Lighting makes up around 20 percent of the depot's demand so worth saving. What was last year a four year payback decision is now a sub one year decision making the financial justification easier and instantly aligns the need for available capacity with the desire for cost savings."

In a standard depot the bulk demand is between 4.30 and 7.30pm daily with the peak day being Friday. On Friday many machines were plugged in and left for the weekend.

"If people leave the depot late Friday and then the circuit trips they arrive on Monday morning and the machines aren't charged. The solution requires the charging to be staggered, say putting a second batch on at 8pm Friday or on Saturday morning but it then starts to affect the efficiency of the depot. With the analytical software we can predict the direction of travel and even check that the power has not tripped."

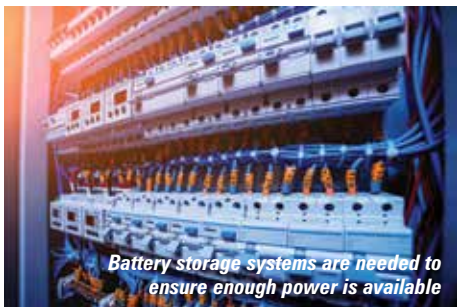
ALWAYS ON THE GRID?

"Company CSR policy negates the use of a diesel generator to provide power - although we did use one for a short period at a depot, but it was using £1,000 of diesel a month. The solution in some depots is now battery storage. Demand during the night - particularly at the weekend - is virtually zero so you can feed the storage batteries using differential charging rates - taking cheaper overnight electricity of course, but importantly you can smooth the demand from the grid by using the batteries to feed in capacity at peak times. This will reduce and possibly eliminate some upgrades."

BIG POWER CONSUMERS

The major gamechanger to having enough power is the introduction of the larger electric booms and scissors, electric vans and LGVs which have enormous power demands.

Nationwide is just about to take delivery of its first two 40 tonne trucks and each one takes about seven times the energy of the average electric car to charge - so the equivalent of charging 14



Battery storage systems are needed to ensure enough power is available



electric cars, which would be too much for most depots power supply.

"To keep the delivery trucks charged Nationwide uses the off peak storage batteries - one battery pack for two trucks. The trucks have to be charged overnight so a fast charger - similar to a 150kW Tesla super charger - is needed. You cannot draw that sort of power from the grid in our depots."

"Some people say use solar power then its more sustainable than drawing from the grid. To charge the two delivery trucks via the batteries we would require over 500 square metres of solar panels making the charging cost of two trucks more than £1 million to purchase and install. That is a lot of money and an awful lot of yard space which is at a premium in the first place. We are of course looking at solar in the depots but not for delivery trucks."

GRID INFRASTRUCTURE

"The main problem is the power grid supply infrastructure is not in place to cope with the rise in power demand the country is now seeing. One network provider told me that the electricity supply will max out by 2026 because of growing

demand particularly from electric cars, vans and trucks. If the substation hasn't the capability you cannot plug in, if the power to the substation has reached its capacity you then need massive infrastructure upgrades and that means digging up roads - or going over ground although that has its own problems. In certain areas we could reach the capacity of the infrastructure in three to four years and alternative solutions such as hydrogen will not be advanced enough in that time."

SOLUTIONS COST

As already mentioned, there is no average cost for energy upgrades it is purely down to how far the substation is from the depot, and the pricing strategy of the network provider. Its depot in Birmingham had a substation next to the depot and cost less than £10k to upgrade.

"In London East - where there has been a lot of warehousing built including the 190,000 square metre facility for Amazon which draws an enormous amount of power - they are running out of power, so supply and demand applies, and rates go up if you want more. Each depot has to be looked at individually and then money allocated - perhaps £100k perhaps £1 million - for each project, unfortunately it takes time to work out and there is an awful lot of detail to be considered before you can be sure."

"When I started this project, I thought most of the spend would be on the analytics but that is less than 10 percent of the cost. The initial project needs to be completed by March 2023 as this is when our fixed price electricity contract ends. Current projections for savings for initiatives already taken or to be completed over the coming months suggest 900,000 kWh will be saved each year. At current market rates of around 75p per unit that is £675,000. A very positive result for both sustainability and the cost line."

DECISION TIME

"The whole industry is facing a very significant decision and as the market leader we need to play a part in this," he says. "Before April 2022 we were all using Red diesel with 46p duty relief - costing about £1 per litre. Then industry took the hit on 1st April when the relief was ended, and we had to move to White diesel. Many rental





Red diesel

companies took the hit to their margins. At the time it was perhaps easier to pass on the direct increases because of the volatility in the energy market."

"Currently if you hire an electric machine, it goes out fully charged and you can return it with any amount of charge so long as there is enough power to get it onto the back of the truck. If you calculate the cost of charge by machine type which is easy to do at the industry rate of 75p per unit then you will realise you are making less money on an electric machine, even though the average rental price is slightly higher than diesel because you are giving the electricity away for free."

"An eight metre electric scissor costs about £5 to £6 to charge each time, which if the customer takes it for a long rental is not relevant. However, on a short term rental it starts to add up, particularly with a fleet of more than 10,000 machines! Of course the bigger the machine the bigger the cost to charge and with the larger booms and scissors this is becoming significant. If we look at the car rental market as a parallel market, they too have faced very large upgrade costs to be able to offer electric vehicles as part of their hire fleet. They now charge a fee for the electrical recharge and I believe the plant rental industry will have to follow this path. The challenge for the access industry is working out a fair and accurate price. "Nationwide will have telematics on all of its 15,000 machines by the end of this year and this will include a method of charging in a fair way. No decision has been made by ourselves but I don't think the industry can continue to just absorb the electricity price increase - and that is a problem for both large and small companies."

IS BATTERY ELECTRIC THE FUTURE?

"I see battery electric power playing a major part in the future, certainly over the next five to 10 years and diesel will disappear, although bear in mind the companies which run truck mounted machines will have a long tail before they reach 100% sustainable. We are about 66 percent electric and hybrid today - by machine count not power demand - of which only five percent is hybrid and the remaining 34 percent diesel."

"I think hydrogen will play a part initially on the smaller machines before moving to the larger machines. Hydrogen may initially find its way on to work sites as a fuel source for generators to provide electrical charging capacity. Having hydrogen available at the point of use today will provide many work sites with challenges."



"There is not one solution and there isn't a switch over point from going from electric to hydrogen. As with fossil fuel to electric so with electric to hydrogen or other solutions it's a transition. For Nationwide with the fleet we have and a replacement value measured in the hundreds of millions of pounds, the cost of getting it wrong or miss judging the timing will be enormous."

Stead is initially carrying out the project for Nationwide in the UK but also sharing the information with the rest of the Loxam group.

"In my experience the ability to work with the energy suppliers varies country by country. France is more enlightened in terms of its energy infrastructure and has more government influence over its energy policies. The tendency in much of continental Europe is to lay the infrastructure earlier. In the UK they typically put the tarmac down and then build everything around it. The USA is still very closely wedded to diesel - that will change but American suppliers are currently slower out of the blocks."

HVO FOR LARGER VEHICLES?

"We have offered HVO in at least 26 of our 31 depots but there is little demand from customers so far. Some do not see HVO as a more sustainable solution when you consider the whole life cycle whilst others reflect the site demands of the prime contractor. Nationwide's role is a solution provider, we have spent over £300,000 this year to give the customer that choice."

INCREASED COSTS

"One of the problems of being a market leader is that the companies that lag behind are able to use a lower cost base and wait," he says. "Rental rates have gone up but not sufficiently to maintain margins for all these extra infrastructure costs and that is a real challenge for everyone. Of course, our competitors will make their own decisions regarding the road ahead, but I would recommend everyone reviews their infrastructure and they do not underestimate the time and cost of transition. It is going to be tough but exciting over the next five to 10 years." ■





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The flywheel energy storage system



FLYWHEEL TECHNOLOGY IS A GAME CHANGER

New game changing flywheel technology developed by UK company PUNCH Flybrid is helping some pioneering contractors drastically reduce carbon emissions and costs when running big electric powered equipment such as tower cranes, hoists and mastclimbers.



Tobias Knichel

Construction and development group Bowmer + Kirkland was the first construction company to recognise the potential of the new technology - which has its roots in Formula 1 - and the first to install two PUNCH Power 200 machines on site resulting in massive cost and emission savings with its tower cranes and then mastclimbers. Bowmer + Kirkland now has more than 10 Power 200s and is at the forefront of reducing carbon emissions from the equipment it uses. Going forward it plans to use them on all its sites with tower cranes, hoists and mastclimbers, an approach that is helping to save the environment and support new technology which will benefit the entire construction and perhaps other industries.

WHAT IS FLYBRID TECHNOLOGY?

Tobias Knichel, managing director of Silverstone based PUNCH Flybrid explains: "Dynamic duty cycles waste a great deal of energy because they require a lot of power for short periods of time, as a result this type of application has traditionally required oversized powertrains purely to cope with the peak demand."

"But what if the power source - a generator, battery or mains electric power for example - could draw on an external power source to deliver that peak dynamic load, injecting energy only when the large power demand is required e.g. when a crane lifts a heavy load at maximum speed or when a Formula 1 car needs full power when accelerating? A short surge of power from an

outside source when needed would allow the size of the generator powering the equipment to be matched to the average load - when slewing or lifting lighter loads - thus saving fuel and reducing emissions. This is exactly what the PUNCH Flybrid Power 200 does."

As we have already mentioned the system was originally developed for motor sport because a race car is constantly switching between full acceleration or hard braking and so has a very dynamic duty cycle. There are however many other types of equipment with similar dynamic duty cycles such as excavators and wind turbines but also compressors as well as tower cranes and mastclimbers. In trials carried out by Bowmer + Kirkland over the past year or so, it has found that it was able to cut the size of generator used to run a tower crane by more than half, from a typical 300kVA to 100kVA, reducing the rental cost of the generator as well as saving massive amounts of fuel because the fuel efficiency of a smaller generator running at a more constant load - thanks to the Flybrid flywheel technology - is drastically more efficient than a big generator having to cope with the fluctuating demand from the duty cycle work of a busy crane.

HOW DOES IT WORK?

PUNCH Flybrid uses a flywheel energy storage system - essentially a highly engineered flywheel which can spin at high speeds - connected to a combined electric motor/generator which powers the flywheel during periods of lower demand and then converts to a generator driven by the



flywheel when the crane needs more power.

This running gear is then enclosed in a protective, ventilated, skid mounted generator like case measuring 1.2 x 1.6 x 1.5 metres and weighing about 500kg to create the PUNCH Power 200.

This is then simply plugged in between the power source - a diesel or hydrogen genset, battery or mains power - and the tower crane or mastclimber. Maintenance is minimal requiring just an annual oil and filter service plus bearing

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Inside the Power 200 the energy is stored as kinetic energy in the spinning flywheel, and this is transferred by the motor/generator to the crane when it needs that short burst of power. When the tower crane is about to lift a load and spike the power requirement, the Power 200 reacts to the frequency and voltage changes between the power source and application and uses the energy stored in the flywheel to generate the extra power to cover the crane's surge requirement, eliminating the additional demand on the generator. This allows the generator to run at almost constant load, rather than forever changing to cope with the vastly differing power requirement of the tower crane. The Power 200 works whatever the power supply/source and is literally 'plug and play'.

There is only size of one Flybrid unit available - the Power 200 - but this can cope with generators from 100kVA to 1000kVA. If more power is involved then it is possible to connect the Power 200s together to deal with 2000, 3000, 4000kVA etc if required.

There are many examples which we will cover in detail later however here is just one simple example of the substantial savings on a typical tower crane application. The usual 300kVA generator supplying the crane was consuming about 8.3 litres of diesel an hour, largely because it had to deal with frequent changes in power requirements. After installing the Flybrid system and replacing the larger generator with a smaller one, fuel consumption was reduced to just 3.3 litres an hour for exactly the same work! On a tower crane that might be on site 75 weeks that is a huge saving in diesel, genset rental and CO₂ emissions. The financial saving was substantial a year ago, but with the current cost of diesel it is staggering.



PUNCH Power 200s are manufactured in the UK using conventional materials and processes resulting in fewer supply chain issues. They are easy to recycle and have very low full life-cycle emissions in the manufacture, usage and recycling phases.

"It is becoming more and more unacceptable to waste energy"

"With the global energy crisis, we are heading into a period where it will become more and more unacceptable to waste energy," says Knichel. "Bowmer + Kirkland was one of the first companies we worked within the construction sector that was prepared to try this new technology with its tower cranes."

"The starting power required is generally significantly higher than the running power. One of the first crane applications was on a luffing crane which would normally be powered by a 325kVA generator set - in this case it was an Atlas Copco QAS 325 with 325/260 kVA/kW power. After installing the PUNCH Power 200 the generator was reduced to a 100kVA HGI HRD 1000T with 100/80 kVA/kW reducing the genset by a factor of 3.25 saving more than 51 percent of the fuel which equates to saving more than 240 litres of fuel per week and more than 12,000 litres per year. The annual emissions saved is more than 32 tonnes of CO₂ which is the same level of emissions as 21 cars driving an average annual mileage of 7,400 miles."

Another example involved a 66 tonne Terex CTL 1600-66 luffing tower crane which had its 800kVA genset downsized by a factor of 2.5 to 320kVA after installing a PUNCH Power 200. Savings of more than 633 litres of fuel per week/31,000 litres per year and more than 83 tonnes of CO₂ per year - or the equivalent of 55 cars - were achieved.

MEGA HOIST SAVINGS

"Hoists are typically powered by Direct on Line (DOL) motors which start at full load drawing a large amount of current and a significant challenge to genset frequency and voltage stability. Trials were carried out on a UK site with two Alimak Scando 650 hoists each normally powered by 200kVA genset. By adding a PUNCH Power 200 it was possible to downsize to just a single 100kVA genset for both hoists. Thus, a fourfold reduction resulted in a fuel saving of 71 percent!"

The use of the Flybrid technology in the Power 200s also allows more equipment to be powered by an existing AC mains connection, avoiding the use of additional diesel generators to help the site cope when the mains connection is not large enough to power the application. It also minimises the cost and time of upgrades for site power requirements and there is also a cable sizing and connection switchgear size/cost reduction. And on certain sites the diesel generators can be removed altogether after employing the flywheel power system.

At the moment the company is producing around 10 Power 200s a week and each is available for purchase at a fixed cost of £44,900. Many have been sold to rental companies - such as John F Hunt Power - which are now available to rent. Tower crane rental companies may also be able to supply one with the crane.

This really is a game changing product. PUNCH Flybrid's flywheel technology and Bowmer + Kirkland have recently been recognised in the British Construction Industry Awards winning the 'Carbon Net Zero Initiative of the Year' award as well as the overall 'Initiative of the Year' award - chosen from all the category winners. And it's easy to see why. It is a win, win, win product where everyone gains. ■



BOWMER + KIRKLAND PIONEERING MAKES HUGE SAVINGS

One of the early adopters and hugely involved in the onsite trials of the PUNCH Flybrid flywheel technology was contractor Bowmer + Kirkland and its group crane manager Dave Shooter. Speaking of how he became involved with the product he said: "I was immediately interested in the product and keen to try out the new technology. The results were astounding. We could not believe the savings in carbon emissions and fuel consumption when the Flybrid was used in conjunction with either mains power or a genset."

"Any reduction in generator size counts. Even before using the PUNCH Flybrid Power 200s we were making sizeable savings from using more efficient equipment. For example, the Terex CTLH 192-12 we hired from Select has a 25kVA smaller generator specification than its previous model. This may sound very small but if it saves four litres per hour, on a 50 hour week that is 200 litres, over a 45 week contract that is 9,000 litres saved, when fuel was 63p a litre that was £5,670 and 23 tonnes of carbon saved!"

"The same is happening with the SAE P40 mastclimbers we have on the MediaCityUK contract in Salford which start up at about 40 amps and then run at 9.8 amps. Most mastclimbers start up at 55 to 60 amps and then run at 14 to 16 amps. The P40 - supplied by Lyndon SGB - wasn't designed as an 'eco model' but is just the next generation model with newer technology. Having just one machine on a job means there isn't a great benefit but when there are 23 on site as on the MediaCity contract, the benefits of a smaller generator and therefore less fuel usage is multiplied."

"The two 300kVA generators used for the 23 mastclimbers have now been downsized to 200kVA saving £75 per week rental over 120 weeks which is £9,000. The fuel saving on both generators is seven litres per hour over a 50 hour week that is 700 litres for both generators. With diesel at 55p a litre which is the price when we first started looking into this, the saving was

£46,200. With fuel rising to £1.50 per litre that is now a total saving of £126,000!"

"On our Friargate site in Coventry we had two luffing jib cranes - a Terex CTL 272 and a CTL 282 - from Select Plant, each with a Flybrid Power 200 installed between the generator and crane. Each crane would usually use a 300kVA generator however using the Power 200s reduced this to one 200kVA unit. Over the 78 week hire period we saved over 40,000 litres of fuel and over 106 tonnes of CO₂ - the equivalent of almost 18,500 car commutes into Coventry (based on a 40mpg car travelling 20 miles per day)."

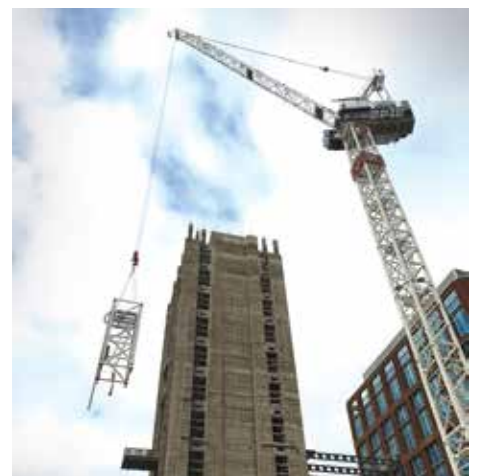
"The twin passenger hoist on the Vita student accommodation block in Coventry downsized its two generators from 200kVA to 100kVA using one Flybrid unit. Over 37 weeks it saved 64,509 litres of fuel and almost 170 tonnes of CO₂ - the equivalent of almost 30,000 commutes into Coventry."

"In total using the Flybrid Power 200s on the two sites in Coventry we have saved over 100,000 litres of fuel which at £1.55 a litre is more than £160,000 and the equivalent of almost 50,000 car commutes in CO₂."

"Between June 2021 and June 2022 on seven pieces of kit - six tower cranes and one hoist - we have saved £129,466 in fuel and 407.13 tonnes of CO₂," says Shooter. "And the frustrating thing at the moment is that we are one of only a few contractors that have adopted this technology. Imagine the total savings that could be made if every tower crane, hoist and mastclimber in the UK, Europe or world used this technology."



Dave Shooter



IN CONCLUSION

It is very rare that we see a new product that has such profound potential to change without finding at least one or two downsides. From listening to those who have used the equipment and visited the Flybrid facilities, met the team and looked at the equipment, we can see no clear downside no matter how hard we try to introduce some balance. This is truly a win win product. ■

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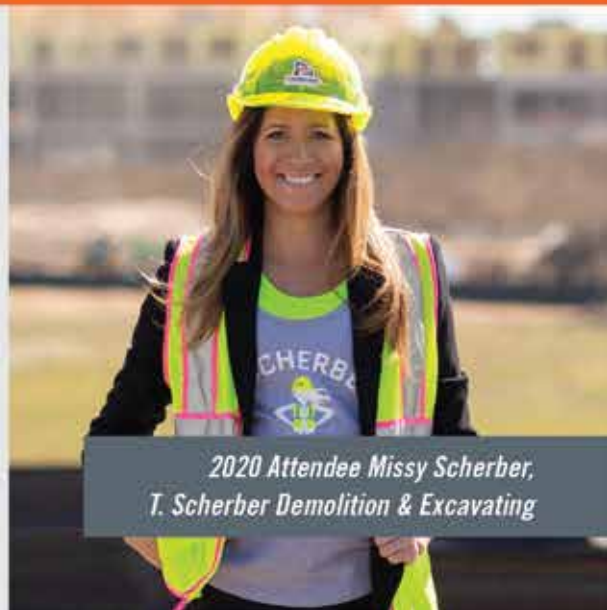
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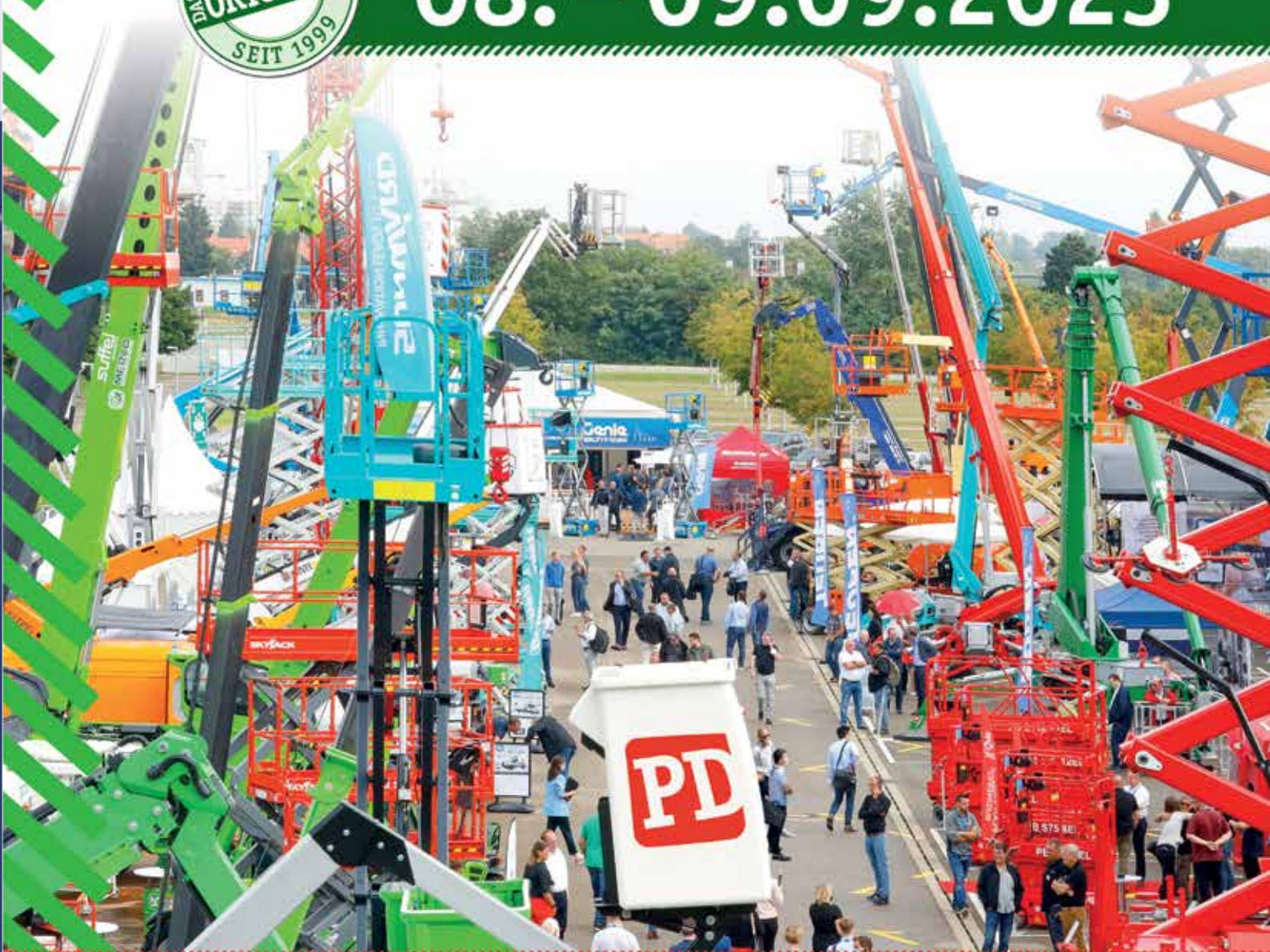
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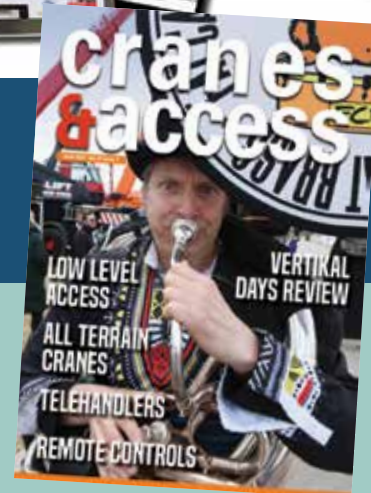
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UK refrigeration company GEA Refrigeration UK has been fined £27,000 plus £35,000 costs and a victim surcharge of £170, after an employee broke several ribs and sustained internal injuries after falling 2.5 metres from an incomplete gantry. The company was replacing a cooler unit located on the gantry 10 metres above the warehouse floor at an Iceland depot in Swindon in February 2017.

The Health and Safety Executive found the company had failed to properly plan, co-ordinate and supervise the work, to ensure it was carried out in a safe manner to control the risks of falls.

HSE inspector Leo Diez said: "This incident could have been avoided by identifying and implementing effective control measures and safe working practices."

GGR LAUNCHES NEW E-LEARNING COURSES

UK based mini crane and glass handling specialist GGR has launched the first in a series of new online training courses for spider and mini crawler cranes, along with vacuum handling equipment. The initial online training and e-learning courses focus on floor cranes and hoists, with more equipment categories such as cladding vacuum lifters and glazing robots to be added in the coming months.

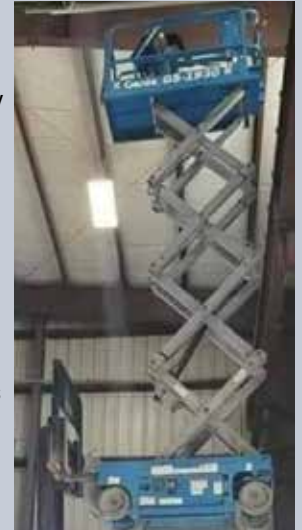
GGR has trained thousands of people since it launched its first course in 1995, from training facilities in Oldham, Haddenham and Blantyre. Chief executive Graeme Riley said: "The business environment is constantly changing. In today's market, we are faced with new challenges and have seen interruption to business from the effects of the Covid pandemic, disruption to supply chains and rising costs, creating a shift towards doing business in a more sustainable, efficient and environmentally friendly ways. This, along with market trends and customer demands, has driven our investment in these programmes."

Group training manager Terry Cheese added: "We are producing these e-learning courses in response to increased demand for training that can be delivered and accessed remotely, without leaving the office, home or even on location. We've made significant investment in software and content production to ensure that after successful completion learners can be efficient and effective with our equipment, for increased productivity and safety. All the programmes have been designed by us and many are already accredited. Our eLearning designs include things like interactive scenarios, hi-res imagery, quizzes and assessments, narration, videos and instructional films, animation and downloadable documents."



WHO TRAINED THEM THEN?

We are not sure where this occurred or when and the concept is far from new... we have reported on similar incidents for more than 20 years. Given the safety issues which include structural failure of the fork pockets as well as stability issues, not to mention the inefficiency of this method, it is hard to understand how two or more people could think that this makes any sense, no matter what the circumstances.



MALAY SAFETY POSTER CAMPAIGN

IPAF and Malaysia's Department of Occupational Safety and Health (DOSH) Selangor have launched a series of Andy Access safety posters in the Malay language as part of DOSH Selangor's Aerial work platform Safety Campaign which aims to promote the safe and effective use of mobile work platforms.



Raymond Wat, Bahrudin bin Mamat of DOSH Selangor Alex Tan of Aerial Global and Amanda Tan of IPAF

IPAF has been working closely with the DOSH Selangor's deputy director of operations, Ahmad Fauzi bin Awang, with the plan to publish eight posters in total. Alex Tan of Aerial Global and chairman of the IPAF Malaysia Workgroup, also proposed a collaboration between safety organisations in Malaysia and IPAF to maximise the impact of the new Malay language posters which will be printed and distributed throughout Selangor including IPAF members, construction sites and local safety organisations.



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UK TIER ONE CONTRACTOR SITE REQUIREMENTS

Tier one contractors in the UK have confirmed that from 1st January onwards, lorry loader cranes with swing-up stabiliser legs that hydraulically rotate across fixed control stations - including emergency controls in the case of those operated by remote - will need to be fitted with a manufacturer or authorised representative approved technical solution that prevents the stabiliser beam from being fully retracted unless the leg/jack cylinder is in the vertical/upright position ie not horizontal.

Until the end of this year, cranes of this type that do not have the required technical solution fitted, will require the retraction of swing-up stabiliser



Swing up leg

legs to be supervised by a second person (a 'Spotter'), the provision of whom will be agreed on a case-by-case basis between the supplier and the site.

Please note that the above should be viewed separately to Skanska's policy on swing-up stabiliser legs which will remain in place.

SWING-UP STABILISER SAFETY VIDEO

ALLMI has launched its 'Swing-Up Stabiliser Safety' video. Aimed at Spotters and Operators of lorry loader cranes with swing-up stabiliser legs and developed as an integral part of ALLMI's new E-Learning Module, the video's release follows extensive work already carried out by ALLMI on this subject, including the publication of Safety Alerts, a Guidance Note, training scheme amendments and successfully lobbying for change to the European product standard, EN12999.

Covering all aspects of correct use for swing-up stabilisers - as well as the various types available - the video also explains how the spotter and operator should work together to ensure safe leg retraction.

Video content includes:

- Introduction to Swing-Up Stabilisers
- Acting as the Spotter
- Correct Operation
- Incorrect Operation
- Swing-Up Stabilisers Operated by Remote Control
- Other Types of Swing-Up Stabiliser
- ALLMI Resources

As well as being part of ALLMI's E-Learning Module, the video is freely available via ALLMI TV: www.allmi.com/allmi-tv



SWING-UP STABILISERS COMPLIANCE REGISTER

As part of its work with the Tier One Health & Safety Forum, ALLMI is in the process of launching a new web based 'Swing-Up Stabilisers Compliance Register'.

Manufacturers will upload details of lorry loader cranes with swing-up stabilisers that are compliant with Tier One contractor requirements and these machines will then be fitted with an ALLMI QR code sticker. When the QR code is scanned by site staff, the user will be taken to a page on the ALLMI website where upon entering either the loader crane serial number or vehicle registration, confirmation is provided of the crane's compliance.

ALLMI chief executive Tom Wakefield said: "The purpose of the Register is to assist manufacturers, fleet owners and contractors with the issue of site access for lorry loaders with swing-up stabiliser legs, creating a smooth process and also making it simple to understand when a spotter is required i.e. if the lorry loader isn't registered with ALLMI, or via an alternative manufacturer specific QR code system, then until the end of this year it can continue to operate on Tier One sites, provided that a spotter observes the safe retraction of the leg."

An implementation date for the Compliance Register (when sites will start looking for the QR code) is yet to be agreed, but a further update will be provided in due course.



NEW E-LEARNING MODULE

ALLMI has released a new E-Learning Module for Swing-Up Stabiliser Safety. The association is encouraging adoption of this E-Learning for personnel using any type of swing-up stabiliser legs. However, it is important to note that, as of 14th November, Tier One contractor sites will request evidence of Module completion for anyone in the role of spotter or operator of lorry loader cranes with swing-up stabiliser legs that hydraulically rotate across fixed controls - including the use of emergency levers - unless fitted with a manufacturer or authorised representative approved technical solution that prevents the stabiliser beam from being fully retracted if the leg is not in the vertical/upright position.


ALLMI technical manager Keith Silvester said: "The E-Learning Module can be accessed free of charge via the ALLMI website. It consists of the user watching ALLMI's new Swing-Up Stabiliser Safety video and then answering a series of related questions. All questions must be answered correctly and once achieved the user is sent email confirmation of their pass. This email will contain a QR code which when scanned by site staff, will confirm the validity of Module completion."

To complete the E-Learning Module for Swing-Up Stabiliser Safety, please visit the following page of the ALLMI website:

www.allmi.com/swing-up-stabilisers-elearning



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



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Setting the Standards for the Lorry Loader Industry

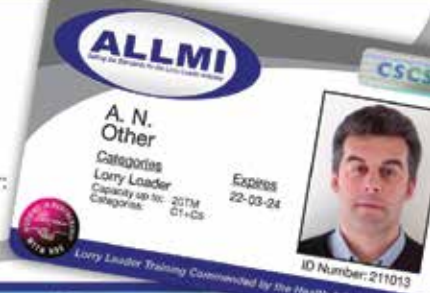
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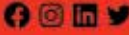


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BATTERY

NEW PASMA CHAIRMAN

PASMA has appointed Richard Fairfield of E. T. Hire as chairman. He took over from Roger Verallo of Euro Towers at the association's annual members' meeting on September 29th. Roger Verallo has been a member of PASMA for 45 years, the last nine as chairman. Fairfield stressed his excitement at working with the PASMA team working towards a world with "no falls, no injuries and no deaths" involving towers.



Richard Fairfield (left) takes over from Roger Verallo

PASMA CONFERENCE 2022

150 delegates attended PASMA's annual conference which included a packed programme with presentations from:

- Jason Carlton of PASMA introducing the association's new TowerSure tower inspection technology.
- Ian Fyall of Simian Skill, highlighting the progress of PASMA and tower safety in the Middle East.
- Lesley Nidd of Network Rail, who shared insights into the investigation she led into a fall from a tower at Paddington Station in 2019.
- Helen Barnes of Network Rail and Rob Usher of Taziker, explaining the positive way they responded when Taziker was involved in two close calls with towers.
- Mike Contopoulos of Network Rail and Peter Bennett of PASMA who stressed the value of collaboration and shared learning for preventing accidents.
- Don Aers of PASMA discussed changes to EN 1004 and BS 1139-6 and what it means for those involved in tower supply and use.
- Finally, James MacPherson of Risk Fluent hosted a panel discussion on the problems TowerSure is solving and PASMA's vision for its future, with Blake May of Arriva, Sam Beesley of AT Jones and Peter Bennett of PASMA.

PASMA members could also access a members' exclusive room, where speakers included Martin Traynor of the Cabinet Office, James MacPherson of Risk Fluent, Daniel Ng of PASMA, John Darby of the Test & Research Centre, Martin Doran of Astley Hire and Maarten de Vries of PASMA.



Rob Usher of Taziker



Lesley Nidd of Network Rail



Rebranding safety panel session

TOWER SAFETY VIDEOS FOR RAIL INDUSTRY

PASMA Conference attendees were also shown a new short video series 'Using towers safely in a railway environment', created by PASMA, Taziker and Network Rail. Filmed at Bristol Temple Meads and Wilmslow railway stations:

- Introduction from Network Rail
- Roles & responsibilities
- Selecting the right tower
- How to assemble and dismantle a tower
- Inspecting a tower
- Protecting the public
- Ascending and descending a tower safely
- How to move a tower
- Competence
- What to do if you spot something unsafe

The videos will be shown during inductions and on-site briefings, they are also available on PASMA's YouTube channel.

TOWERSURE

Delegates were able to try the new TowerSure inspection technology. Using the free mobile app, they were guided through the process of inspecting a tower, ensuring all safety checks are completed and all legal responsibilities are met along the way. The inspection records generated are stored securely and can be searched and shared electronically via a web portal.

Delegates could also scan QR codes on the equipment to check for an up-to-date inspection. On sites this is done before using the equipment or to spot check that inspections have been carried out on schedule.

See: pasma.co.uk/towersure

TOWER SHOWCASE

The rain held off long enough for delegates to visit the 'Tower Showcase' featuring towers from UTS Sales & Repairs, Pop Up Products, WernerCo, Alto Access Products and Euro Towers.



Chris Smith of PASMA leads delegates on a tour of the tower showcase



Chris Bowman of Euro Towers

Delegates were introduced to a range of tower configurations, including 3T and AGR mobile access towers, linked towers, end and side cantilever towers, towers with bridges and stepped towers. There was also a showroom for low level access equipment.



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IPAF FESTIVE DECORATION SAFETY GUIDANCE

People using or responsible for using aerial work platforms to install and remove seasonal decorations are urged to download a new technical guidance booklet that can help to avoid safety issues and mitigate risks involved in work at height in public areas and alongside roads.

IPAF published the 24 page 'Safe Use of MEWPs in Public Areas' digital document earlier this year and it is now free to view or download at www.ipaf.org/resources in a print ready format that can be co-branded with company logo and shared with end users.

IPAF's Brian Parker said: "As we all know, installing or taking down decorations and lights can quickly turn into a festive hangover if those tasked with the work do not know how to select the correct type of machine, or overlook the need to use professionally trained operators and supervisors. At this time of year, there is often undue pressure placed on operators to save time and money by omitting a site



Brian Parker



assessment and disregarding safe-use practices. IPAF is keen to remind users of the need to ensure that all operators are trained, supervised and act in accordance with industry recognised safe practices."

"This work is often carried out during the hours of darkness or inclement weather, while those involved feel pressurised to keep up with demand to meet commitments with family and friends. However, there is no shortcut to safety, so we urge all those planning and undertaking such operations to view the new document."

Visit www.ipaf.org/safe or www.ipaf.org/resources for a comprehensive range of free to use guidance and resources including Andy Access safety posters and Toolbox Talk briefings. See www.ipaf.org/training for IPAF's courses and to find your nearest IPAF Training Centre.

ONLINE SEMINAR FOR MASTCLIMBER SAFETY

IPAF has broadcast a free online seminar aimed at re-establishing full confidence in the safety and efficiency of mastclimbing work platforms (MCWPs) as a means to offer work at height solutions for façade work, following the UK HSE safety alert that was issued earlier this year.



The seminar - Why MCWPs are the best access system for façade work - gives an update on the work the industry has done to maintain compliance with UK HSE guidance and to reassure contractors and end users that the equipment is still the safest and most effective way to conduct façade work on major construction projects.

Angel Ibañez, IPAF's mastclimber representative said: "When the UK HSE alert was issued, it was initially a significant shock for the industry to deal with. Many construction projects were threatened with delays and uncertainty, particularly as manufacturers and rental companies in the UK, made or owned fleets disproportionately consisting of the types of equipment referred to by the safety alert."



Angel Ibañez

"As you'd expect, some manufacturers and rental companies were affected more than others, depending on which designs of MCWP equipment they make or hire out. Some machines were unaffected by the UK HSE alert, while others proved relatively easy to upgrade or modify, with

the manufacturer having a solution ready to go quite soon after the alert was issued."

"IPAF has worked closely with members as they try to resolve all technical issues; and in the past few months has provided a link between our members and the UK HSE to clarify some aspects of the safety alert, and to relay information back to the UK HSE about how some of our members are implementing measures to comply with the alert. We are pleased to say that, from a position earlier this year when a significant part of the UK MCWP fleet was effectively grounded, the UK MCWP rental fleet is now back almost at full capacity. IPAF believes this means the industry is now even safer than it was prior to the alert being issued, and this is testament to the rapid response to the alert and the collective effort of all those involved in finding solutions."

"The seminar is aimed at getting this message out to the widest possible audience, it will be available to view on the IPAF YouTube channel after broadcast. We urge all participants in the MCWP market to take a look and to share the link with their clients and end-users as part of any campaign to promote the safe and effective use of mastclimbers and construction hoists for façade work and related construction tasks."



UK mastclimber working group meeting

ENTRIES NOW OPEN FOR IAPAS

Entries are now open for the 2023 International Awards for Powered Access (IAPAs), which will be presented at a dinner following the IPAF Summit on 20th April 2023 at the H4 Hotel Berlin Alexanderplatz in Germany.



This year there are 12 award categories, ranging from new products and innovations to sustainable initiatives, safety and training. The deadline for submitting entries is the 15th of December.

The 2023 award categories are:

- The Sustainability Award
- Access Rental Company of the Year
- Contribution to Safe Working at Height
- Innovative Technology Prize
- Digital Development Award
- IPAF Training Centre of the Year
- IPAF Training Instructor of the Year
- Products of the Year
- Mast Climbing Work Platforms & Hoists
- Scissor Lifts & Vertical Masts
- Self-Propelled Booms & Atrium Lifts
- Vehicle and Trailer Mounted
- And last but by no means least - The annual Lifetime Achievement Award.

An independent judging panel will be announced shortly. Its first job will be to whittle down the entries to a shortlist for each award category, based on evidence of excellence in business practice, innovation and forward thinking, quality, and client satisfaction.

Judges ask that all entrants use their entry form to tell them why they believe their company, project or product is special and why it deserves to win.

The awards are free to enter, and both companies and individuals can enter themselves or nominate others, and can submit entries for more than one award and more than one entry per category. Awards are for activities undertaken and products launched between September 2021 and October 2022.



Last year's IAPA winners

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- ✓ Allows normal machine use when stowed



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TURNING RADIUS



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WIND RATING



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RADIO COMMUNICATION FOR LIFTING OPERATIONS UPDATE

In partnership with the Construction Industry's Lifting Lead AP Group, the CPA's Tower Crane Interest Group has updated and launched a revised version of the Technical Information Note (TIN) 017 on Radio Communication for Lifting Operations.

This is to recognise the increasing importance of clear and reliable communication between the crane operator and the lifting team as signallers are sometimes out of sight of the operator and standard hand signals may be ineffective.

Therefore, to enable effective communication between the signaller and the crane operator, radios are used. However, the incorrect choice and use of radios can lead to problems such as loss of signal and thus communication which could interfere with safe lifting operations. Interference from radios on adjacent sites and misunderstanding between the crane operator and the signaller can lead to a host of issues meaning clear guidance is needed to ensure better and consistent communication.

With the level of new information, TIN 017 has increased from three to six pages, with new sections including one on Radio Frequencies, Channels and Coverage - containing both new and enhanced information with a focus on the new technologies of cellular and WiFi-type radios,



along with advantages of using digital type radios over analogue versions. The section also provides information on both licence free and licenced radios systems and the advantages and disadvantages of each.

Another new section is on Recording of Voice Communications, with a recommendation that voice recordings should be taken and electronically stored which will help with both monitoring of radio usage, the training of users and if needed, in the investigation of incidents. A section on the Training and Monitoring of Users has also been added with a list of training items that should be included within a training course. This section also notes that not all slinger/signaller training courses offered by card schemes and others may include comprehensive training on radio usage and the protocols.

As with all CPA publications, TIN 017 can be downloaded free of charge from the publication pages at www.cpa.uk.net



INDUSTRY LIFTING LEAD AP GROUP EVENT

CPA technical staff, along with the chairman of the Crane Interest Group, supported the successful Construction Industry Lifting Lead AP Group's open day event held in late September and hosted by CPA member, GGR.

The event included presentations from the HSE, GGR, Radius Group, Temporary Works Forum, NOCN/CPCS, Skanska and HS2 and Formulations Radios, along with a range of products and equipment for visitors to view and discuss.

CPA's crane technical consultant, Ian Simpson, gave a presentation on the latest standards and publications from the CPA, including the recently updated guide to maintaining roadworthiness on mobile cranes. This was followed up by Peter Gibbs of Ainscough Crane Hire who also chairs the Crane Interest Group, who provided examples and case studies and highlighted a number of incidences which occurred due to a lack of roadworthiness checks and maintenance regimes.

Concluding his talk, he emphasised how the industry needs to work together to reduce future incidents and maintain the professionalism of the sector. Craig Hook of Sir Robert McAlpine spoke on the current work being undertaken by the CPA's Construction Hoist Interest Group.



TOWER CRANE INTEREST GROUP OPEN MEETING

The CPA's Tower Crane Interest Group held its Open Meeting in mid-September in London, chaired by Dave Holder, with both in person and virtual attendees.

Agenda items included discussions on recent safety issues, current and future TIN revisions and updates, an update from the HSE on lifting issues and an update on the progress and latest stages on the Civil Aviation Authority's (CAA) CAP 1096 crane notification publication.

The afternoon session began with an overview and subsequent findings in relation to a recent rope failure incident, which was followed by a presentation from Barrie Mordue of Tensology in relation to Magnetic Rope Testing and one by Frank Loch on behalf of Verope/Latch & Batchelor in relation to Special Wire Ropes.

The TCIG Open Meetings are held annually - usually in mid-September - and are open to anyone from the sector. Open Meetings are also held by the Crane Interest Group, Shoring Technology

Interest Group and the Construction Hoist Interest Group. More information on all of the CPA Special Interest Groups and Open Meetings can be viewed at www.cpa.uk.net



GOING UP IN THE WORLD



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

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

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

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

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

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Deck access ladders



SSL arrangement

TADANO AC 7.450-1

The Tadano AC 7.450-1 is a 450 tonne class All Terrain crane with an 80 metre main boom. It has been modelled by IMC Models in 1:50 scale and comes in high quality packaging with an excellent build manual and clear steps describing the assembly and features. Tools are supplied to assemble and operate the model.

The chassis is highly detailed, and the wheels have different hubs on driven and non-driven axles. Each axle steers and has suspension, and all steering modes of the real crane can be realised.

Detailing of the carrier is to a high standard with various textured surfaces and grilles and small warning graphics enhance the detailing around the crane. Handrails can be added to the crane superstructure and counterweight tray when in working mode. The tilting crane cab has a diamond plated access platform outside and the interior detail including a computer console is excellent.

Outrigger beams extend and the pads lower, with the crane able to be supported wheels free on

the included spreader plates. The outrigger beams remain reasonably straight under load.

The counterweight system can be fitted in various configurations including mounting on the carrier deck during self-assembly. The counterweight slabs also have useable lifting points.

A realistic boom profile has thin walls and the overall geometry is excellent with sections having locking positions at 45, 90 and 100 percent of extension. The boom lift cylinders are locked using a key to tighten grub screws. The SSL Superlift system is well made and is nearly all metal, and its winches provide reasonable tension on the boom.

A key is used to operate the main winch and it has a positive brake system. A three sheave hook block and a Tadano branded load plate is included.

This is a very nice model of the AC 7.450-1 which can also be displayed in transport mode, either with or without the SSL attached. It is an excellent combination of details and features and will also look attractive in company colour schemes. This model can be ordered for €419 from the Tadano web shop.



On tower crane erection duty

CRANES ETC MODEL RATING

Packaging (max 10)	9
Detail (max 30)	27
Features (max 20)	18
Quality (max 25)	22
Price (max 15)	10
Overall (max 100)	86%

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

A TRULY REMARKABLE STORY



Frank Hasenfratz, founder and chairman Linamar - the parent company of Skyjack - passed away on January 8th of this year at the age of 86. When researching his obituary, it soon became clear what an incredibly tough and interesting life he had led, facing and overcoming challenges and adversities that would have stopped many of us in our tracks. He then went on to build an incredibly successful business, while cultivating some amazing managers. As part of our research we learnt that a biography had been published a few years earlier, entitled 'Driven to Succeed' by Rod McQueen and Susan Papp.

We obtained a copy and discovered not only a truly informative book, but also a really good read, well written and fascinating. The authors have gathered an enormous amount of detail on Frank's life, starting with his early years in the town of Szár, Hungary, where he was born in 1935 with the name Ferenc. It moves through his teenage years when he repaired bikes to earn extra money, leading to technical school and an apprenticeship with an engine manufacturer. This was disrupted by national service during which time he became enmeshed in the 1956 Hungarian uprising when the country broke away from the Soviet Union and began opening up to the west.

After seeming to tolerate the changes in Hungary, in 1957 the Soviet government decided that enough was enough and invaded. The parallels with what Russia is doing today with Ukraine are uncanny. The book details the impact it had on the Hasenfratz family and their neighbours and sounds very similar to what we see and hear today in the news reports from Ukraine.

Having sided with the 'rebels' Hasenfratz concluded that he had no choice but to leave the country. The book details his attempts to cross the border into Austria, and how he managed to work his way north to the French coast, before taking a ship to Canada. Arriving in a strange country with no money and speaking no English he survived the first few weeks on his wits and personality eventually making his way to Guelph to find an uncle he had never met.

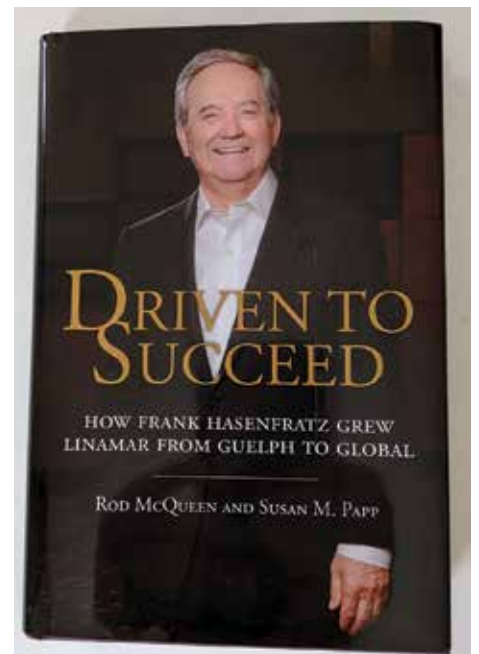
Landing a job as a toolmaker and machinist he was soon promoted, meeting his wife, another Hungarian immigrant before starting his own business in the basement of their new home.

The book then covers the many ups and downs he faced to build his business into the highly successful multibillion dollar global business it is today with 26,000 employees. It includes

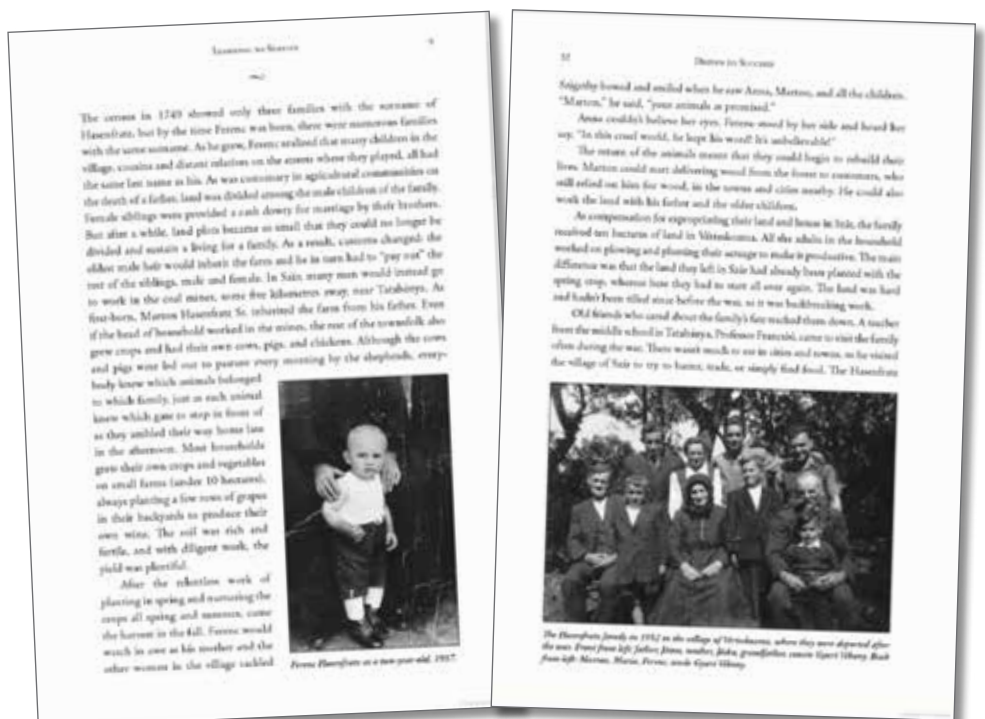
coverage on many of his key managers, and how he insisted his daughter Linda work her way up through the company, mastering each job along the way before moving on. It covers acquisitions he made, the good ones as well as the bad and the ugly, highlighting how he overcame setbacks with his unshakable personal and business philosophies.

In summary this is a wonderful book that not only tells a truly remarkable personal story, but also demonstrates how strong principles, hard work, open honest dealings and dedication pays off. I would whole heartedly recommend this book to anyone.

The book 'Driven to Succeed - How Frank Hasenfratz Grew Linamar from Guelph to Global' can be purchased from Amazon and other



bookshops for around £22/\$25 for the hardback with Kindle or other eBook formats also available for downloading.



READERS LETTERS

NOT FORGOTTEN

I hope I am not alone in remembering my beloved husband who was killed three years today whilst working for Nationwide Platforms Loxam. Three years on and still waiting on answers as to why? No one should go to work and not come home, I hope that no one else has to go through the pain, stress and constant struggle that I am enduring due to not knowing why?

JOHN MACKAY IS SORELY MISSED.

The incident this refers to occurred on September 19th 2019, in which an explosion and resulting fireball occurred just below the basket of a Nationwide Platforms truck mounted aerial lift at the closed SSI steelworks in Redcar, Teesside, UK. There were two men in the platform at the time, the operator from Nationwide John Mackay, 49, and Tommy Williams, 65, who were tasked with removing external components from an old storage tank on a long decommissioned coke plant as part of the dismantling process. Both men died in the incident after the fire ball engulfed the upper boom and platform. The incident is being investigated by Cleveland Police and the Health and Safety Executive, with no further information disclosed so far.



John Mackay

Mackay's wife Ann has spoken out over her anger with the way Nationwide Platforms informed her of his death and acted since then. She said at the time: "I am not blaming them for John's death, which is being investigated. It could have been prevented, that I definitely know and more will come out in the future. But this is about employees not realising what is happening. I don't think that people look at things like that and I think that big corporations should have something for being killed in service. I think that needs to change for future employees."

A statement from Nationwide Platforms at the time said: "John Mackay's death on 19 September 2019 at the former SSI steelworks site in Redcar came as a shock to everyone at Nationwide Platforms: he was a much-loved employee. We are aware that the family have unanswered questions and are seeking resolution and closure to this tragedy - we share their frustration and understand the pain this is causing all concerned."

A recent statement from the Cleveland Police said: "We understand and sympathise with Mr Mackay's family as they continue to await the outcome of this investigation. Enquiries have been ongoing, and we have recently provided an update to Mr Mackay's family on where we are with the investigation and the progress that is being made."

A HSE spokesperson added: "HSE are conscious that we are approaching the anniversary of the incident and our thoughts remain with the families. We are supporting the investigation led by Cleveland Police and working hard to help bring this to a conclusion."



The incident at SSI Redcar - 2019

VIRTUAL VS ASSET OWNING RENTAL COMPANIES

The following was posted by a UK crane industry professional who prefers to comment under the name Dannyyy. It was in response to a report on the failure of companies that offer crane rental services - usually contract lifts - but who have no cranes or sometimes premises of their own, hence the term 'Laptop' crane hire companies. In reality there are companies or highly experienced individuals out there offering a lift planning and management service that add real value and have a good working relationship with their crane owning suppliers. However, the comment is thoughtful and inciteful and we thought it was worth giving it a wider readership through these pages.

At the end of the day, the fact remains that there are crane hire firms out there who are making a good profit and there are those that are struggling. Why is this? As with any sector, it boils down to both internal factors and external factors. It is up to company owners to adapt and survive. Some will and some won't. This is normal in every sector and has been for all of time. These factors can include: global pandemics, changes to taxation, competition from other 'laptop' crane hire companies and competition from other asset owning crane hire companies, and the list goes on and on. It is too simple to argue that these asset owning crane hire companies are failing because of competition from 'laptop' crane hire companies. Relative to the size of the UK crane hire market, these 'laptop' crane hire companies have probably captured a relatively small market share and so their impact is likely inconsequential when looking at the issues faced by asset owning crane hire companies.

I think we can all agree that the root issue is with stagnant low rates. However, I would disagree that these are the result of a "race to the bottom from companies without assets or overheads". On the flipside, it is more likely a race to the bottom caused by companies WITH assets and overheads. Many asset owning crane hire companies are competing against each other for ridiculous contracts. I have seen some quote £450/day for a 40t crane (even in this market). Then to make things worse, they send 50t and 60t cranes to site because they don't have enough 40t cranes in their fleet. It could be predatory pricing (which I doubt), or it could be desperation (most likely).

The reason they are having to do this is probably simply due to a mismatch between supply and demand in the UK market. Eventually, demand might increase or enough of these firms will go bust or downsize their fleet and, assuming these cranes leave the UK, the market should return to a better state of equilibrium. In reality though, a return to equilibrium won't be this simple. There are too many other variables involved and too many unknowns that lie around the corner. The UK crane hire market will continue to adapt and evolve. Some firms will succeed and flourish. Others will fail.

One thing I think we can all agree on is that firms like Maxim and the various other Shawcross firms have been run poorly. It is most likely the low barriers to entry (not having to purchase their own cranes) that provide these ambitious (and I use that term loosely) people with the ability to start their own business when they don't actually have the business acumen required to make it work in the long run.

However, is it fair to then state that these 'laptop' crane hire firms are all poorly run? That is definitely a sweeping generalisation. Is it also correct to say that these firms are really causing asset owning firms to fail? I think we are crediting them with too much influence over the market.

Dannyyy

RICHARD VICTOR SOWTER 1956 - 2022

We received the sad news this week that Richard Sowter who worked for Grove and Grove Manlift in the 1980s has died. He passed away last Thursday, following a short battle with cancer, he was 66.



Richard Sowter

Richard Sowter's crane and access career began when he joined Grove International as a sales trainee based at its offices in Cowley, Oxford in the UK at the start of 1981. He was soon appointed to his first overseas posting as a district manager for Manlift sales in Saudi Arabia. He later took over a similar role for the Nordic countries working from the Grove international offices in Oxford.

In 1988 he was recruited for a job with BP Solar and went on to set up BP Solar in 1995 and also worked with the company in Bangalore, India. After leaving BP at the end of 1999, he worked with a number of companies in the clean energy field and eventually set up his own consultancy business.

Richard was always conscientious, thoughtful and a lot of fun in his days at Grove, always making the most out of life, with a wide circle of friends.

The funeral service will be held on Tuesday 8th November at 10:30 at Christ Church in Fairwarp, East Sussex.

**SO SAD**

"It was very sad to hear news of Richard Sowter who passed away on Thursday after only a recent diagnosis of an aggressive form of cancer. Richard and I were colleagues at Grove International, both joining the Europe Africa and Middle East cranes and Manlift marketing team in or around 1980 and became great friends working (and playing) together for many years thereafter.

Richard moved as district manager to Saudi Arabia in the early 1980's and I to the USA, reuniting in the UK in 1984 to join the Grove Manlift (soon to be joined by Coles Starlift) international sales team formed by Mike Lamb and then Charlie Rich following Grove's acquisition of Coles Cranes.

Richard covered Scandinavia and northern Europe where he will be fondly remembered by the many friends he made in the nascent aerial lift industry at that time. During our many escapades, one anecdote that sticks in my mind is from The ICE exhibition at the NEC in Birmingham in 1981 where - likely courtesy of this magazine's publisher! - we had a 'uniform' of what can only be described as 'shitty' brown blazers and beige trousers.

Richard and I shared a room at the show, and I set out very early one morning with the coach and several crates of Carlsberg to Heathrow airport to collect some (of Richard's) Scandinavian customers. A little hazy after a late night and the early start and a few beers en route, and having been sat down most of the morning, I hadn't taken much notice of my slightly ill-fitting trousers. Richard, who was a good two or three inches taller than me however, had been standing all day at the exhibition wearing my trousers 'flying at half-mast'!

In the late '80's Richard had a change of industry and joined BP's Solar Energy division, living and working in Asia, and thereafter Texas. He was most recently running his own solar power consultancy business from his base in Surrey.

My condolences to Caroline and family.

Paul Richards.



A dinner in Saudi Arabia following a Grove Manlift/Kanoo training school - Richard Sowter and Paul Richards are on the bottom left

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NASC	www.nasc.org.uk
Pasma	www.pasma.co.uk

TRAINING CENTRES & TRAINERS

Access Platform Sales (APS)	www.accessplatforms.co.uk
Astra Access	www.astratraining.co.uk
Ainscough	www.ainscoughtraining.co.uk
AJ Access	www.accessplatforms.com
Boss Training	www.bosstraining.co.uk
Centora Training	www.centoratraining.co.uk
Haulotte	www.haulotte.com
IAPS	www.iapsgroup.com
Lift-Manager	www.lift-manager.com
Smart Platform Rentals	www.smartplatforms.com
TVH Group	www.tvh.com
UTN	www.utntraining.co.uk
Versalift Training Direct	www.versalift.co.uk/training
Warren Access Training	www.warrenaccesstraining.co.uk/courses/

SAFETY TRAINING

Atlas Cranes UK	www.atlasgmbh.com
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TRAINING SERVICES

JLG Training	www.jlg.com
Liebherr Training (UK)	www.liebherr.co.uk
Lifting Equipment Training	www.letltd.co.uk
Mentor Training	www.mentortraining.co.uk
Mr Plant Hire	www.mrplanthire.co.uk
Rapid Platforms	www.rapidplatforms.co.uk
TH White	www.thwhite.co.uk
Terex Atlas (UK) Ltd.	www.atlascranes.co.uk
TVH Group	www.tvh.com

ARE YOU LISTED...

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Access & Lifting
directory?



34,0 mtr.

Holland Lift G320-DL 2007

Width: 3,00 m 2 units available
Drive: Diesel 4x4



32,0 mtr.

HAB S320-12 E4WDS 2012 / 2016

Width: 1,39 m 3 units available
Drive: Electric 4x4



28,0 mtr.

HAB S280-12 E4WDS 2008

Width: 1,25 m 4 units available
Drive: Electric 4x4



28,0 mtr.

HAB S280-25 4WDS 2016

Width: 2,50 m 2 units Diesel
3 units Electric



26,5 mtr.

Liftlux SL245 2002

Width: 1,24 m 3 units available
Drive: Elektro



26,5 mtr.

Omega lift NS260 2005 / 2008

Width: 1,24 m 2 units available
Drive: Diesel



27,0 mtr.

HollandLift M250 2003

Width: 2,65 m 3 units available
Drive: Diesel



22,5 mtr.

HAB S225-12 E4WDS 2015

Width: 1,25 m 5 units available
Drive: Electric 4x4



22,5 mtr.

HAB S225-24 D4WDS 2014 / 2017

Width: 1,25 m 6 units available
Drive: Diesel 4x4



21,5 mtr.

Holland Lift N195 2007

Width: 1,20 m 3 units available
Drive: Elektro



48,0 mtr.

JLG 150 HAX 2016

Width: 3,51 m Hours: 680
Drive: Diesel 1 unit available



18,5 mtr.

Holland Lift N165 2008

Width: 1,20 m 1 unit available
Drive: Electric

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32,0 mtr.

Genie S100HD 2014

Width: 2,49 m 4 units available
Drive: Diesel



32,0 mtr.

Genie S120HD 2014

Width: 2,49 m 4 units available
Drive: Diesel



28,0 mtr.

Genie S85 2016

Width: 2,44 m 3 units available
Drive: Diesel 4x2



16,0 mtr.

HAB TR16JD 2013 / 2016

Width: 2,40 m 4 units available
Drive: Diesel



22,0 mtr.

HAB TR22 JD 2016 / 2018

Width: 2,50 m 3 units available
Drive: Diesel



21,3 mtr.

Niftylift SD210 2011

Width: 2,05 m Hours: 880
Drive: Diesel 1 unit available



22,5 mtr.

GSL 5205-E12 2000

Width: 1,20 m 3 units available
Drive: Electric



22,0 mtr.

Dingli JCPT2223RT 2018

Width: 2,45 m 3 units available
Drive: Diesel



15,5 mtr.

HollandLift Q135-DL24 TR 2000 / 2003

Width: 2,40 m 2 units available
Drive: Diesel



12,5 mtr.

HollandLift X105-DL22 TR 2003

Width: 2,14 m 1 unit available
Drive: Diesel



15,5 mtr.

HollandLift Q135-EL24 2002 / 2007

Width: 2,40 m 14 units available
Drive: Electric



21,5 mtr.

HollandLift B195-DL25 1999

Width: 2,44 m 8 units available
Drive: Diesel



Stocklist 10-2022

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1 Day - 10th November 2022 at 9.00am

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08-16 Terex AC100L - choice



12-15 Terex AC60 - choice



2014 Liebherr LTC1045



2016 Terex AC40L



2017 Kato CR350



2010 JCB 30D



2008 Man 7.150 4x2 Tilt & Slide Recovery Truck

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