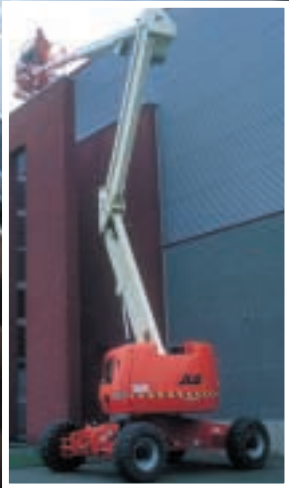


CRANES & access



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Lifting attachments p32



review p28



The New **Valla 20E/D TRX.**

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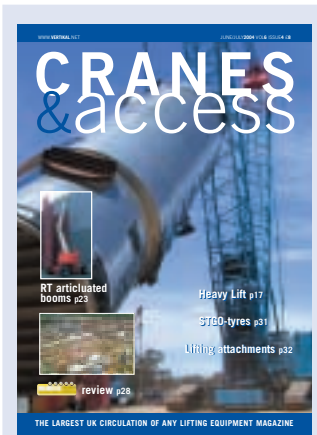
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ON THE COVER:

This 750 tonne Manitowoc crawler belonging to Lampson Australia is one of several Model 18000 units that are helping to meet the heavy lift demands of the east at present. Two other Model 18000s belonging to AJ Cranes of Azerbaijan are also providing vital support to the oil and gas industry in the region and feature in our *Heavy Lift* report starting on page 17.

For the full story see:

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watch out for the red

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Somebody once said: 'rules are there to be broken'. But C&A strongly recommends that this statement isn't adhered to in the case of the Special Types General Order (STGO) 2003, to be fully implemented by December 1 this year, and by which time STGO plates must be fitted to cranes.

The fact is that squeezing more weight or a bit more speed out of your crane will not only be legally risky – authorities will easily be

able to check the new STGO plates and immediately confirm the crane's maximum allowed weight and speed, but we also now know of the potential dangers. Only the lesser-used 20.5 tyres will allow cranes in all categories to travel at the maximum speeds permitted under the new rule.

In the past the rules were complex and not easy to check, with most police forces only concerned about keeping traffic moving. The tyre limitations have not changed, but now as a by-product of the new rules, they are being spelled out and placed right under the driver's nose.

Now, if a crane goes too fast for its weight and a tyre blows at a roundabout, causing a serious accident, pleading ignorant will most certainly not be an option.

Our 'STGO- tyre check' update starting on page 33 should lend a few guiding words.

If the above isn't enough for manufacturers to worry about – manufacturers will be responsible for supplying the basic information to crane owners for the STGO plates for all cranes, old and new, then there's always the new Stage IIIA engine requirements to consider, scheduled to come into operation by January, 2006.

Sounds fairly straightforward. But combine the requirements with the fact that the new engine noise regulations are set to come into practise at exactly the same time, and problems start to arise. If you are a crane producer, be sure to make the most of your holidays. The full report begins on page 35.

Although this is quite a crane orientated issue, we haven't forgotten our access readers. Our guide to articulating rough terrain booms, complete with comprehensive comparison charts for all the offerings on the UK and Irish markets, begins on page 23, while a review of the new products launched at SED this year can be found on pages 28 and 29.

Finally, C&A would like to welcome on board ALLMI Training, the training accreditation service of the Association of Lorry Loader Manufacturers and Importers (ALLMI). ALLMI and C&A have joined forces to create a brand-new regular feature that will bring readers the news and goings on from the UK lorry loader scene each issue. We hope you enjoy the first!


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Kobelco revenues up 34 per cent

KOBELCO CONSTRUCTION MACHINERY has reported a 33.9 per cent increase in crane sales to 24.8 billion yen (£122 million) in its financial results for the year ending March 31, 2004. The crane business, Kobelco Cranes Co, which became an independent subsidiary of Kobe Steel in April, also said that it expects its crane sales to reach 28 billion yen (£139 million) in fiscal 2004.

Sales across the entire Kobelco group rose by 17 percent to 184 billion yen, (£910 million), while operating income jumped by 79 percent to 8 billion yen (£40 million). Net profits leapt by a huge 293 percent to 2,824 million yen (£14 million).

During 2003, a major focus of Kobelco Cranes was the building of its specialised sales and service networks. As part of this programme, and to strengthen its distribution in Europe and North America, Kobelco formed two wholly-owned and dedicated crane marketing companies beginning a move away from the Kobelco Construction Machinery business. The company is also planning to open dedicated crane sales offices in Shanghai and the Middle East.

In late 2003, Kobelco signed a crawler crane agreement with Manitowoc for the supply of its sub 150 USton (136 tonne) lattice boom crawler cranes on an OEM basis to Manitowoc in the Americas region, the first of which was delivered in April. A further agreement will see the supply of Grove's all-terrain cranes to Kobelco under its own brand name to be sold exclusively by the company in Japan from 2005.

FULL STORY ON WWW.VERTIKAL.NET



Warrington-based crane hire company, Commhoist, has secured a £900,000 deal with the Bank of Scotland for the purchase of a 40 tonne and 200 tonne capacity Liebherr mobile crane. Commhoist operation director David Carsley (left) and Commhoist managing director Bob Kerslake (right) are pictured here with Bank of Scotland Construction finance specialist and professional rugby league referee Karl Kirkpatrick who helped secure the deal.

HSE to miss accident reduction target

The UK's Health and Safety Executive (HSE) will fail to meet its target to cut construction industry accidents by 60 percent by 2010, according to the National Audit Office (NAO). The NAO also said that the construction industry and government organisations, such as the HSE, could do more to improve the health and safety of workers.

The announcement follows a recent outburst from the general secretary of the GMB, Britain's General Union, Kevin Curran, who accused the HSE of being complacent and said that it [HSE] is spending too much time on targets and not enough on inspections and enforcement."

Just before giving evidence before The House of Commons Work and Pensions Select Committee Inquiry into the work of the Health and Safety Commission and Executive recently, Mr Curran commented: "The current regulatory system is simply not working, yet the HSE's new strategy document claims that they 'have done a great job on safety."

The GMB is calling for the establishment of an effective enforcement agency dedicated to rooting out and punishing employers who put profit before life and limb. The union has submitted written evidence to the Select Committee Inquiry documenting its concerns about the Health and Safety Commission and Executive, which include the recently published HSC strategy, HSE resources, the HSE's focus on 'goal-setting' regulations, the lack of support for tripartite Advisory Committees and HSE enforcement policy.

Mr Curran continued: "We welcome this inquiry and the opportunity it presents for a serious debate about health and safety enforcement in the modern economy. The nature of work has changed significantly since the Health and Safety Commission and Executive were established. But what hasn't changed is the need to enforce health and safety laws effectively and the HSE should spend less time goal-setting and focus more on ensuring that regulations give workers adequate protection."

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Lavendon's UK revenues rise

THE LAVENDON GROUP, Europe's largest powered access company, owners of Nationwide Access in the UK, Zoom in Germany and Rapid Access in the Middle East, has reported improved UK revenues for the half-year to June 30.

Its UK revenues increased slightly compared to last year, but at a cost of extra investment in sales, marketing and customer services. C&A estimates that the firm's UK half-year revenues will be in the region of £29 million. This positive performance, combined with a revenue increase from its Middle East operation, Rapid Access, where a 15 percent jump to around £3.3 million, helped to compensate for poorer results in Continental Europe. The firm's German operations reported a five percent fall to around £13 million, compared with the previous year, while revenues in France, Spain and Austria were down by two percent overall to around £4.7 million.

The effect of the extra investment cost in the UK is likely to depress the firm's UK margins for the first half-year, but should pay off in the second half, particularly as market conditions in the UK are showing signs of improvement in pricing and utilisation terms.

Lavendon said that its overall revenues are in line with the £50 million reported last year. This is ahead of market expectations. Lavendon expects the second half of the year, which is traditionally a busier time, to improve in all markets except Germany, thus providing full year results close to, or above, the £107 million reported in 2003. ■

JLG on target for billion dollar breakthrough

JLG IS on target to break yearly revenues of US\$1 billion for the first time in the company's history according to its recently published third quarter results. Third quarter revenues were up by 55 percent to \$319 million (UK£175.8 million) compared to last year, while its year-to-date revenues were up 49 percent to \$769 million (£424 million), outstripping revenues for the full 2003 period.

Revenues were boosted by last year's Omnicup acquisition, which also helped to triple the firm's telehandler sales to \$241 million, (£132.8 million), but even on a like-for-like-basis, sales of JLG products rose by 22 percent. Year-to-date sales of aerial platforms were up by 20 percent on 2003 at \$345 million (£190 million), nearly 50 percent of the firm's revenues, which it targeted when the lift business was in the doldrums. This objective could become a reality in 2005.

Sales in the US saw the biggest increase, up by almost 60 per cent, while sales in Europe increased more modestly at over 40 percent to \$48 million for the quarter and up 12 percent on year-to-date to \$112 million.

"Order patterns continued to strengthen during the third quarter reflecting increased fleet refreshment and customer confidence," said Bill Lasky, chairman of the board, president and CEO at JLG. "Our consolidated order backlog is strong and rising. Steel shortages have impacted our production lines resulting in disruptions to our production schedules and higher work-in-process inventory.

"Despite these challenges we are pleased that our earnings are in line with our internal plans for the year. We continue to focus on our core access products, expanding our products and distribution strengths with our recently announced acquisition of Delta Manlift in France and our intended alliance with the SAME Deutz-Fahr Group for agricultural telehandlers in Europe."

FULL STORY ON WWW.VERTIKAL.NET



UK Forks moves into contract hire

BRITAIN'S LEADING telehandler hirer UK Forks has entered into the contract hire market with the launch of its new Telelease service.

The new service, available to customers under a minimum two-year agreement period, will include the supply of new, or nearly new, telehandlers and a logistics service whereby UK Forks will undertake the transportation of customer machines from site to site. Full warranty for the contract hire period, breakdown and replacement cover, a fixed monthly charge and security and safety options will also feature under the customer agreement.

UK Forks divisional director, Rob Coxon said: "As UK Forks has a nationwide depot network, Telelease is the UK's first true national contract hire service and an exciting new offer for the UK construction industry."

The first Telelease contract has already been agreed between UK Forks and plant procurement manager Chevron Site Services, which has taken 11 of UK Forks' JCB machines with a further ten units to be delivered over the summer.

National accounts director with JCB, Ken Bainbridge said: "Twenty-five years ago most of our machines went directly to contractors. Fifteen years ago hire companies came into the equation and we see contract hire as an important new stage in this evolution, which will become commonplace."

UK Forks has also just taken delivery of over 70 new Bobcat, 14-metre T40170 and 17-metre plus T40170 telehandler models. Much of the work in securing the deal was carried out by ex-Bobcat National Accounts Manager, Barry Timms (*right in pic*), who recently retired from the company.

Ainscough criticises UK crane hirers

MARTIN AINSCOUGH, chairman and CEO of Ainscough Crane Hire, has criticised UK crane hire companies for their lack of support at a crane safety conference held in London last week.

More than 170 crane industry professionals attended this year's Crane Safety conference, including Mr Ainscough, who said: "UK crane hirers are conspicuous by their absence."

Mr Ainscough condemned UK crane hire companies for their lack of support in helping to improve crane safety in the industry.

"We work in a very dangerous industry with far too many accidents," he said. "Accidents in the crane industry occur every day."

During a presentation given by Mr Ainscough at the event, he urged crane hirers and contractors to move towards more contract lifting and blamed most of the accidents within the industry on poor planning.

He also said that because lattice boom extensions on telescopic cranes are not used frequently enough, manufacturers should "make them a thing of the past."

Mr Ainscough pleaded with delegates from the UK's Health and Safety Executive (HSE) to begin auditing crane hire companies as a way to improve safety in the lifting industry.

FULL STORY ON WWW.VERTIKAL.NET

Ace up trumps

RECENTLY ESTABLISHED UK crane hire firm Ace Crane Hire has taken delivery of a new 80 tonne Tadano ATF 80-4, taking the company's fleet up to seven mobile cranes. Shipped straight from Japan to the UK last month, the crane was presented at a recent open day held by Ace at Brands Hatch racetrack.

Gravesend-based Ace is a company with a rich background history and knowledge of the industry. Back in 1982, Alan Stowell, Ace's present owner, and his brother founded Diamond Crane and Plant, which, at the time of its sale to Ainscough 13 years later due to his brother's ill health, operated a fleet of 16 mobile cranes up to 90 tonnes capacity.

Having sold the company, Ace Crane Hire was founded in 1996 and in its first year exceeded £0.5 million revenue without purchasing a single crane.

"Various crane hire companies, notably Baldwins, supplied us with numerous heavy cranes up to 1000 tonnes capacity for large lifting and engineering projects such as the Kimera development in Chester, which really got the ball rolling," said Mr Stowell. "Since purchasing our first crane, a 20 tonne Kato back in '97, the company has continued to grow through investment, and last year was our first £1 million turnover year which we achieved with just four cranes."

Mr Stowell told C&A that, along with his management team, all of which are former Diamond employees, he plans to consolidate the business and keep operations tight in preparation for a future acquisition.

"We may soon be looking to raise our lifting portfolio possibly up



to 110 and 160 tonnes capacity," continued Mr Stowell."

In response to Mr Stowell's comments, UK sales manager for Tadano at Cranes UK, Brian Crisp, who also attended the open day said that Tadano's 160 tonne capacity ATF 160-5 and 110 tonnes capacity ATF 110G-5 units were yet to make their mark on the UK market."

Also on show during the open day was a brand-new 45 tonne capacity ATF 45-3 recently acquired by Bob Francis Crane Hire of North Wales lifting. ■

Platformers' Days 2004



THE COUNTDOWN has begun to Platformers' Days 2004 that will take place at its traditional Hessen Hotelpark venue in Hohenroda, Germany on August 27 and 28. During the show, the Vertikal Press will once again be teaming up with a group of independent experts for the fourth annual Vertikal Check event. This year, 3.5 tonne chassis, straight-boom, truck-mounted platforms with working heights of around 20 metres will battle it out in front of the crowds and be closely scrutinised by judges Reinhard Willenbrock, Adrian van der Geer and Hubert Gardemann.

Other equipment on show will include trailer and scissor lifts, articulated and telescopic lifts, special working platforms, telehandlers and cranes from the world's major producers. Visitors will also be invited to attend numerous seminars on the Friday of the show, where topics such as financing, leasing, machine insurance and equipment maintenance will be covered. For full details of Platformers' Days 2004 visit www.platformers-days.com ■

JLG to launch trailer-mounted platform range

JLG HAS announced plans to enter into the trailer-mounted platform market by the end of the year. The company displayed details of the first model in what will initially be a two-model range with platform heights of around 10 and 15 metres. The units are scheduled to enter production at the end of the year.

The announcement was made at a recent financial analyst meeting hosted by JLG at its McConnellsburg, Pennsylvania headquarters, where the company also revealed a number of key strategies and objectives, including an annual revenue target of \$2 billion (£1.1 billion) by 2009.

Apart from badging and marketing the aerial range of trailer lifts in Australia, JLG has until now largely ignored this market, which appeared at one point to be in terminal decline. Many large producers assumed that self-propelled lifts would make them obsolete. The market was left to local producers until UpRight and Genie entered the market and then the North American market took to them.

JLG's timing will be well placed for the UK market where the Health & Safety Executive is already beginning to clamp down on the use of ladders in anticipation of the new Temporary Work at Height directive 2001/45/EC. Trailer lifts are an ideal substitute for ladders in many applications.

Plans for the firm's telehandler range are equally aggressive. Currently market leader in North America, thanks to its Gradall, Lull and Skytrack acquisitions, and number three producer worldwide, JLG said that it aims to take 10 percent of the European market, where it currently holds less than one percent, within five years. JLG claims that should it achieve this aim, it would become the worldwide market leader, passing JCB and Manitou, the current numbers one and two. JLG expects to take the number two slot from Manitou within the next two years.

The company also plans to carve out a share of the European excavator market through its range of Gradall telescopic models, but also said that this was not a core product and that it would be prepared to sell the range if approached with a decent offer. ■

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Manitou (Site Lift) has invested £40,000 in a new workshop/training facility at its Verwood premises in the UK. With 950 square-metres of workshop space and 400 square-metres allocated for training use, the new site comprises five pre-delivery and inspection bays, three training bays, a tool store, a welding bay, a lube bay, a general storage area and a workshop office.

Workers sue over Clapham crane collapse

TWO KENT engineers who were injured when a German-made 100 tonne capacity Kirow 810(UK) rail-mounted crane toppled over at Clapham Junction in January (see *news Vertikal.net January 8, 2004*) are suing the crane's owner Balfour Beatty Rail. Both men are said to have suffered serious psychological injury after running for cover when the crane collapsed.

Sam Hamel of Fenton Solicitors, which is representing both men, said: "Although we are uncertain about what caused the crane to collapse, the ultimate responsibility lies with Balfour Beatty as it has a duty to protect its employees.

"Both men were dangerously close to the crane when it collapsed and both are continuing to experience symptoms as a result of the trauma. We are seeking an award from Balfour Beatty to compensate for the psychological injury and the cost of ongoing treatment that the men will need."

The crane was carrying out routine point replacement duties between Clapham Junction and Waterloo station when it toppled, blocking two of the four rail tracks into the UK's busiest station and causing chaos for up to 75,000 commuters.

The Health & Safety Executive Railway Inspectorate has decided not to investigate, although the Rail Safety & Standards Board will be holding a formal inquiry. A date has not been set.

Two towers



UK CONSTRUCTION company Shepherd Construction has been supplied with the first of two tower cranes from HTC Plant for lifting duties as part of the £15.5 million City Square development project in Liverpool's Central Business District.

The first tower, a TC1 Wolff WK 5520, is scheduled to stay on site for 33 weeks, while a smaller TC2 Wolff WK 100EC will stay on site for 42 weeks.

Although Shepherd could not confirm at the time of writing, Ainscough Crane Hire's flagship 1000 tonne capacity Liebherr LTM11000DS mobile crane could well be making an appearance on site around September this year for three, week-end shifts to assist with the project's steelwork programme.

Favelle may be floated

MUHIBBA ENGINEERING is considering floating its crane division, Favelle Favco Cranes Holdings, on the Bursa Malaysia MESDAQ (Malaysian Exchange of Securities Dealing and Automated Quotation) market.

In a statement requested by the Malaysia Securities Exchange and forced out by speculation from the Malay press, Muhibba said that it is currently looking into the possibility of listing its subsidiary on the MESDAQ market.

Muhibba is principally a contracting company specialising in

marine construction. The company went public in June 1993, and expanded into cranes in 1995 with the purchase of the Australian tower crane producer, Favelle Favco, that had been trading locally since 1962.

Muhibba also purchased the Manitex offshore crane division from Manitowoc in 1996 establishing Favelle Cranes in the US a year later, into which Manitex was incorporated. Favelle Favco holdings posted revenues of MYR195 million (£27.6 million) in 2003 and forecast a 10 percent increase for 2004.

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Tadano turns profit corner

TADANO, THE Japanese crane and aerial lift producer and parent of Tadano Faun, has announced its first sales increase since 1999 and the first positive year in profit terms since 2001.

Sales for the year ending March 31, 2004 were provisionally reported at ¥96.64 billion (UK£478 million), an increase of 16 percent on 2003 and the highest level since 1999. Net profit rose to ¥2.76 billion (£13.7 million) following losses during four out of the past five years.

Tadano has also forecasted further improvements in 2004/5 with revenues expected to rise to ¥100 billion (£495 million) with net profits of ¥2.8 billion. This still falls behind 1999's figures, however, when Tadano revenues were at ¥110 billion (£455 million) and the company reported a loss rather than the projected profit.

Attributable partly to the exchange rate, Tadano is once again rivalling the crane divisions of Terex-Demag, Liebherr and Manitowoc in pure dollar terms, although the Tadano numbers do include aerial work platforms and digger derricks in addition to cranes. ■

Contractor fined for using excavator as crane

ENFIELD-BASED contractor J Reddington has been fined a total of £32,620 after pleading guilty to breaching safety rules for lifting materials and causing serious injury to an employee.

The offence occurred in August 2002 when the slings attached to an excavator being used to lift steel piles broke causing the steel to fall on worker Warsame Yusaf.

HSE inspector Alec Ferguson who investigated the incident said: "Mr Yusaf suffered terrible injuries as a result of this incident. While the load was within the lifting capability of the slings, shackle and excavator, the method used to steady the load – pushing the excavator bucket forward against the slings – caused damage to one of the slings leading to its failure.

"There was neither protective packing nor protective sleeving at the point where the bucket met the sling to prevent wear to it. There are lessons to be learned from this incident for all who use lifting equipment." ■

FULL STORY ON WWW.VERTIKAL.NET



The Clifton Suspension Bridge in Bristol formed the backdrop to a lift performed by Sparrow Crane Hire recently, which was called in by Bristol City Docks to assist in the re-fitting of 90 tonne lock gates at the Cumberland Basin in the Avon Gorge. For the main part of the lift, Sparrow brought in a 100 tonne capacity Grove GMK 5100 and an 80 tonne Liebherr LTM 1080/1, (pictured), while supporting roles were provided by two Demag AC 40/1s and a Tadano TL 75.

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News highlights

UPRIGHT has confirmed the closure of its Madera plant in the US, effective August this year, ending almost 60 years of production in North America. A corporate restructuring recently announced by the company also suggests the dropping of UpRight Inc for UI distribution North America Inc, which will be based in Fresno. It has also been rumoured that UpRight Inc may be, or has been, placed into liquidation. When confronted by C&A, John Coughlan, president of the UpRight group would only say that: "UpRight Inc was no longer trading."

FULL STORY ON WWW.VERTIKAL.NET

KOMATSU of Japan has announced rising sales of almost 10 percent to \$11.5 billion (£6.6 billion) and increasing net profits after tax of 79.6 percent to \$246 million (£140 million) for the year ending March 31, 2004. Strong sales growth in China and the US were cited as the main drivers for the increases. Komatsu also predicted sales growth this year in the nine percent region with net profit expected to rise by 37 percent.

GEORGE KEMPTON has retired from JLG's board of directors after more than 10 years in service. Mr Kempton, who was named a director in 1993, is the retired chairman of the board and chief executive officer of Kysor Industrial Corporation and former director of ARO Corporation, Guardsman Products and Simpson Industries.

AFI AERIAL PLATFORMS has opened a new UK depot at West Hallam, near Ilkeston in Derbyshire. The depot, which is AFI's tenth UK facility, was opened with a fleet of 75 boom and scissor lifts. AFI is hoping to double this amount of equipment over the next 12 months.

THE ASSOCIATION of Lorry Loader Manufacturers and Importers (ALLMI) Training has been granted the HSE's 'Working in Partnership' logo of recognition for its UK training scheme. The programme was drawn up by with the participation of an HSE representative and will now be referred to in the relevant HSE publications (see full ALLMI Training report on page 39).

SWINDON CORONER Nigel Brookes said that he would be writing to the HSE to request improved safety practices for plant hire companies. The action comes after Mr Brookes recorded a verdict of death by misadventure for a contract cleaner that was crushed between the cage of an aerial platform and a steel beam in late 2002.

HAULOTTE UK has moved into new purpose-built premises in Telford in the UK. The new premises are located on the same site as the company's old premises, allowing it to retain the same telephone numbers and mailing address.

A MAN DIED recently at a project site for Bell and Webster Concrete in Grantham in the UK when a large block of concrete that he was lifting using a gantry crane slipped from its slings and crushed him.



CANADA-BASED platform producer Skyjack has announced the production of its 100,000th unit. The SJ111 3226 unit, which received a special paint job and chromed parts, was presented to the company's head office staff at its HQ in Guelph, Ontario before being delivered to its new owner, AHERN Rentals of Las Vegas.

BROSHUIS of The Netherlands has been awarded a \$5 million (£3.3 million) contract to supply the English defence department with 75 semi low-loaders to be used for transporting its tanks. To meet growing demand for its trailer units across all sectors, Broshuis says that it will soon be expanding its production area in The Netherlands by around 2,500 square-metres.



WILLIAM O'BRIEN Crane Hire hosted Ireland's first ever Crane & Concrete Pump Conference in Cork recently in an attempt to promote effective safety management systems in the work place. Included in the speaker line-up was Keith Hartis and John Lowton, safety director and safety manager respectively Ainscough Crane Hire, Pochin Plant managing director Dave Pochin and several members from Ireland's Health & Safety Authority. From left to right, William O'Brien Senior, DJ Carey, Killkenny hurling legend, and William O'Brien Junior.

EPL ACCESS has been awarded a Best Practice Award from the Business Environmental Training Initiative project for its attention to the environmental impacts of the access business and the firm's responses to them. Councillor Richard Baker MBE, chair of Bedfordshire County Council, presented the award.

THE MANITOWOC Crane Group has announced the renewal of the long-term service agreement with Samuel Walker Ltd for the supply of field service, warranty cover, parts and technical support for Grove cranes in the UK.

FULL STORY ON WWW.VERTIKAL.NET

LIEBHERR Great Britain has closed down operations at its Hatfield site in the UK after 38 years in residence. The Liebherr UK operation has now moved to the company's new 10-acre purpose built facility in Biggleswade near Bedford. New telephone and fax numbers apply.

VP PLC, owner of UK Forks, the UK's leading telehandler hirer, has reported rising revenues by almost 11 percent to £83.5 million for the year ending March 31, 2004. UK Forks, which currently operates a fleet of around 1,000 units, turned in a solid 15 percent increase in revenues to £12.4 million compared with 2003. Profits remained static at £1.3 million in spite of the increased turnover.

WILLIAM L STERETT JUNIOR, president of Sterett Crane and Rigging and vice president of the Specialized Carriers & Rigging Association (SC&RA) in the US, has died at the age 57. Mr Sterett Junior was at the helm of a boat when it broke up after hitting a patch of rough water during a race. Mr Sterett was pulled from the wreckage and taken to Owensboro Medical Health System Hospital where he died from his injuries.

* C&A would like to highlight that the total number of Demag city cranes sold since the launch of its two-axle, AC 25 in 1997 is around 1,200 units. The numbers reported on page 22 of the 'Streetlife' city crane feature in the last issue of C&A refers to UK sales only.



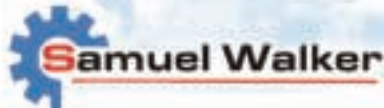
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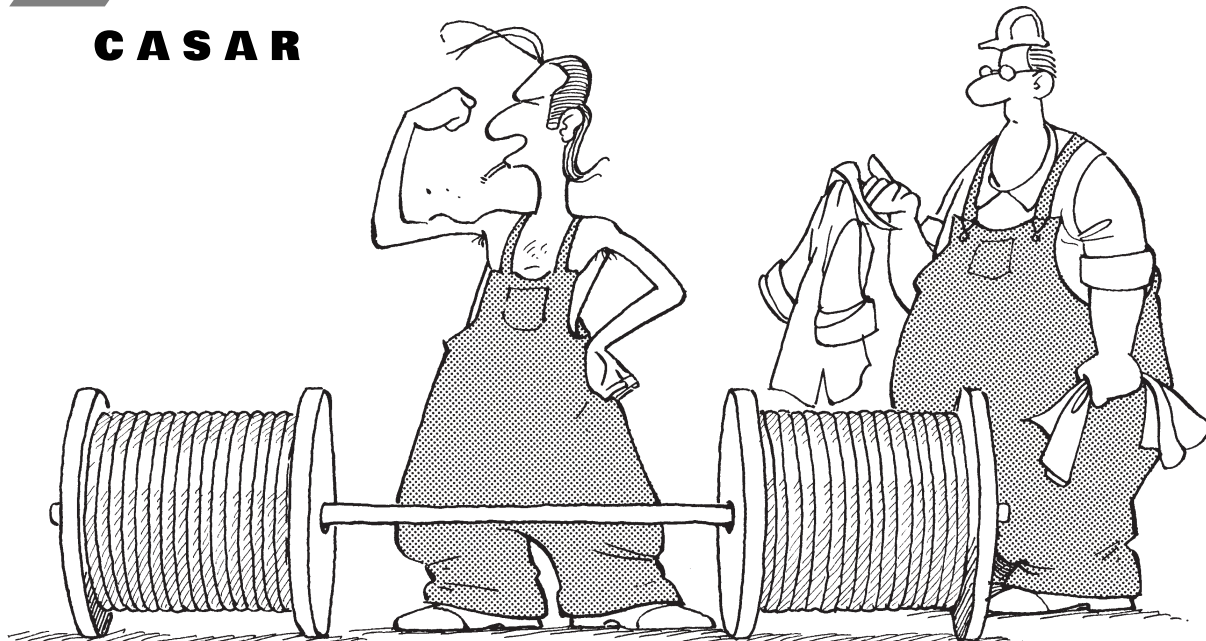
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Never say never

Toil and tundra



THE Netherlands-based heavy-lift and transportation specialist Mammoet was entrusted with the task of transporting and erecting numerous heavyweight loads across part of Canada to a refinery near the St Lawrence River in Québec. After initially transporting three large columns by rail, shipped from Malaysia to the port of Becancour, 200 kilometres to the refinery, the stakes were raised by the arrival of seven larger modules. Too large to be transported by railway this time, the modules were floated nearer to their destination where they made the final 12-kilometre journey by road during which time the convoy was faced with icy

slopes with gradients of up to 15 percent.

At the refinery, Mammoet rigged its 1600 tonne capacity Huisman PTC ring crawler crane with a 69-metre main boom and a 57-metre luffing jib to lift the columns into position. The most spectacular lift involved the hoisting and positioning of a 388-tonne column measuring 70 metres at a radius of 56 metres.

Y-ise guys

BRUER & Wasel called on the support a 500 tonne capacity Liebherr LTM 1500 and a 550 tonne LG 1550 from its heavy-lift fleet for the dismantling of a crane trolley at Westfalenhütte steel works in Germany. Part of the tandem lift project comprised the removal of a 12- x 20-metre trolley crane platform, weighing in at 190 tonnes, from a height of 58 metres.

The LTM 1500 was rigged with 42.1 metres of main boom, a 28-metre luffing jib, Y-suspension with spacer and 165 tonnes of ballast, while the bigger 550 tonner fully utilised 49 metres of main boom, a



36-metre luffing jib and 200 tonnes of ballast. Liebherr's eight-axle LG 1550 is built very similar to the company's 800 tonne capacity LTM 1800, but with a lattice mast system in place of the telescopic boom. A heavy-duty jib and a luffing fly-jib provide a 180-metre lift height and a reach of 124 metres, while a derrick comprising 240 tonnes of suspended counterweight increases the crane's lift capacity to 260 percent, touching the lift capacities normally associated with 800- to 1000-tonne cranes.

C&A once again grabs its passport for a trip around the world where the true heavy weight specialists of the lifting industry have been doing the incredible and the 'just about' possible.

Messing around by the river



THE installation of a 500-tonne gantry crane on the banks of the River Rhine in Germany recently required the combined efforts of three heavyweight Demag mobile cranes supplied by heavy-lift specialist Steil. The company provided a 600 tonne capacity TC-2800 lattice boom crane on a wheeled undercarriage, a flagship 700 tonne capacity Demag telescopic AC 700 and a 500 tonne capacity AC 500 to lift a pre-assembled Gottwald WSG series gantry crane into position for port operators Hafenbetrieb Ludwigshafen am Rhein.

Lifting the 120-metre-span gantry from ground level had to be carried out with extreme precision so not to damage the undercarriages of the cranes or the linkages between the portal legs and main bridge component of the gantry. As the steel structure was gradually lifted centimetre by centimetre, the portal legs were brought together at the same rate until at the full height of 38 metres, cross girders were mounted to secure the legs. A smaller telescopic crane provided support duties throughout the project.

The gantry crane is the first of three Gottwald units that will be installed to meet increased container handling between ships and land transport at the port terminal.

SC&RA rolls out the red carpet



Rigging Job Over US\$750,000

In another attention-grabbing performance Mammoet was awarded this year's Specialized Carriers & Rigging Association (SC&RA) Rigging Job of the Year in the over \$750,000 category for its contribution to the construction of the Dusseldorf Rhine-Arena Stadium in Germany. In this spectacular lift, Mammoet was required to lift into position two enormous roof girders each measuring 180 metres in length and weighing a massive 1600 tonnes.

The company employed two 60-metre lift towers with four 600 tonne lifting units to lift each load 50 metres into the air and onto skidding tracks, where they were slid into the stadium and lowered onto concrete supports. The girders were skidded 200 and 100 metres respectively to their final resting positions. The process was controlled from a central operation room, which also monitored the horizontal and vertical deflections of the girders throughout the lift.

The next phase of the project will involve the installation of two, 395-tonne cross beams, each measuring 110 metres in length, between the two girders. During the final phase, two giant sliding roof sections will be installed, which combined will measure a whopping 235 x 201 metres with an opening section of 110 x 70 metres.

On completion the 51,000-seater stadium will form part of the Dusseldorf Exhibition Centre, accommodate soccer and live events and play a significant part in Germany's bid to host the 2012 Summer Olympic Games.

Rigging Job Between \$150,000 and \$750,000



The middleweight prize at this year's awards was claimed by Atlas Industrial Contractors for its efforts in lifting and tilting a 227 tonne generator housing to make way for maintenance work at American Electric Power in Colesville, Ohio. Atlas brought in its 726 tonne capacity tower lifting system to lift the housing at a rate of 0.3 metres every three minutes until the required height of 2.4 metres was reached. One set of strand jacks was then locked into position, while the remaining two continued to lift the housing to a 45-degree angle.

Atlas then removed the tower lifting system to allow National Electric Coil to rebuild the generator inside the housing. On completion, the lift was reversed with the entire process lasting 14 days.

Rigging Job Under \$150,000



Scholpp Crane & Transport of Germany won the under \$150,000 category for the installation of a 152-metre bridge weighing 345 tonnes at DaimlerChrysler's Sindelfingen plant in Germany. Scholpp supplied a 450 tonne capacity Demag CC2500 crawler crane along with two smaller Demag telescopic cranes, which were used in unison to lift three pre-assembled steel segments weighing 172, 127, and 64 tonnes respectively over three separate lifts.

Ainscough crane hire recently employed its flagship 100 tonne Liebherr LTM 11000DS along with a 160 tonne capacity Liebherr LTM1160 and a 100 tonne Demag AC100, for the erection of the latest white-knuckle ride at Fantasy Island at Ingoldmells near Skegness. One of only a few



1000 tonne capacity cranes in the UK, the LTM 11000DS was rigged with 54.3 metres of main boom and a 49-metre luffing jib to lift the steel structure of the 2.5 G-force generating 'Absolutely Insane' ride, while the two smaller cranes provided tailing duties.

Red gold



TWO 750 tonne capacity Manitowoc Model 18000 crawler cranes acquired by AJ Cranes of Azerbaijan were paired-off recently for a tandem lift on the Central Azeri [drilling] Platform of the Baku Deepwater Jacket Factory off the east coast of the region. Under contract from BOS Shelf (Bouygues Construction) for all heavy lift work on the rig, both cranes were rigged with Manitowoc's MAX-ER capacity enhancing attachments and 79 metres of main boom before combining forces to lift and position a 400 tonne tower module on the platform's jacket.

A 250 tonne capacity Manitowoc Model 999, also acquired by AJ Cranes along with a third Model 18000, which provided tailing duties. The ever-increasing hunt for oil in the Caspian Sea fields led to the commissioning of the Azeri rig by the Azerbaijan International Operating Company (AIOC), along with a second rig around a kilometre away, where another Model 18000 is hard at work for McDermott Caspian Contractors Inc.

Says Terry Growcock, chairman and CEO of The Manitowoc Company: "The scale of development work here is simply incredible. Azerbaijan is one of the oldest known oil producing countries but it has remained relatively quiet in a global sense for many years. That is all about to change, and over the next five years I expect this country to be right at the forefront of oil and gas production and development. It is important we have a presence here and I am glad we do through the great work AJ Cranes is doing."

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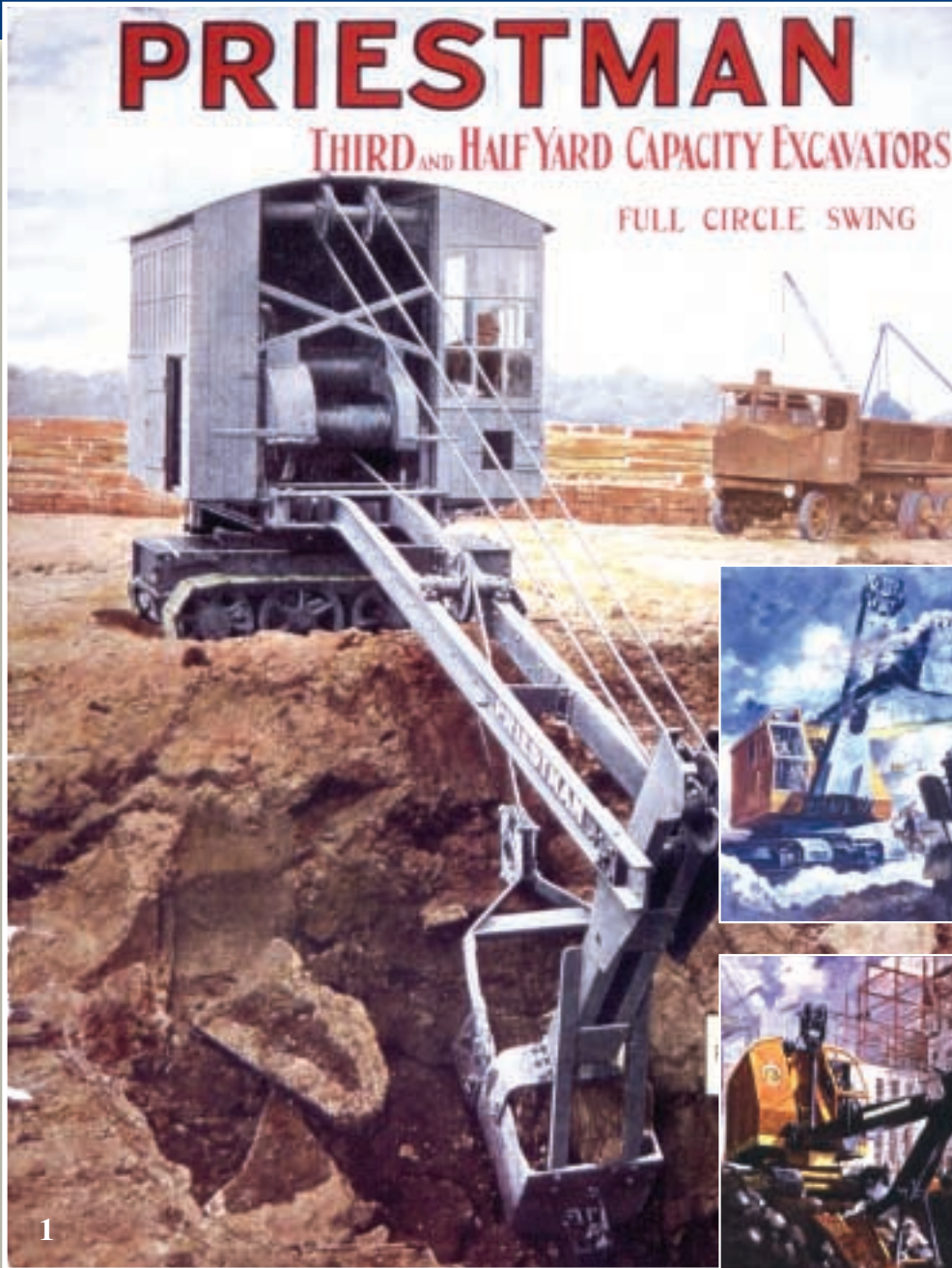
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The matching prints of Priestman Wolf IV and Tiger V are taken from original oil paintings by the renowned artist Henry Neave, who was especially commissioned for the task by Managing Director, Mr. Philip Priestman.

In at the big-end



A SITE near Malabo in Equatorial Guinea, West Africa, was the scene early this year for the maiden lift of The Netherlands-based heavy lift and transportation specialist, Sarens' newly acquired 1,500 tonne capacity class Demag CC 8800 lattice boom crawler crane. Rigged in Sideways SuperLift (SSL) configuration, the crane was used to handle all heavy lift duties, which included the hoisting of a 400 tonne fractioner at a radius of just 17 metres.

The lift was carried out for Consolidated Contractors International Company (CCIC) of Greece, which is one of the main contractors of US-based Marathon Oil.

Iconic movers



LGH MEGALIFT and Abnormal Load Engineering (ALE) were left with little or no room for error during their individual parts played in the dismantling and transportation of a Concorde aircraft from British Airways, Heathrow, in the UK to the National Museums of Scotland's Museum of Flight, East Fortune. Allocated with the delicate task of removing the aircraft's 5-tonne, 17-metre long wings prior to transportation, LGH Megalift employed its new Minilift system to secure each wing while it was cut away from the fuselage. Enter ALE.

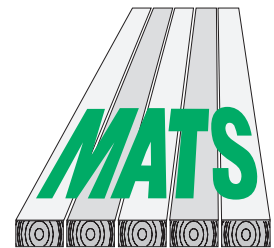
Following the further removal of Concorde GBOAA's nose and tail-plane, ALE stepped in during the early hours of April 4 to transport the stripped aircraft along an 8-kilometre

modified route to a pontoon at Isleworth on the River Thames. After sitting at Isleworth for seven days due to tidal restrictions, and following a brief photo opportunity outside the Houses of Parliament, the pontoon and its iconic load continued its journey up the east coast of Britain to Torness Power Station in Scotland where Concorde was rolled off onto SPMTs for the penultimate leg of the operation.

The load was then edged along public roads to a point as close to the museum as possible, where the Army had constructed a 1.7 kilometre track-way across fields for the final leg of GBOAA's historic journey and to its final resting place. The entire operation was completed in 15 days.



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The wild frontier

Many boom launches from the world's producers over the past 12 months have specifically targeted the growing desire for more rugged platforms. *C&A* looks into the increasingly popular rough terrain (RT) articulated boom market.

THE MARKETING material issued with the launch of a new RT boom will often illustrate a shiny new boom, one that looks like you could eat your dinner off it, carefully positioned in the midst of what looks like a horrific bomb blast. And deciphering which came first, the rubble or the boom, is usually easier said than done. The first lunar platform pictured on the moon will nevertheless be an interesting one.

This said, the marketing material has come thick and fast, and this year has borne witness to several RT boom entries. Earlier in the year JLG came out with an unusual height unit positioned between the two main RT articulated boom sectors, the 15 metre platform height (45 foot) sector (see fig 1) and the 18/20 metre (60/65 foot) sector (see fig 2). The 16-metre platform height 510AJ combines an up-and-

over height of 7.63 metres with a horizontal outreach of 9.48 metres and a 1.24-metre jib with 145-degree vertical rotation incorporated as standard.



Kesla XS 240.



Italian producer, Tigieffe, who market their machines under the Airo brand, introduced its new 23.1 metre working height RT articulating boom, the Airo SG2100-JD4WD. The unit shares the same chassis as its SG21800 predecessor, but includes an additional third boom section.

FIG 1 RT ARTICULATED BOOMS – UP TO 15 METRES PLATFORM HEIGHT (49 FEET)

Make/model	Outreach (m)	Platform height (m)	Up and over (m)	Overall width (m)	Gradeability (%)	Turning rad (in)	Capacity (kg)	Jib standard/no jib
Haulotte HA12PX	6.60	10.30	5.25	1.85	40	1.55	230	standard
Basket 16 AX	7.10	14.00	n/a	2.10	30/60	2.8 (ext)	200	no jib
Snorkel UN041	7.20	13.00	6.90	2.20	30	n/a	227	no jib
Genie Z-45/25 RT	7.30	13.70	6.90	1.83	45 (4wd)	1.37	227	no jib
Genie Z-45/25J RT	7.30	13.70	6.90	1.83	45 (4wd)	1.37	227	standard
JLG 450A	7.47	13.70	7.67	2.08 (4wd)	45 (4wd)	1.73	230	no jib
JLG 450AJ	7.47	13.70	7.67	2.08 (4wd)	45 (4wd)	1.73	230	standard
JLG 450 Semi-Track	7.47	13.70	7.67	2.06 (2wd)	30 (2wd)	1.73	230	no jib
Niftylift HR15	9.60	13.70	5.50	1.60	45	1.30	225	standard
Matilsa Parma 16D	7.50	14.00	7.30	2.25	40	n/a	240	no jib
Upright AB46RT	7.50	14.10	7.80	2.00	40	0.60	227	standard
Tigieffe SG 1400-JD 4WD	8.10	14.00	7.80	2.00	40	0.98	230	standard
Manitou 150ATS	8.36	13.00	6.78	2.36	42	1.76	250	no jib
Haulotte 15 X	8.45	13.20	6.75	2.25	45	2.40	230	no jib
Haulotte 16 X	8.45	14.00	6.75	2.25	45	4.65 (ext)	230	no jib
Snorkel AB50J	8.50	15.20	7.00	2.30	25	n/a	227	standard
Manitou 160 AJT	9.10	14.50	7.20	2.30	45	n/a	230	standard
Haulotte HA 16PX	9.20	14.00	6.60	2.30	50	1.90	230	standard
Basket 17 AJX	9.50	15.00	n/a	2.10	30/60	2.80 (ext)	200	standard
Manitou 165 ATJS	10.44	14.60	6.78	2.36	37	2.25	250	standard

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RT ARTICULATED BOOMS



JLG's steel semi-track option, pictured here mounted on a JLG 450AJ, fits over a machine's existing drive wheel tyre and an additional idler wheel with a built-in suspension system for better ride control.

The overall width of the 510AJ has been kept to 2.3 metres while four-wheel drive and an oscillating axle of 20 centimetres is fitted as standard. Gradeability is 45 per cent, falling second only in the 18/20-metre class to Haulotte's HA 18 PX that gives 50 per cent.

The now almost universally fitted oscillating axle assists the wheels to follow the contour of the ground, maintaining four tyre contact for a better traction and braking, particularly on grades. The level of axle oscillation is measured by the amount of vertical movement - 20 centimetres per side on most JLG models and up to 30 centimetres per side on the company's Ultra Boom series.

JLG took the up-and-over reach capabilities of its RT booms to a different level at the ARA show in the US earlier in the year with the launch of its class-leading 38.1-metre platform height model 1250AJP Ultra Boom. The unit offers more than seven metres extra up-and-over reach at 18.47 metres than its closest rival, Haulotte's HA32 PX, launched at last year's Intermat exhibition in Paris and currently the largest offering from Haulotte's RT boom line-up.

Technology on the 1250AJP includes JLG's JibPLUS jib boom, which rotates 130 degrees vertically and 125 degrees horizontally to give maximum access in hard to reach areas, and the company's QuikStik telescoping boom design which allows the platform to be raised to the full 38.10-metre platform height in just over a minute and back down again in just under two. Other features include JLG's SkyPower package comprising a 7,500-watt generator for welders and other platform-mounted equipment.

Manitou also boosted its RT line-up earlier in the year with the launch of two new machines that are still in the pre-production stages and are currently being field tested throughout Europe. All being well, the 16 and 18 metre platform height 160ATJ and 180ATJ, with maximum outreaches of 10.6 and 9.10 metres respectively, will go into full production in September this year and will replace Manitou's existing 10.4-metre outreach 165ATJ and 165ATJS models.

"In the development of our RT booms, Manitou has used all its experience from the production of its telescopic handlers," explains Dave Faultless, Maniaccess Product Manager for the UK and Ireland. "All Manitou RT booms have identical drive systems and heavy-duty axles as used with our telescopic handler range. These factors, combined with impressive ground clearances and a powerful Perkins engine, enable all of our RT booms to cope with the most arduous site conditions.

"The new 160ATJ and 180ATJ will be supplied with four-wheel drive, four-wheel steer and crab steer as standard and continuous turret rotation and an oscillating drive axle as optional extras," continues Mr Faultless. "We have seen success in selling this kind of equipment to the rental industry and have also seen a steady increase in end user sales." Manitou will be adding further models to the range in 2005.

According to Shaun Day of Promax Access, "The problem with the standard manufacturers' RT booms and their claims of extreme capabilities on the most severe terrain, is that once a machine eventually arrives at its place of work and the ground is not reasonably level, well, certainly not within five degrees, the machine is therefore not usually capable of working within the



Manitou expects that its new 160ATJ and 180ATJ (pictured) RT booms will be in full production by September this year. The units will replace the company's existing 165ATJ and 165ATJS models.

FIG 2 RT ARTICULATED BOOMS – 18/20 METRE (60/65 FOOT) SECTOR

Make/model	Outreach (m)	Platform height (m)	Up and over (m)	Overall width (m)	Gradeability (%)	Turning rad (in)	Capacity (kg)	Jib standard/no jib
Niftylift HR17	9.60	15.20	7.0	2.0	45	1.75	225	standard
JLG 510AJ	9.48	15.80	7.63	2.30	45	2.00	230	standard
Basket 19 AX	10.40	17.00	6.80	2.10	30/60	2.8 (ext)	200	no jib
Genie Z-60/34 (industrial)	10.40	18.30	8.50	2.13	30	1.22	227	standard
Genie Z-60/34 (construction)	10.40	18.30	8.50	2.29	35	3.35	227	standard
Haulotte HA 18 PX	10.60	16.00	6.60	2.30	50	1.90	230	standard
Manitou 180 ATJ	10.60	16.00	7.50	2.30	40	1.35	230	standard
Upright AB62RT (4wd diesel)	10.70	18.90	9.10	2.30	40	2.5	227	standard
Tigieffe SG 1850-JD 4WD	11.25	16.50	9.40	2.40	40	2.75	230	standard
Tigieffe SG 1850 JE 4WD	11.25	16.50	9.40	2.40	40	2.75	230 kg	standard
JLG 600A	12.07	18.30	8.10	2.44	45	1.68	227	no jib
JLG 600AJ	12.02	18.30	8.10	2.44	45	3.48	227	standard
Basket 20 AJX	12.50	18.00	n/a	2.10	30/60	2.8 (ext)	200	standard
Snorkel AB60J	13.10	18.30	6.00	2.40	20	n/a	227	standard
Tigieffe SG2100-JD4WD	13.90	19.00	9.40	2.40	40	2.75	230	standard
Haulotte HA20 PX	14.00	18.00	6.80	2.38	40	n/a	230	standard

requirements of the EN280 standard.”

Within Promax's UK distributor portfolio is Italian producer, Basket, which Mr Day says has overcome the issue by making a 'tilting turret' system available with all of its RT booms. "The system can be independently levelled up to eight degrees once the machine is at its place of work, and therefore enables safe working access on the most severe inclines," explains Mr Day. "The 'tilting turret' can be supplied across the entire range of Basket's self-propelled machines."

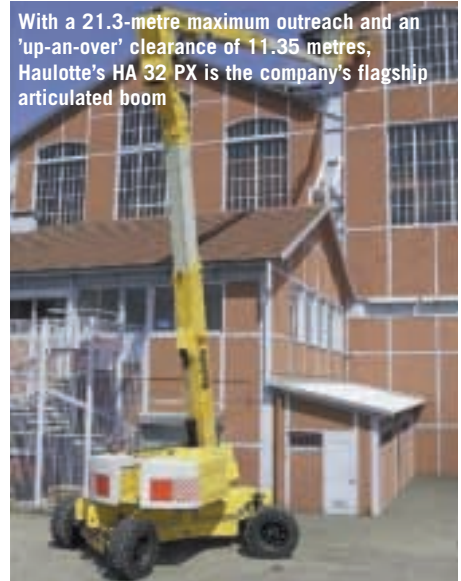
Also now in Promax's portfolio is the RXT range of booms from Dino Lift, which includes the firm's latest stowed, self-propelled RT unit unveiled at bauma, the 24ORXT.

"With low machine weights and four-wheel drive and crab steer capabilities, these machines can be manoeuvred in to the most extreme places where they can be levelled using each machine's four outriggers," says Mr Day. "This simple set-up operation can be carried



Tony Havercroft, Genies sales manager (left) and Lee Perry, sales director at The Platform Company after the sale of a new Genie Z80/60 at last year's SED exhibition.

out either manually or automatically, and although extremely strong and robust, each RXT unit is around one third of the weight of self-propelled machines that are not fitted with



With a 21.3-metre maximum outreach and an 'up-an-over' clearance of 11.35 metres, Haulotte's HA 32 PX is the company's flagship articulated boom

FIG 3 RT ARTICULATED BOOMS – 19.8 METRE PLUS CLASS (65 FT)

Make/model	Outreach (m)	Platform height (m)	Up and over (m)	Overall width (m)	Grade-ability (%)	Turning radius (in)	Capacity (kg)	Jib standard/no jib
Niftylift HR21	12.00	19.20	7.00	2.25	45	0.78	225	standard
Basket 22 AX	12.00	20.20	8.10	2.40	30/60	3.2 (ext)	200	no jib
Basket 23 AJX	14.10	21.20	8.00	2.40	30/60	3.2 (ext)	200	standard
Haulotte HA26 PX	15.10	24.00	6.80	2.38	40	2.3	250	standard
JLG 800AJ	15.80	24.40	9.78	2.44	45 (4wd)	4ws 2.13	227	standard
					30 (2wd)	2ws 3.66		
JLG 800A	16.15	24.40	9.78	2.44	45 (4wd)	4ws 2.13	227	no jib
					30 (2wd)	2ws 3.66		
JLG 740AJ	16.15	22.40	7.65	2.44	45	2.13	230	standard
JLG 1250AJP	19.25	38.00	18.47	2.49	45	4.39	230	standard
Haulotte HA32 PX	21.30	30.00	11.35	2.50	45	5.10 (ext)	250	standard

FIG 4 STOWED SELF-PROPELLED BOOMS

Make/model	Outreach (m)	Platform height (m)	Up and over (m)	Overall width (m)	Grade-ability (%)	Turning radius (in)	Capacity (kg)	Jib standard/no jib
Niftylift 170SD	8.50	15.10	6.50	1.60	n/a	2.25	200	no jib
Dino 24ORXT	12.00	22.00	n/a	1.99	35	2.15	215	no jib
Kesla XS 240	12.80	22.00	n/a	2.10	36	3.20	230	standard
Niftylift 210SD	13.20	19.00	n/a	1.90	35	1.50	225	standard

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Announcing its breakthrough onto the UK market through Russon Access at bauma, Spanish manufacturer, Matilsa, currently offers a four-strong articulated RT boom range including this, the largest, 16 metre working height Parma 16D.

The unit comprises independent hydraulic stabilisers, which can be fitted to the platform's chassis to allow levelling on rough ground conditions. Working outreach is 7.5 metres.

outriggers. This leads to reduced transportation costs and once the machine is on site it is less likely to become bogged down by adverse weather conditions."

Indeed, the advantage of this type of unit, which can only be driven in the stowed position after which it uses outriggers just like a trailer lift, is that the weight and cost of the unit is much less than fully self propelled units.

On Dino's 240RXT the total weight has been kept down to 4.25 tonnes, some 10,000 kilograms less than the JLG and Haulotte machines of similar platform heights.

Also in the 24-metre height class (self-propelled when in stowed position) is Kesla Oyj's latest RT boom offering, the flagship XS 240, also introduced at bauma. With a transport length of 6.95 metres the unit is 1.5 metres shorter than its Scanlift SL 240 predecessor and at 4.85 tonnes, is slightly heavier than Dino's 240RXT, possibly accounting for the extra 1 per cent gradeability

offered. Other improvements on the Scanlift model include an improved outreach of two metres, a four cylinder engine over the old three cylinder version, an extra 1.4 kilometres per hour travel speed and 120-degree fly-jib compared to 90 degrees on the old model. The pump and drive motors are also much more powerful than on the older model. Kesla also told C&A that the model XS 190 will be launched later in the year, but at the time of writing was not prepared to disclose any details until the machine is fully tested and approved.

ON HOME TURF

Despite the influx of new RT boom technology, it is Genie's "benchmark" Z45, along with JLG's 450, that remain the main machines at UK hire firm, The Platform Company, according to its sales director Lee Perry, although its latest purchases include a couple Nifty Lift Height Rider units.

"When buying RT machines, our primary concerns are cost, availability, reliability and longevity," says Mr Perry. "Plus, it [the machine] has to be proven. In our experience this means Genie or JLG. Anything else just isn't as robust and loses value faster. Many of our customers simply mention 'Genie 45' when ordering and, just like Hoover and the vacuum cleaner, its become a byword."

According to Brian Price, operations manager at GT Access, Genie machines also make up the largest portion of the firm's RT boom fleet, which also includes units from JLG, Nifty Lift, UpRight and Terex and ranges from 15 to 26-metres working height.

For Mr Price, it is the machine's overall value for money that is the primary factor, although he also says, "if the truth be known [rental] rates at the moment do not warrant spending the sort of money that is being asked of the manufacturers for the return that you can expect."

For the firm's customers on the other hand, "ease of obtaining and commonality of parts" are where the main concerns are focused, according to Mr Perry. "Using the larger manufacturer who has confidence in the product and therefore can offer an extended



Dino says that the total weight of its RXT RT booms are around

one third that of fully self-propelled machines that are not fitted with outriggers. Pictured is its new 240RXT.

warranty, not too technical a machine, and ease of servicing...the inclusion of swing out engine bays, speed and gradeability for example, are also important characteristics."

Speaking of his own customers demands, Mr Perry says: "As powered access has improved in recent years, construction sites are less well prepared and users expectations of where powered access can operate are on the up. Therefore, the main consideration is a machine's ability to tackle tough site conditions.

"The Platform Company is experiencing high utilisation across the board, particularly for RT machines," says Mr Perry. "There's also been a steady rise in [rental] rates, which can be explained by a combination of strong demand and the demise of competitors. Health and safety is the big factor in the market and the rewards for companies offering the right package of machines, training and advice is a significant trend."

Mr Price at GT has also noticed the changes in the market: "It is becoming more demanding as more and more people go away from the idea that the only solution to their access problem is scaffolding," he says. "Our market is not the steel work dominated market of most of our competitors, but the short-term building repair market.

"More customers are realising that RT booms are an effective answer to a short-term access problem."

C&A

Nifty on the move



Niftylift 210SD

UK-BASED NiftyLift used the recent Access Daze event, organised by the company along with Skyjack, APS/Snorkel, Blueline and Valla, to unleash its new 19.2 metre platform height 210SD (stowed position self-propelled boom). Niftylift describes the unit as a combination of its self-propelled boom technology and its 210 trailer-mount that offers the same working height as its Height Rider 21 model.

The hybrid machine features full independent suspension, four-wheel steer and the option of four-wheel drive, while its low weight design makes transportation quick and economical. The inclusion of four-wheel steering and special 'turf tyres' also make the 210SD suitable for work on sensitive surfaces. ■

Niftylift says that the inclusion of four-wheel steering and special 'turf tyres' make the 210SD ideal for working on sensitive surfaces.





The bes



ALMOST 20,000 visitors passed through SED's gates this year for three days of glorious sunshine and some of the very latest lifting equipment from around the world.



FRANKLIN McIlroy (*second from right*) of RTU pre-mix mortar company of Belfast, Northern Ireland, stepped-up on day one of the Hiab/Vertikal Challenge to claim his trophy from SED's Jackie Hanford (*second from left*) and £100 cash prize from the Vertikal Press publisher Leigh Sparrow (*right*). Also joining the podium ceremony was Hiab's Ismo Leppanen. Amazingly the event was Mr McIlroy's first experience using a knuckle-boom crane.

THIS modular-design SCX900-2 hydraulic crawler crane born from the recent merger between Hitachi and Sumitomo earned NRC Plant first prize in the SED Awards for Excellence in the Cranes and Access category. The 90-tonne capacity machine wields a maximum boom length of 60 metres.



SEAN Hagell of Travis Perkins in Kent braved the Hiab/Vertikal Challenge but finished more than two minutes off the pace. Maybe next year Sean!



A RIDE in Nationwide's 50-metre Bronto T50B truck-mounted platform ensured the best view in the house. "Just don't look down," said John Tominay, UK sales manager of Nationwide's Skylift Division and Bronto operator.



PANTHER Platforms once again showcased the UK's first 44-metre working height Oil & Steel Eagle 4430 truck-mounted platform on the latter firm's stand following the official hand-over at bauma 2004.



THIS JCB 540-170 side engine telehandler from JCB's Loadall range was kitted-out with one of the company's new remotely controlled access platform attachments. The traditional joystick controls on the platform have been replaced by an electric-over-hydraulic servo control valve, which enables the remote operation of the device. The platform range is available for JCB's 535-125, 535-140, 540-140 and 540-170 (*pictured*) machines.



A GATHERING comprising of Hiab regional sales director Northern Europe, Hakan Danielsson (*left in pic*), Gatwick Group director, Bob Toon (*second right*), Mrs Toon and regional Hiab sales engineer Brian Attfield (*right*) marked Gatwick Plant's latest order with Hiab for an 80 tonne capacity flagship Hiab XS 600 and a 60-tonne XS 800, both with 165 model jibs. The £185,000 order takes Gatwick Plant's Hiab fleet up to 8 models, including the Hiab 700 with 165 jib (*pictured*).



EH HASSELL & Sons hosted the world premiere of Sennebogen's brand-new 50-tonne capacity 640 HD lattice-boom duty cycle crawler crane (*pictured*). The UK and Ireland dealer for the German producer Sennebogen also displayed the first 40-tonne capacity 640HMC mobile harbour crane for the first time in the UK by permission of its new owner Galway Harbour in Ireland.

Wumag WT350



GETTING off to a flying start was SkyKing, which within the first hour of the show announced the sale of four Wumag truck-mounted aerial platforms to EPL Access. The order comprised one, 35-metre working height WT350, a 45-metre WT450 and two, 35.5-metre WT355s and takes EPL's Wumag fleet to six units, following the purchase of two WT355s late last year. Said SkyKing general sales manager Jim Longstaff: "We couldn't have hoped for a better first day. The units will be directly replacing older similar-sized Bronto Skylift truck-mounts in EPL's fleet."

"Skyking has invested heavily in its after-sales service capabilities, which played a big part in winning over EPL. Our level of service is something that is not offered with the Bronto product. Customers who are spending over £200,000 per machine need this service."

The company also disclosed the sale of ten, 12.5-metre working height 125 van-mounted units to Loxam Access, while on display for the first time at SED was a joint venture between SkyKing and its suppliers GSR. The new 14-metre working height, 7.3-metre outreach Mast Reverse Articulated (MRA) van-mount features a telescopic vertical mast section, which means the unit can reach over parked cars, a characteristic that Longstaff says has only ever been offered by one previous manufacturer. A 15- and 15.5-metre version is also available.

t of British

A warming mix of sunshine and an upbeat mood among this year's SED contingent helped produce yet another record-breaking attendance year at the UK's number one construction equipment show. C&A rounds-up the highlights.



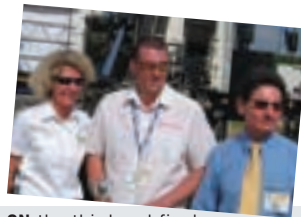
MUCH interest was generated at SED by Syltone UK's all-new 13.5-metre working height TDA13.5 van-mounted platform for mounting on vehicles with a GVW down to 3.5 tonnes. According to the firm, the unit is one of the first van-mounts to be designed entirely in accordance with EN280. Said Richard

ale, sales manager access platforms at Syltone UK, at the close of the show: "We just need to complete the CE process then we can start selling them."



VERSALIFT sales administration and marketing manager Stephen Kellet claims that Versalift is the only manufacturer to offer a drive-from-the-platform capability incorporated into a van-mounted platform as demonstrated by its ADS (Access Drive System) concept machine. The unit, at a premium of around £20,000, comprises a Mercedes Sprinter chassis cab that is fully driveable from an ET36NF boom with 300 platform rotation in drive mode and full extension and 3600 with outriggers extended.

Also seen for the first time at the show was the latest addition to its NE XS reduced weight vehicle range in the new 10.72-metre working height ET32NF XS telescopic boom mounted on a 1.2-tonne Ford Ranger. The unit shares the same boom as used with the current two NE XS platforms but also features a 1100-fly-boom.

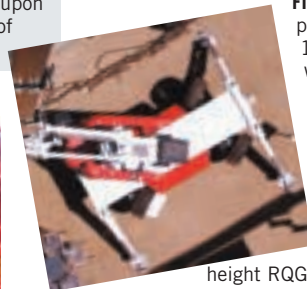


ON the third and final day of the Hiab/Vertikal Challenge it was Nick Knight (*centre*) from Horley and also of Gatwick Plant who sealed the competition and impressed upon the Vertikal Challenge Hall of Fame.

AMONG the wares on display on Mantiou Site Lift's stand was this 10-metre lift height, 3-tonne capacity MT 1030 S Maniscopic with optional roof truss jib recently sold to and decked in the colours of Hampshire-based Marsh Plant Holdings.



FINNISH platform producer Dino Lift presented the world debut of its new 13.5-metre 135T trailer mount, while its 24-metre self-propelled 240RXT rough-terrain boom (*pictured*) launched at bauma was introduced to the UK crowds for the first time. Dino's recently appointed dealer for the UK, Promax Access, exhibited both machines alongside the UK launch of the 15-metre working height RQG 150 tracked aerial platform from Basket, which is also in Promax's portfolio.



TAKING the rough-terrain access concept to new 'uneven' levels is the result of a collaboration between Loglogic and Versalift. The end product is this 14-metre working height Versalift VST240 MHI platform mounted on an 11.5-tonne GVW Loglogic Big Trak crawler carrier that provides 3.5 PSI in all weather conditions. According to Loglogic's Marcus Frankpitt, "The Bigtrak/Versalift combination is available at a cost of around £120,000, £50,000 less than a similar platform mounted on a Unimog carrier."



TAKING up its traditional post at SED, City Lifting boosted its usual mobile folding mobile tower crane display with one of its latest acquisitions, this six-axle, 10 tonne capacity Spierings Mighty Tiny SK1265 AT6.

NATIONWIDE Access proudly claimed this year's SED Newcomer Award for Excellence for its efforts in creating a unique combined product stand come live IPAF-accredited operator training arena. Present to receive the award was marketing team leader at Nationwide Access, Su James (*pictured*).



GGR-UNIC employed the aesthetic abilities of Canada-born and world-renowned trapeze artist, Genevieve Monastesse, to support the UK launch of the first Unic tri-fuel 295CR mini crawler crane and the new KS Teleafifter. The latter unit is a 1.65-metre wide trailer-mounted crane that can lift to a height of 19 metres and lift 0.8 tonnes on a 1.5 metre jib.



GATWICK Plant employee Kevin Findley from Crawley, Surrey receives his trophy and cheque from Jackie Hanford and Leigh Sparrow on day two of the Hiab/Vertikal Challenge. Mr Findley was the first of two Gatwick Plant members that would eventually lay claim to masters of the Hiab.



BOBCAT showcased its new 7.12-metre T3571 telehandler, which replaces the T3071 version with an extra 0.5-tonne lift capacity and extra lift height of 0.07 metres. Outreach has also been increased to 4.06 metres, where the maximum lift capacity has been boosted from 1.2- to 1.35-tonnes. As well as fully proportional joystick control, hydrostatic transmission and the choice of 20- or 24-inch tyres, the T31571 features an inching drive system for soft approaches when carrying loads.

According to Patrice Caulier, business manager telescopics at Bobcat, the UK remains the strongest market for the company's nine-strong telehandler range produced at its Pont-Chateaux facility in France, where this year, around 2000 units are expected to roll off of the production line. Bobcat recently sold two of its 17-metre machines to Charles Wilson engineers of London.



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STGO Tyre Check

The STGO rules that came into force last August will be fully enforced from December 1, 2004.

This is the deadline by which an STGO plate must be fitted to your crane.

C&A highlights some of the potential limitations.

THE NEW plates will highlight the fact that a crane's travel speed and/or maximum travel weight can be severely limited by its tyres – 14:00 tyres will be particularly limited.

As explained in our February/March issue, only a handful of cranes with axle weights of less than 10.5 tonnes per axle will meet the normal transport/ road regulations, meaning that only the very lightest truck cranes or city cranes will escape the new plates. The vast majority of cranes will fall into one of four STGO categories, which is where some of the problems begin to surface.

The three main STGO categories, A, B and C, allow axle loads of up to 11,500, 12,500 or 16,500 kilograms respectively, while the respective maximum speeds allowed, subject to component limitations, are 60, 50 and 40 miles per hour. If a crane is fitted with 14:00 tyres, however, it will be restricted to average speeds of 50, 40 and 12 miles per hour. Running the crane for long periods at the maximum permitted speeds, raises the risk that the tyres will overheat resulting in damage or, even worse, a 'blow-out'.

So, if your crane is fitted with 14:00 tyres you have two options. Either keep the crane's axle loads under 12,500 kilograms, allowing the crane to travel at an average speed of 42 miles per hour continuously with peak speeds of up to

around 55 miles per hour. Or, limit the average speed to 32 miles per hour with peak speeds of up to 44 miles per hour to permit axle loads of up to 14,000 kilograms. 14:00 tyres are not operationally practical for axle loads in excess of 14,000 kilograms regardless of the rules, according to the manufacturers.

16:00 tyres are by far the most commonly used tyres on all terrain (AT) cranes and are highly suitable for the first two categories, A and B. They will not, however, allow the crane to maintain the legally permitted speed of 40 miles per hour for axle loads of 16,000 kilograms or more. The Larger 17.5 tyres will simply not handle the axle loads underlined in category C, nor will they handle the maximum speeds allocated in categories A and B.

20.5 tyres are as good as it gets, allowing cranes in all four categories to travel continuously at the permitted maximum speeds. The problem with these larger tyres, however, is their weight. For example, 20.5 tyres and their rims will add a

dead weight of over 220 kilograms to each axle compared with 14:00 tyres. They will also take some cranes over the width limits.

The maximum speeds permitted by the weakest link in the cranes drive-train, which in most cases is its tyres, must be highlighted on the STGO plate and displayed in the cab where the driver can easily be made aware of it.

Low speed limits down to 12 miles per hour have been the law for many STGO cranes over many years, but the police have never enforced it. In fact, they have often stopped cranes for going too slow and issued penalties for obstruction with no regard to the law. The new plates will, however, make it very easy for the police to understand just how fast a crane will be permitted to travel. So, expect a more consistent approach, but also understand that extra diligence is now required for both legal and safety reasons.

C&A

One more tip

INCORRECT tyre pressures are the biggest cause of premature tyre failure and wear, not to mention fuel efficiency loss if the tyres are under inflated. One way to avoid this, and possibly aid tyre cooling, is to inflate tyres with Nitrogen rather than air.



Axle loads allowed for popular crane tyre sizes at various speeds

Tyre/Max Speed	12 mph	30 mph	40 mph	45 mph	50 mph	60 mph
14-inch R24/25	16,500 kg	14,000 kg	12,500 kg	12,000kg	10,000 kg	7,500 kg
16-inch R25	16,500 kg	16,500 kg	15,500 kg	14,500 kg	12,000 kg	8,800 kg
17.5-inch R25	15,500 kg	14,000 kg	12,500 kg	12,000 kg	10,000 kg	7,500 kg
20.5-inch R25	16,500 kg	16,500 kg	16,500 kg	15,500 kg	12,500kg	10,00 kg
	Category B; up to 12,500 kgs 50 mph			Category C; up to 16,500 kgs (max 40 mph)		

The front line

C&A caught up with a number of the lifting industry's attachment producers to see which designs have been rolling off their drawing boards of late

Lightening the load

LOADLIFT in the UK has added a new brick/block grab to its line-up of mechanical action lifting equipment. The PMR100 has been specifically designed for lifting bricks, blocks, kerbs and slabs and has a safe working load of 1.8 tonnes and a large adjustable depth from 200 to 970 millimetres. The unit is fitted with a simple automated locking system and can be adjusted to pick up half packs or smaller loads.



Designed for use in tough environments, the PMR100 incorporates net hooks and handles, has detachable rubber jaws with individual replacement rubber sections and pivot bolts fitted with grease nipples.

Injury clamp-down

"ACCORDING to a recent law passed in Great Britain, construction workers may no longer manually lift loads weighing more than 20 kilograms," says Albert Hunklinger of Germany-based Hunklinger. "The Hunklinger Type 01 stone clamp provides a remedy for this problem."

The clamp suitable for use with equipment such as knuckle boom cranes is fully hydraulic with gripping jaws that grab concentrically with a 360-degree rotary motor and a freewheeling capacity for gripping and accurately laying heavy rectangular and voluminous elements.

"All mobile and sensitive parts are concealed in the unit's frame so that the clamp is quite unsusceptible to damage," says Mr Hunklinger. "This makes it very suitable for rental purposes and it has recently been made available with an assortment of different adapter jaws."

The Type 01 clamp is suspended from two clamp arms that extend from both sides of the unit so that it is always at the centre of gravity, while the standard clamping area is between 0 to 150 centimetres. A special version with an area up to 180 centimetres is available on request.



Too many cooks...



Accurate load positioning is done using four SyncHoist cylinders attached between the cables and the load.

HYDRAULIC lifting technology specialist, Enerpac, says that lift projects that would ordinarily require the use of more than one crane for the accurate positioning of a single load, such as in the petrochemical and oil and gas industries, can now be performed using a single crane fitted with its SyncHoist load positioning technology.

The SyncHoist system is a hydraulically operated auxiliary attachment comprising individual hydraulic cylinders that fit between a crane's cables at each of its lifting points. During a lift, the crane provides all the lift power to move the load as close to the final position as possible, at which point either the crane's operator in the cab or a worker at load level can position the load with greater accuracy through the SyncHoist system's individual cylinders by remote control. Each lifting point has its own cable and double-acting cylinder that allows the precise control of both lifting and lowering adjustments in each cable. Stroke sensors within each cylinder also allow each lifting point's movement to be checked simultaneously.

"The standard maximum pulling capacity



Bridge segments are positioned using Enerpac's SyncHoist system.

of the hydraulic cylinders is 110 tons (99.8 tonnes) per lifting point, but higher pulling capacities are available upon request, so the only limitations are in the other components such as the cables or the crane itself," says Karel van Galen, technical publications director at Enerpac BV.

The maximum positioning accuracy of the system is plus/minus one millimetre, but Enerpac says that each cable's elasticity must be considered.

Enerpac also says that its SyncHoist system ensures better control of vertical transportation and load positioning, eliminates the synchronisation risks bound to a multi-crane lift and reduces the costs of hiring in extra cranes.

No meshing

A JOINTLY-funded project between Kinshofer UK, UK manufacturer of steel reinforcement, BRC, and UK fleet operator, Seymour Transport, has resulted in this grab attachment for handling wire mesh. According to Kinshofer, the grab eliminates the need for the traditional use of chains for handling this type of material.

The grab is fitted with a hydraulic accumulator to maintain constant hydraulic pressure, while a mechanical dampening system fitted between the crane link and rotator head controls the swing when the knuckle boom is in operation for accurate positioning of the attachment when handling loads.

The specially adapted Kinshofer 923-S grab has been fitted to a new fleet of seven radio remote controlled Atlas-Terex AK 120.2E knuckle boom cranes for loading and placing wire mesh on-site.

“Conscious of the Health and Safety Executive’s (HSE) on-going campaign to improve



working methods in the construction industry, we made the deliberate decision to re-think our entire approach to materials handling,” says Hugh Thompson, Seymour Transport’s managing director.

“Our operators can now work remotely from the knuckle boom in complete safety, using a grab which speeds up and simplifies the whole process of loading and unloading on site. The grab can lift every size and dimension of material from 4.8 to 5.9 metres long, with centres ranging from 100 to 400 millimetres.”

The total span of the grab’s hooks is 1.509 to 2.409 metres, with lateral hook centres of 1.075 metres.

IP says that it will backdate the warranty on any clamps already in existence not older than five years (standard use), or three years (intensive use). Depending on the number of operating years, a maintenance or overhaul service will be carried out by an IP-trained Certex engineer, after which the guarantee will be effective for a maximum of ten years from the original purchase date.



Inter Product has introduced a ten-year warranty for its lifting clamp product range, which is exclusively distributed in the UK by Certex UK.

- Certex recently launched a new guaranteed 24-hour delivery service for its crane rope products. Through Crane Rope Express, which was launched at the recent Crane Safety conference in London, customers can expect next day delivery following a call to one of Certex’s UK branches. Certex also says that a 30 percent discount will be given to customers if it fails to meet the promised delivery time.

Rozzi extends reach

ITALIAN producer of hydraulic and electro-hydraulic lifting attachments recently re-shaped its product line-up with the introduction of a number of new additions and replacements. The company’s range of polyp-grabs was extended by a 280- and a 320-centimetre cubed scrap handling grab for use with knuckle boom cranes between 1.5 and 3 tons (1.4 to 2.7 tonnes) lifting capacity. The RV 280 and the bigger RV 320 are both constructed from Hardox 400 steel and feature full shaft protection and easy component access for hassle-free maintenance.

Also for use with cranes up to 3 tons (2.7 tonnes) capacity is the company’s new R 30/340, R 30/360, R 30/380, R 30/800 (pictured) and R 30/1000 circular digging attachments. Each unit comprises two vertical cylinders for high pressure drilling up to 300 bar.

For the timber sector comes the R 50/427 timber grab (pictured), which replaces Rozzi’s earlier R 50/426 model. The unit is produced from Weldox 700 steel and is designed for fitting on knuckle boom cranes with capacities between 0.8 and 2.5 tons (0.7 and 2.3 tonnes).



30 percent of lifting clamps unsafe claims UK producer

AT LEAST 30 percent of safety lifting clamps in use today may be unsafe, according to research carried out by lifting equipment producer Inter Product (IP). The findings are based on a customer survey carried out by the company, which focused on the use and maintenance of lifting clamps produced by many different manufacturers.

“For some time, IP, in conjunction with Certex UK [the sole UK distributor for IP’s product range], has offered a repair and maintenance service for its customers, which includes an option to trade in their old non-IP clamps for new ones,” says Carl North, IP’s UK and Ireland business development manager. “It was obvious that some of the clamps that were submitted for trade-in should have been discarded long before they were returned.

“We also conducted a telephone poll asking users how they used their clamps; how they maintained them or if they ever refurbished them,” says Mr North. “We were able to calculate that around 30 percent of working clamps were in either a dangerous state of disrepair or had not been used correctly.

“Obviously, it is very worrying that there could be this level of failure within the industry, with potentially fatal consequences,” says Mr North.

IP recently applied a new ten-year warranty for its own lifting clamp range. The company says that the guarantee is subject to a specified programme of safety inspections, preventative maintenance and regular service, the responsibility of which is shared between the end user and trained service engineers authorised by IP.

Gunnebo tops hook line



GUNNEBO Lifting, subsidiary of the hoisting technology company Gunnebo AB, has topped its GrabiQ series of RH hooks with the introduction of a five tonne capacity version. The RH 5-8+ has been produced as a single-piece component and is suitable for use with four and five tonne WLL web and roundslings.

“Two heels on the hook help to protect the sling if the hook and sling are dragged along the ground,” says Morgan Longman, product manager at Gunnebo Lifting. “Additionally, the hook is designed not to snag other components. The radius of the RH hooks’ contact surface with the sling has also been made extra large to minimise the risk of crushing or damaging the sling during lifting.”

Gunnebo’s RH hooks are colour coded and type tested according to EN-1677 standards and are type approved according to the German Gerufsgenossenschaft (BG).

Just for the record

As news of the Construction Industry Training Board's new tower crane operator training course launched last month has spread throughout the industry, so seems to have concern among some of its members. *C&A* reports.



SINCE the launch of the course last month (see news *C&A* April/May) a number of individuals in the UK tower crane industry have approached *C&A* with concerns that the course appears to reflect that a skill that takes years to perfect can be condensed into a number of theoretical modules.

'It seems to suggest that somebody could walk right off the street, buy the course, sit down in front of a PC and, 18 modules later, claim to be a proficient tower crane erector and dismantler,' protested one industry member. This was the first of many such comments, so *C&A* decided to take a closer look and confront those behind the course.

First and foremost, both the Construction Plant-hire Association (CPA) and the CITB – who collaborated with the Construction Confederation (CCC) and the Health and Safety Executive (HSE) in developing the course – made it very clear that it is intended to be taken over an extended time period, during which participants will receive hands on experience with a tower crane erection team. They were also adamant to point out that the course should be part of a long-term training programme and not as a replacement.

The driving force behind the course has been to establish a consistent industry standard for the training of tower crane installation operatives, setting out in plain English the regulations to be observed, the best advice and current working practices. The intention is to extend this by establishing a formal NVQ within a year or so that could then become part of a modern apprenticeship programme offered by contractors and rental companies.

Until now, there have been no common standards for the training of tower crane installation personnel. Individual companies have tended to adhere to their own training methods, which have inevitably lead to varying levels of comprehension.

The CITB course will not change this in anyway, but it will at least show that a person has had a certain level of basic training. A

company could alternatively choose to use the tests in each module to verify a new employees' capabilities or, the course modules could be used as part of refresher courses for existing employees.

THE THEORY

The course has been "driven" by the CPA's Tower Crane Interest Group (TCIG), chaired by Paul Phillips of tower crane hire company HTC, and has included most manufacturers, large tower crane rental companies and contractors. It consists of 18 stand-alone modules, and while these vary from 'Safety Awareness' (Module 2) to 'Tying Tower cranes to adjacent buildings & structures' (Module 12) (See box for full list course components), the programme makes it very clear that an operative wishing to become a leading erector/supervisor will need additional training, skills and hands-on experience.

The course contains numerous tips and instructions, along with written tests and evaluation techniques, to aid the trainer who should him/herself be a highly experienced tower crane erector with the ability to effectively communicate to, and train, his/her students. This could be an in-house trainer, or, given time, the course could be delivered at specialist training schools. The CITB already offers a basic tower crane erection course at its Bircham Newton facility in Norfolk and suggests that tower crane specialists, such as a rental company, would benefit from having its operational staff complete at least 7 out of the 18 modules on offer.

The HSE has "commended" the use of this course for those who have duties under the Health and Safety at work act of 1974, and will reference this course when and where appropriate. The full 18-module course costs £85 and is available from the CITB-Construction skills publications sales on tel: [44] (0) 1485 577800 fax: [44] (0) 577758 email: publications@citb.co.uk, or on line at www.citb.co.uk/publications

The CITB says that tower crane rental companies will benefit from having their operational staff complete at least 7 out of the 18 modules on offer from its new tower crane course.

THE 18 MODULES MAKING UP THE CITB'S TOWER CRANE COURSE ARE;

- Module 1 Introduction to the industry
- Module 2 Safety awareness
- Module 3 Basic tool skills
- Module 4 Working on site
- Module 5 Basic principles of crane erection, dismantle & stability
- Module 6 Practice of erecting and dismantling tower cranes
- Module 7 Assisting with examination & testing, the erectors role
- Module 8 Preparing equipment for use
- Module 9 Loading and unloading components for transport
- Module 10 Wire ropes, specialist tools and equipment
- Module 11 Operation of tower cranes during erection/dismantle
- Module 12 Tying tower cranes to adjacent buildings & structures
- Module 13 External and internal climbing of tower cranes
- Module 14 Limit setting and functional testing
- Module 15 Product familiarisation/operational handover procedure
- Module 16 Servicing and maintenance of tower cranes
- Module 17 Statutory examinations, inspections and checks
- Module 18 Carrying out site surveys as part of installations planning

New engine rules...impossible challenges?

The recent bauma exhibition provided the first chance to see the new "Stage IIIA" engines designed to meet the new emission regulations that will come into force in January 2006. But are conflicting noise regulations presenting crane manufacturers with a seemingly impossible task? *C&A reports.*

IN EUROPE, Mercedes and Cummins supply most crane engines. Liebherr produces its own, while the aerial lift is largely the domain of Perkins, Kubota, Deutz and Hatz. The Stage IIIA (Tier three in the US) engine requirements enforce lower levels of carbon monoxide, carbon dioxide, sulphurous and nitrous oxide and particulate emissions. Most, if not all engine manufacturers, have now announced their Stage IIIA engines and will be ready well in advance of the January 2006 deadline.

Crane manufacturers, on the other hand, are facing what appears to be an impossible challenge. Not only will they need to design new engine installations and obtain approvals from engine producers for all crane models during the six to twelve months, following the release of the new engines, which is a tough enough challenge on its own, but they will also have to meet the noise directive 2000/14/EC, which will apply to cranes from January 2006.

This has led to the conflict of directives. The noise directive requires a three-decibel reduction from current limits, which is already a huge challenge. It gets worse. In order to meet the new emissions requirements, engine manufacturers have been forced to resort to changes such as higher compression ratios,


increased air intake levels, larger cooling systems, fans and exhausts, along with common rail injection and electronic engine management systems. Many of these changes add considerable noise, so it is almost certain that the new engines will be noisier than current models.

With very little room left to work with on

modern cranes, manufacturers are expecting to enter long periods of testing with acoustical treatments and new air intakes, etc, to meet the noise requirements and temperature limits, while also overcoming the space restrictions of modern crane chassis designs.

Mercedes, the major crane engine supplier, is unlikely to have even preliminary Stage IIIA engines ready for delivery until at least 2005, with final engines not likely to be available before October that year.

This time frame clearly prevents crane manufacturers from meeting the noise regulations. As a result, they are asking for extended transition periods, ranging from an extra year for smaller units, to two years for all terrain cranes with engines over 130 kilowatts and three years for rough terrain (RT) and crawler cranes. As these latter units only tend to work off road and usually well away from homes, it may be logical to leave these units, of which there are far fewer in the European crane fleet.

If some form or transition cannot be agreed, it is hard to see what crane manufacturers can do. If the authorities insist that producers have to meet the deadlines, or even give them only a short extension, it could have a major impact on new crane development as engineering resource is dedicated to engine installations. 

A knock on effect of these rules could be to see low volume RT cranes taken off the market in a similar way as happened with Japanese road cranes. On a positive note, however, once the new rules settle down and are applied in other parts of the world, we might once again see Japanese built truck and city cranes come back onto the market here.

After much lobbying by industry bodies, cranes were classified in 1998 as special purpose vehicles not designed or equipped for the carrying of goods. The precise classifications vary, depending on weight and dimensions, but cranes are generally seen as having a different impact than goods vehicles.

They were also given a derogation on the drive-by noise regulations that apply to trucks. The noise emitted from the special off road tyres used on All Terrain cranes exceeded the noise limits on their own before allowing for engine or fan noises.

Due to the logarithmic effect of decibel ratings, the seemingly small 3dba drop that 2000/14/EC requires actually equates to half the current permitted noise levels.

SHIP, SHAPE AND SHINE

With just a handful of materials and a few hours graft, US firm Dakota Shine claims that its new treatment for fading paintwork soon to be released in the UK will add significant value to an ageing machine. C&A took a closer look.

ANYONE who has ever owned equipment, such as an older car, will be well aware of the problem. The paint job, while still providing a good covering for the base metal, has gone flat and lifeless and no longer looks anything like that of the original.

A particular problem with red and yellow colours, some types of finish are more prone to this fading, and a loss of gloss, than others, but when subjected to regular pressure washing or steam cleaning, the problem will affect most paints.

The options, until now, have either been to apply a cutting polish, with plenty of elbow grease, or perform a complete repaint. The problem with the first option, however, is that it will rarely last, even when done properly considering the amount of effort required. On the other hand, the problem with repainting is that unless you carry out a complete respray, a skimpy touch-up job will look dreadful.

A company based in Yeovil in the UK thinks it has an all-round better solution. FPG has begun importing a product from the US, which it claims, after being applied in a few hours with very little effort, rejuvenates original paint to last as long as the original paint job.

"Not only does it have a remarkable effect on the paint, it also refreshes the rubber, vinyl, and decals," explains FPG's Dave Chaffey. "On top of that, as it affects the molecular structure of the paint surface it will also blend in any nasty touch-up areas before sealing and protecting the paint from the atmosphere."

Sounds too good to be true! C&A thought it came across as being bit of 'wonder product' like the old 'cure-all' snake oil peddled by itinerant hucksters in the old West. And with a name like Dakota Shine...well! On further

investigation, however, and talking to our contacts in the US, we heard nothing but positive comments and discovered that Caterpillar endorses it and markets it under its own label.

Given the potential benefits to owners of lifting and access equipment then, C&A decided to probe deeper and attend a demonstration organised for Finning Tractor in the UK at its Cannock HQ.

THE TEST

Sadly, the machine selected for the demonstration was not a telehandler, but a larger front-end loader (chosen by Finning). However, while in reasonable condition, it was certainly going to be a big test for the two-man team, and a decent representation for our size requirements, fitting nicely between an access platform and a crane.

The first step of the process is a good pressure wash or steam clean in order to remove as much grease and dirt from the machine as possible, after which it is cleaned with a special preparation liquid using fine grade steel wool. While this might seem much the same as using cutting polish, the effort required is much less - just a gentle rub over with the liquid, and then a quick rinse.

The machine is then left to dry. At this stage, and if any touching-up of the paintwork is required, then this is the time to do it. One of the benefits of the Dakota Shine treatment is that it will blend-in any 'spot' touch-up paint before sealing it, making any touch-up work needed well worth while.

Finally, once any touch-up paint applied has become tacky the Dakota Shine treatment is

Dave Chaffey of FPG applies the Dakota Shine treatment using a regular spray gun onto a Caterpillar front-end loader at a recent demonstration at Finning Tractor's Cannock HQ in the UK.



The main body of the Cat loader before being treated with Dakota Shine.



The main body of the Cat loader after the Dakota Shine treatment.



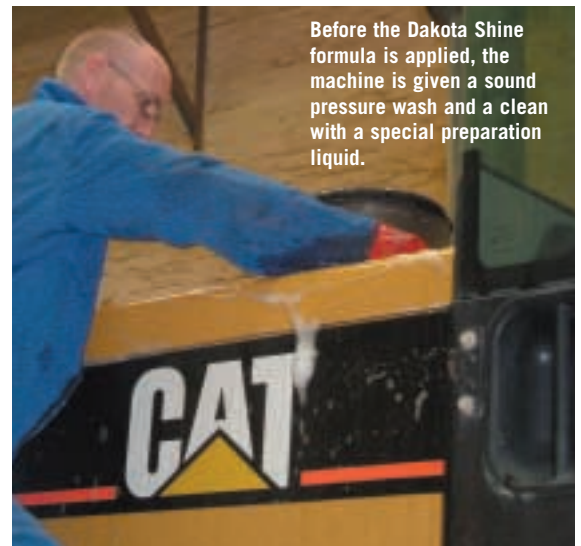
sprayed on using a regular spray gun. Unlike paint, the formula can be sprayed over the entire machine, including the engine bay, rubber vinyl, lighting lenses and even on mirrors. The one consideration that has to be taken into account is that if the formula comes into contact with the glass of the machine's cab, it should be cleaned off before it sticks.

On completion, the application of the Dakota shine took just 15 to 20 minutes, even on a machine the size of the one used throughout the trial. The skills required are low and the process is much easier than applying paint. The only key requirement is to make sure that the entire machine, excluding the cab's glass of course, is completely covered with the formula.

The unit needs to be kept under cover away from dust and rain overnight to allow the formula to set and harden. During a hot, dry period the treatment will dry sufficiently in just a few hours outdoors, as long as the wind is not whipping up dust clouds.



The wheel-guard panel of the Cat loader before (left) and after the Dakota Shine treatment.



Before the Dakota Shine formula is applied, the machine is given a sound pressure wash and a clean with a special preparation liquid.

THE CRUNCH

It has to be said that the end result was excellent. The large paneled areas of the machine looked brand-new with a deep shine and fresh looking decals. Even the faded brake and indicator lenses came back to life and looked like new. In less than six hours, and with very little equipment, our two-man team had given a nearly new look to a large and complex front-end loader. If the treatment had been applied to one of Finning's faded telehandlers, it is arguable that in excess of €2,000 (£1,300) would have been added to its value.

The producers of Dakota Shine claim that the treatment will last as long as the machine's original paint. When you consider that a decent mid-size crane repaint can cost between £2,800 and £4,000, plus a week or two's lost income, three weeks if you are an end user, then using this treatment to restore and extend the original paint's life seems to be an excellent option. The major bonus is that no special equipment is required to carry out the work.

Mr Chaffey of FPG says that the company is currently considering the various distribution options for the UK and Ireland before moving on to continental Europe. One option, in addition to direct sales to rental companies, is to set up a network of trained application companies who can offer end users, and rental companies alike, a turnkey valet-style, van-based service.

Nationwide

T H WHITE

Contact: David Ottaway **01380 722381**

Email: cranes@thwhite.co.uk

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Nursted Road Devizes Wilts SN10 3EA

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ALLMI



handshake

As part of a brand new regular feature *C&A* has teamed up with ALLMI Training, the training accreditation service of the Association of Lorry Loader Manufacturers and Importers (ALLMI) of Great Britain, to provide all the very latest training news, views and events from the UK loader crane sector. In this first part, Allmi training manager, Tom Wakefield, provides an introduction.

THE ASSOCIATION of Lorry Loader Manufacturers and Importers (ALLMI) was founded in 1978 and is today the UK's only trade association devoted exclusively to the lorry loader crane industry. It serves, represents and promotes the interests of its members and the industry at large and is the natural focus and authority on all issues involving the design, manufacture, application and use of lorry loader cranes.

The association currently has 44 members drawn from all parts of the industry, including manufacturers, agents and service providers. Many are world-class companies and household names in this specialist sector that have made a major contribution to the design and development of loader crane technology. But they all have one thing in common...promoting safe use and best practice of lorry loader cranes.

ALLMI's three main objectives are; to promote the safe use of lorry loaders; to ensure that the association is involved in the formulation of any legislation which affects the industry's interests and to promote compliance with training requirements embodied in current legislation.

With these objectives in mind, ALLMI decided to develop its own training scheme and the formation of ALLMI Training was a natural extension of the association's role as the champion of improved safety and operational performance in the UK lorry loader industry. Who better to introduce an accredited training programme than the organisation that has consistently pioneered better safety and

standards and, more to the point, has the experience, expertise and track record to ensure its success?

ALLMI Training serves as an accreditation service and standards body for the association and provides a training programme for operators of lorry loaders and accreditation for lorry loader training instructors.

The strength of ALLMI Training comes from the technical and training knowledge of its Standards Committee, which is made up of training and technical professionals from all of the major lorry loader manufacturers and importers within the UK. It also seats representatives from the Health and Safety Executive (HSE) and consults upon, maintains and develops all the training standards set by ALLMI Training.

With over 80 accredited instructors covering the whole of the UK ALLMI Training operates through a growing network of training providers whose instructors not only have to satisfy the stringent requirements of the initial accreditation process, but also consistently achieve agreed standards. Regular audits are conducted on all instructors to ensure a common high standard throughout the scheme.

ALLMI trained operators undergo a demanding course followed by both written and practical assessments. The course content covers 15 modules in total, including *legislation, pre-operational checks, operator maintenance, lifting attachments, siting the lorry loader, deployment of stabiliser legs,*



The ALLMI Training scheme was recently awarded the HSE's 'Working in Partnership logo'.

operating the lorry loader, and stowing procedures.

Since its formation in 2001, the ALLMI Training scheme has gone from strength-to-strength, culminating in the recent allocation for the HSE's 'Working in Partnership logo'. The ALLMI Training scheme is the only lorry loader training scheme in the UK to have been given this level of recognition by the HSE. We are delighted that the HSE now commends the use of this training programme to all those who have duties under the Health and Safety at Work Act 1974. It reflects great credit to everyone involved in developing and delivering the scheme, nation-wide. ■

IPAF launches Rental+



"END users will shortly have a concrete sign of a platform rental company's total commitment to provide the best possible and most comprehensive service – that sign is IPAF's Rental+ scheme," said Tim Whiteman, IPAF managing director, during the launch of IPAF's Rental+ at last month's SED exhibition. "Our rental company members saw the need for an independent quality mark that would recognise their high standards of service, machine inspection and handover procedures," he

continued. "That is what they are now offering through Rental+."

The independent audit procedures, central to the new Rental+ concept, will make sense to those who use rented platforms across all industries, as well as to insurers and finance companies whose support is vital to the health of the industry. "We want everyone to be able to distinguish those rental companies that can demonstrate a real commitment to service and safety," Mr Whiteman concluded.

The audit covers the training of staff; procedures to ensure the suitability of platforms offered for hire, location tracking and condition monitoring for hire fleet machines, hire terms and machine handover procedures and documentation. It also requires and will review a system of customer satisfaction monitoring, which must have the objective of demonstrating

continual improvement.

One of the prime movers behind the set up of Rental+ was Gordon Leicester of Hickstead-based Facelift: "We are continually striving to improve our standards of service and having a regular, independent audit of how we are matching up is a valuable discipline," says Mr Leicester. "It will help keep us all focussed and is a continuing test that we are making, and beating, the grade."

Brian Fleckney of Panther Platforms Rentals, who was also involved in the early development of Rental+, echoes a similar point: "Our central objective in setting up Rental+ has been to offer a way in which IPAF and its rental company members can be seen to be working to raise standards in the platform rental sector. This I see as good news for everyone, ourselves as rental companies and our customers alike. ■

£8000 raised for Dreamflight charity



TIM Whiteman presented a cheque for £8007.07 to Penny Wright of the charity Dreamflight recently, which was raised at IPAF's AGM and Luncheon held last April.

Skyjack Europe generously donated one of its 3219 micro scissor lifts for auction at the AGM, which was eventually picked-up by Harry McArdle of Ireland-based rental company and IPAF member Height for Hire, who placed the winning bid of £6000

All proceeds, which also included those generated by several footballs signed by the Luncheon's guest speaker, Sir Bobby Charlton, went in the kitty of this year's nominated charity, Dreamflight. The charity organises 'once in a lifetime' trips to Disney World in Florida for seriously ill children and their carers (more details on www.dreamflight.org).

Pictured: Harry McArdle (left) and John Ball (second from left) of Height for Hire, Skyjack president Lloyd Spalding (second from right), and Martin Davies (right) Skyjack director of sales and marketing Europe, lend their support during the presentation of the cheque. ■

COMMENTING on the 'live' IPAF training courses run by Nationwide at SED last month, Nationwide's training manager Mike Ripton explained the thinking behind the demonstrations: "We arranged



for a number of people to undergo training during SED, which gave everyone a chance to see what is actually involved and generated a lot of new interest.

"We pride ourselves on being able to deliver training at 24 hours notice," said Mr Ripton, "but on the spot, on-demand response is a bit too much, even for us." ■

Safety and Health Expo demo

THE Safety and Health Expo at the NEC Birmingham provided IPAF with the chance to bring its expertise and experience in safe and effective work at height to the attention of a much wider mix of industries.

The Expo draws in health and safety professionals from the private and public sector and many were acutely aware that they would need help in getting to grips with the implications of the Work at Height Regulations. Very few, however, had appreciated the active role that industry itself is being relied upon to play in the development of guidance and interpretative assistance on the Regulations. ■



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The rough with the smooth

THIS new Rugged 130 lap top from Compwise Rugged Solutions is part of a new range of robust IT equipment for use within the harsh environments found in the construction and engineering industries. With the introduction of the line, which also includes 'rugged' hand held computers and tablet PCs, Compwise is looking to promote the use of IT equipment and software, such as CAD and Windows-based technologies, out in the field that have traditionally been limited in the past by risk of damage.

All products in the range have been designed with IP ratings of at least 54 and to ISO 9000 and MIL-810 environment standards. Wireless, GPS and blue-tooth technologies have been incorporated as standard, as have 'transflexive' sunlight readable screens for use in direct sunlight. A full back-up service is offered with all equipment by Compwise, which is also planning to introduce a fully 'ruggedised', fully sealed waterproof PDA later in the year. ■



Lighter than air



JD Neuhaus has developed a new range of top-hook suspended motor operated trolley units for use with its Profi TS range of air operated hoists. Full pneumatic operation and varying spark prevention settings mean that the units are suitable for up to 11C explosion protection (EX 112 GD 11C T4) in hazardous environments such as in the chemical and pharmaceutical industries and on offshore oil and gas platforms in temperature ranges from -20 to -70°C.

The units can be fitted to beams with a bottom thickness of up to 40 millimetres and with flange widths from 50 to 300 millimetres and feature new, low noise level two-step speed drive motors. The compatible Profi TS hoists provide lift capacities from 0.25 to 2 tonnes and feature twin-speed motors. ■

Abuse the force



PERSONNEL protection equipment producer Bacou-Dalloz was awarded first prize in the British Safety Federation Product Innovation Awards at the Safety & Health Expo in Birmingham recently for this new Miller Barracuda scaffolding lanyard. The device has been developed as an alternative for scaffolders who have traditionally attached a fall-arrest lanyard to a horizontal bar beneath their feet level, which in the event of a fall creates considerable fall-arrest forces.

Designed to grip onto horizontal and vertical scaffold tubes, Bacou-Dalloz claims that the Barracuda is the only practical alternative that allows anchorage above waist height during the erection and dismantling of scaffolding, thus minimising the forces felt by a falling body should a fall take place. ■

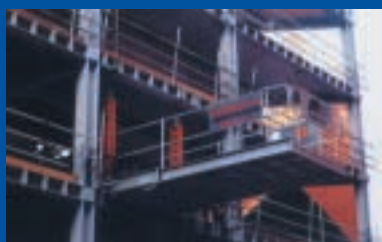
Third eye



ORLACO Products of The Netherlands has introduced a Compact LCD colour screen for use with cranes. When used with up to three compatible zoom cameras, the screen presents the crane operator with full visibility of the areas surrounding the crane, which would otherwise be impaired, such as the load being lifted and the area around the crane's winch.

The compact unit measures just 175 x 125 x 25 millimetres and is mounted on an adjustable bracket inside the crane's cab. A sunshade prevents reflections and glaring sunlight from obstructing the screen. ■

Please send in all your product innovations to: Innovations, The Vertikal Press, Unit 1/Level 5, New England House, New England Street, Brighton, BN1 4GH.



Mydeck eyeballs hoists

MYDECK UK has launched a range of crane loading platforms designed as an alternative to hoists for the fast movement of materials in and out of high rise buildings during construction or demolition. The platforms can be inserted within the buildings framework, by two men in less than two hours, and held in place using four integral props. Once installed, one man is able to extend and retract the platforms as desired.

Multiple platforms can be installed directly above one another on each floor of the building, allowing materials to be crane lifted directly from a truck to the required floor level. The platforms are available in two versions, the MD 24 giving a clear loading area of 4.5 x 1.86 metres and the MD 29 giving a clear

loading area of 4.5 x 2.36 metres. Both versions hold a maximum load capacity of 5 tonnes.

Visitors to SED last month would have seen a unit on display by Vanson Cranes, which recently added the Mydeck line to its rental portfolio. ■

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All training centres above offer IPAF approved and audited courses for Operators of Mobile aerial work platforms, European directives require that all staff are fully and adequately trained in the safe use of the equipment they operate.

Don't risk it call and book a course today!

See
www.ipaf.org
for full listing

What's On?

Platformers' Days

German platform rental conference and exhibition
August 27-28, 2004
Hohenroda, Germany
Tel: [49] (0)5031 972923
Fax: [49] (0)5031 972838
e-mail: www.platformers-days.de



SAIE 2004

Italy's premiere construction equipment exhibition
October 13-17, 2004
BolognaFiere, Bologna, Italy
Tel: [39] 051 282111
Fax: [39] 051 6374013
e-mail: saie@bolognafiere.it



Bauma China

International trade fair for construction machinery and building materials
16 - 19 November, 2004
Shanghai International Expo Centre
Tel: [49] (0) 89 9492 216
Fax [49] (0) 89 9492 2350
e-mail: miedaner@imag.de

World of Concrete 2005

18-21 January, 2005
Las Vegas, US
Tel: [1] 972 536 6300
Fax: [1] 972 536 6402
e-mail: info@worldofconcrete.com

The Hire Show 2005

UK rental industry conference and exhibition
26-27 January, 2005
ExCel exhibition centre
London, UK
Tel: [44] (0) 20838 71244
Fax: [44] (0) 84512 76113
e-mail: thehireshow@btpopenworld.com

Fax: [39] 045 8298 288
e-mail: info@samoter.com

SED 2005

UK's premier construction equipment exhibition
May 18-20, 2005
Fen Farm, Milton Keynes, UK
Phone: +44 (0)20 8652 4810
Fax: +44 (0)20 8652 4804
E-mail: jackie.hanford@rbi.co.uk

ARA RentalShow 2005

Premier US rental show
14 - 17 February, 2005
Mandalay Bay Convention Center
Las Vegas US
Tel: [1] 800 334 2177
Fax: [1] 309 764 1533
www.therentalshow.com



Apex 2005

International powered access fair
22-24 September, 2005
Maastricht, The Netherlands
Tel: [31] (0) 547 271 566
Fax: [31] (0)547 261 238
e-mail: Joyce@ipi-bv.nl

CeMAT 2005

October 11-15, 2005
Hannover, Germany
Tel: [49] 511 89 31130
Fax: [49] 511 89 32654
e-mail: cemat@messe.de

Conexpo-Con/Agg 2005

The leading US construction trade show
15-19 March, 2005
Las Vegas, Nevada, USA
Tel: [1] 414-298-4133
Fax: [1] 414-272-2672
e-mail: international@conexpoconagg.com



Intermat 2006

International construction equipment show
24 - 29 April, 2006
Paris-Nord Exhibition Centre
Paris, France
Tel: [33] 1 4968 5248
Fax: [33] 1 4968 5475
e-mail info@intermat.fr

Samoter 2005

International Triennial Earth-moving and Building Machinery Exhibition
5-8 May, 2005
Veronfiere, Verona, Italy
Tel: [39] 045 8298 111




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35 t PPM ATT 400,	Bj. 1998	4x4x4	30,40m + 15,00m
40 t Faun RTF 40-3,	Bj. 2000	6x6x6	30,00m + 15,45m
40 t Liebherr LTM 1040/3,	Bj. 1991	6x4x6	30,00m + 8,30m
45 t Liebherr LTM 1045,	Bj. 1987	6x6x4	31,00m + 16,00m
45 t Liebherr LTM 1045,	Bj. 1987	6x6x6	38,00m + 16,00m
50 t Krupp KMK 3050,	Bj. 1994	6x6x6	38,10m + 15,00m
60 t Liebherr LTM 1060/1,	Bj. 1993	8x6x8	40,00m + 16,00m
70 t Krupp KMK 4070,	Bj. 1988	8x8x8	37,00m + 16,00m
70 t Liebherr LTM 1070/1,	Bj. 1995	8x6x8	40,00m + 15,80m
70 t Liebherr LTM 1070/1,	Bj. 1996	8x6x8	40,00m + 15,80m
80 t Faun RTF 80-4,	Bj. 1993	8x6x8	42,00m + 16,00m
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150 t Demag HC 340,	Bj. 1985	12x6x8	45,00m + 20,00m
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40 t Demag TC 120,	Bj. 1970	8x6x4	42,00m + 15,00m
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SMC	Starlifter	Tele/Crawler	1999	8 tonne
Kato	CR100	City Crane	1999	10 tonne
Kobelco	RK 200-3	City Crane	2000	20 tonne
Kato	NK250Ev	Truck Crane	1999	25 tonnes
PPM	380ATT	All Terrain	1992	35 tonne
Kato	NK500EV	Truck Crane	1997/8	50 tonne
Liebherr	LTM 1120/1	All Terrain	2001	120 tonne
Demag	AC120	All Terrain	1998	120 tonne
Leibherr	LTM1160/2	All Terrain	1998	160 tonne
Grove/Krupp	GMK 5180	All Terrain	2000	180 tonne
Demag	AC300	All Terrain	1999	300 tonne
Liebherr	LTM 1400	All Terrain	1998	400 tonne

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15m. working height (46ft.).
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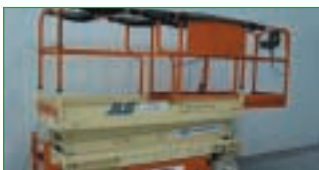
SELF PROPELLED SCISSOR PLATFORM
1998 JLG 40RTS.
14m. working height (46ft.).
Deutz diesel. Choice of machines.



SELF PROPELLED TELESCOPIC PLATFORM
1998 JLG 45DC
15m. working height (50ft.) D.C. Battery Powered
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1998 GENIE Z45/22. Bi-fuel
15m. working height (50ft.). Kubota Diesel & D.C.
Battery Power. Choice of several machines.



SELF PROPELLED SCISSOR PLATFORMS
1998 JLG 2033E.
8m. working height (26ft.).
Battery/Electric. Choice of machines.



SELF PROPELLED TELESCOPIC PLATFORM
1998 GENIE Z45/22
15m. working height (50ft.). Deutz Diesel
Choice of 20 machines.



SELF PROPELLED SCISSOR PLATFORM
1999 JLG 33 RTS
12m. working height (39ft). Deutz Diesel.
Choice of several machines.



SELF PROPELLED TELESCOPIC PLATFORM
2000 JLG 450AJ
15m. working height (51ft.). Deutz Diesel.
Choice of several machines.



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Control Systems	www.intercontrol.de
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Dino Lift	www.dinolift.com
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Genie UK	www.genielift.com
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Iteco	www.itecolift.it
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Manlift	www.manliftequipment.com
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Safi	www.safi.it
Skyhigh	www.skyhigh.be
Sky King	www.skyking.co.uk
Snorkel	www.snorkelusa.com
Teupen	www.teupen.info
Upright	www.uprighteuro.com

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Nationwide Access	www.nationwideaccess.co.uk
PASS	www.poweredaccess.com
Riwal	www.riwal.com
Skylift Hire	www.skylift.ie
Thanner	www.USED-Worklift.com

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IPAF	www.ipaf.org
Light Hire	www.lighthire.com
Nationwide	www.nationwideaccess.co.uk
Peter Hird	www.peter-hird.co.uk
Rapid platforms	www.rapidplatforms.co.uk
Promax Access	www.promaxaccess.com
Uplift platforms	www.upliftplatforms.co.uk
AFI	www.afi-platforms.co.uk

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IPS	www.independent-parts-service.com
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CRANE MANUFACTURERS

Demag Mobile Cranes	www.terex-cranes.com
Effer	www.effer.it
Grove	www.grovetworldwide.com
Manitowoc	www.manitowoccranes.com
Tadano Faun	www.tadanofaun.de
Valla	www.valla-cranes.co.uk
Vanson	www.vansoncranes.com
Terex-Demag	www.terex-cranes.com
Unic Cranes	www.unic-cranes.co.uk

USED CRANES

Ainscough	www.ainscough.co.uk
AGD Equipment Ltd	www.agd-equipment.co.uk
Hovago	www.hovago.com
Kobelco	www.kobelco.nl
Liftme-dot-com	www.liftme.com
M. Stemick	www.stemick-krane.de
Waterland	www.waterland-trading.nl

EQUIPMENT & ACCESSORIES

Camlok	www.camlok.co.uk
Casar	www.casar.de
Igus	www.igus-uk.co.uk
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REPAIRS

Avezaat Cranes	www.avezaat.com
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ASSOCIATIONS

IPAF	www.ipaf.org
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EXHIBITIONS

SED	www.sed.co.uk
PLATFORMER DAYS	www.platformers-days.de
WORLD of CONCRETE 2005	www.worldofconcrete.com

PERSONNEL

Millennium Personnel Services	www.mps-ltd.com
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SOFTWARE

Haubold	www.haubold-afd.de
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WIRE ROPE

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BATTERY MANUFACTURERS

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51ft work height (15.5m).
Choice
1999 - £ 16,000 (€ 23,950)



Genie Z34/22 – 2WD
articulated boom.
D/C Battery powered. 40ft
work height (12m). Choice
1999 - £ 10,000 (€ 14,950)
2000 - £ 12,500 (€ 18,950)

Genie Z60/34 – 4WD articulated boom. Deutz diesel. 66ft work height (20.1m). Choice
2002 - £ 30,000 (€ 44,750)

Genie S60 – 2WD telescopic boom. Cummins diesel. 66ft work height (20.1m) Choice
1999 - £ 24,000 (€ 35,750)

Genie S65 – 4WD telescopic boom. Cummins diesel. 71ft work height (21.6m) Choice
1999 - £ 26,000 (€ 38,750)
2000 - £ 29,000 (€ 43,250)
2001 - £ 34,000 (€ 50,750)

Genie S80 – 2WD telescopic boom. Cummins diesel. 86ft work height (26.2m) Choice
1999 - £ 28,000 (€ 41,750)

Genie S85 – 4WD telescopic boom. Cummins diesel. 91ft work height (27.7m) Choice
1999 - £ 34,000 (€ 50,750)
2000 - £ 38,000 (€ 57,750)

Genie S125 – 4WD telescopic boom. Cummins diesel. 131ft work height (40m) Choice
2001 - £ 60,000 (€ 89,500)
2002 - £ 67,000 (€ 99,950)



Grove MZ66dxt – 4WD
telescopic boom. Deutz diesel. 66ft work height
(20.1m) Choice
1999 - £ 19,000 (€ 28,250)



Grove MZ46cxt – 4WD
telescopic boom. Deutz diesel. 46ft work height
(14m) Choice
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Grove MZ72dxt – 4WD telescopic boom. Cummins diesel. 72ft work height (21.7m) Choice
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Grove MZ66dxt – 4WD telescopic boom. Deutz diesel. 66ft work height (20.1m) Choice
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Grove AMZ68xt – 4WD articulated boom. Deutz diesel. 68ft work height (20.3m) Choice
1998 - £ 18,000 (€ 26,950)

Grove MZ71c – 2WD telescopic boom. Cummins diesel. 71ft work height (21.6m) Choice
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Grove AMZ86xt – 4WD articulated boom. Cummins diesel. 86ft work height (26.2m) Choice
1997 - £ 25,000 (€ 37,750)

Grove AMZ131xt – 4WD articulated boom. Cummins diesel. 131ft work height (40m). Choice
1999 – POA





Scanlift SL185 – All terrain hoist. 4WD, Crab steer. 60ft work height (18.5m). Kubota diesel. Hyd. Outriggers. Choice
 1999 - £ 16,950 (€25,500)
 2000 - £ 19,500 (€ 29,500)



JLG 120HX – 4WD telescopic boom. 126ft work height (39m). Deutz diesel. Choice.
 1999 - £ 45,000 (€ 68,250)

Scanlift SL240 - All terrain hoist. 4WD, Crab steer. 78ft work height (24m). Kubota diesel. Hyd. Outriggers. Choice
 2000 - £ 27,000 (€ 41,000)
 2001 - £ 29,000 (€ 43,950)

Nifty 170 – Trailer mounted hoist. Kubota diesel and nifty battery. 56ft work height (17m) Hyd. Outriggers. Choice
 1997 - £ 9,000 (€ 13,600)
 1998 - £ 10,000 (€ 14,950)

Denka DL28 – Trailer mounted hoist. Donkey diesel. Hyd. Outriggers, 90ft work height (28m). Choice
 1999 - £ 27,500 (€ 41,500)

Denka DL22 – Specialised narrow access hoist. Bi-Fuel. Hyd. Outriggers. 72ft work height (22m). Choice
 2001 - £ 29,950 (€ 45,250)

Falck Schmidt TST29 – Spider type narrow access hoist. Multi –fuel. Hyd. Outriggers. Telescopic and articulating. 90ft work height (29m). Choice
 1999 – POA

Manitou MT420 – Buggy type teleporter. 13ft work height (4m). 2 tonnes max lift capacity. Perkins diesel. Series 2. 1,500hrs approx. excellent condition.
 Mid – 2000 - £ 15,000 (€ 23,000)

Manitou MT 932 – teleporter. 30ft work height (9m). 3.2 tonnes max lift capacity. Perkins diesel. Series 2. 3,000hrs approx. excellent condition.
 Nov 1999 - £ 15,000 (€ 23,000)



Skyjack 9250 – 4WD Kubota diesel. 56ft work height (17.2m) Double deck extensions. Hyd. Outriggers. Choice
 1998 - £ 14,950 (€ 22,650)



Skyjack 7027 – Kubota diesel scissors. 33ft work height (10m) Deck extension. Choice
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 1998 - £ 7,950 (€ 12,000)
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Skyjack 3220 – 2WD battery scissors. 26ft work height (7.9m) Deck extension. Choice
 1999 - £ 4,250 (€ 6,500)

Skyjack 8241 – 2WD Kubota diesel scissors. 47ft work height (14.3m) Deck extension. Choice
 1996 - £ 7,250 (€ 11,000)

Skyjack 8841 - 4WD Kubota diesel scissors. 47ft work height (14.3m) Deck extension. Choice
 1997 - £ 9,950 (€ 15,000)
 1998 - £ 11,750 (€ 18,000)
 1999 - £ 13,750 (€ 21,000)

Upright X32 – 2WD battery scissors. 38ft work height (13.6m) Deck extension. Choice
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 1999 - £ 7,950 (€ 12,000)

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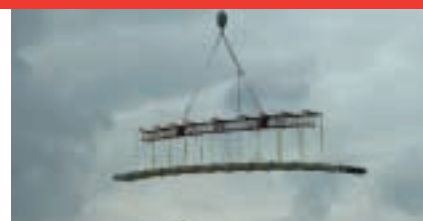
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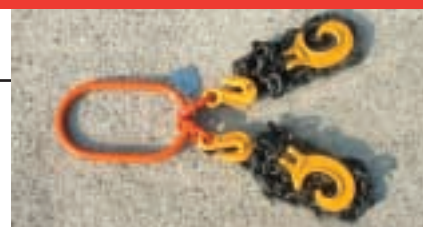
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Sling ends are terminated in either a reinforced Bucket eye or any combination of metal end fittings to suit special applications. The unique Powerstar webbing construction gives a longer service of life due to a greater resistance to wear and damage.

The Spanset webbing slings are manufactured strictly in accordance with BSEN 1492-1.

SPANSET round slings are manufactured from 100% polyester yarn hank, wound continuously together in the form of an endless sling. The hank is protected by a 100% polyester tubular sleeve. Spanset round slings are manufactured strictly in accordance with BSEN 1492-2.

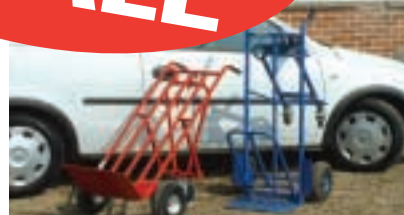
The outer sleeving is entirely non-loadbearing and serves both to protect and consolidate the polyester core. The roundsling flattens in use to produce a secure grip on the load. The unique SupraPlus monofilament weft gives a longer service life due to greater resistance to wear and damage.



SACK TRUCKS

Heavy duty convertible Sack Trucks, Support Truck and Platform Trolley. Ideal for use in warehouses, factories and hospitals.

- Large 10" (250mm) pneumatic tyres
- Simple easy conversions between three modes
- Fitted with safety rubber hand grips
- Large fold out extension plate for bigger loads



PALLET TRUCK

Ideal for use in factories and warehouses. Galvanised versions are available, designed for use in the meat industry, dairies and canning factories in areas where corrosive acids & saline solution are used.

- Tandem fork rollers provide stability over uneven surfaces,
- Heavy duty steel gauge construction.



PALLET FORK

The Scanlift pallet fork is a very flexible tool, with it's adjustable height and width it's ideal for use on construction sites. Also available with safety net for situations where a safety net is required.

This fork is available with a bow and eye, or self balancing head mechanism which ensures that the fork is correctly levelled whether empty or loaded.



CHAIN BLOCKS

Our heavy duty hand chain blocks are ideal for your workshop, and industrial use. These robust blocks are tested and approved to C.E standards. They have mechanical load brakes and ground gear

shafts and pinion hardened alloy steel load chain, safety latch swivel hook, and a compact gear housing which allows use with limited head room.



ALLOY SHACKLES

We have a full range of Alloy Bow Shackles, which meet the performance requirement of U.S. FED SPECIFICATION RR-C-271

- Screw & Safety pin type available

STEEL SHACKLES

We have a full range of self colour, or galvanised dee or bow shackles. These meet the performance requirements of the now withdrawn standard BS3032.



LEVER HOIST

Our heavy duty Lever Hoist has a wide range of applications, use it inverted, or angled. It's indispensable where space is restricted. From 250 to 3000kgs available. Test cert supplied.



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BAULIFT

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Scissor lifts

Qty	Manufacturer	Model	Year	BAULIFT type	Work Ht	4WD	Unit price
2	JLG	CM 1432	92	SE 806	6,20		2,950
6	JLG	CM 1732	93	SE 807	7,30		3,300
1	Holland	Y 64	90	SE 808	8,40		3,250
6	MEC	Naro 2034 E	92	SE 1008	8,10		2,950
4	MEC	Naro 2034 E	93	SE 1008	8,10		3,100
16	MEC	Naro 2034 E	94	SE 1008	8,10		3,250
4	Upright	X 20	95	SE 808	8,10		2,750
1	Upright	X 20 W	95	SE 1208	8,10		2,850
2	AZ	S 1009	89	SE 1009	9,00		2,100
4	AZ	S 1009	90	SE 1009	9,00		2,300
2	AZ	S 1009	92	SE 1009	9,00		2,300
3	AZ	S 1009	93	SE 1009	9,00		2,400
5	Holland	Y 83 EL 12	91	SE 1110	10,30		3,650
2	Holland	Y 83 EL 12	93	SE 1110	10,30		3,850
6	Holland	Y 83 EL 12	95	SE 1110	10,30		4,000
17	MEC	HM 2658 HTE	92	SE 1510	10,00		3,950
1	Holland	XN 83 E	90	SE 1610	10,40		2,950
6	Holland	Y 83 E 16	91	SE 1610	10,40		3,650
5	Holland	Y 83 E 16	93	SE 1610	10,40		3,900
1	AZ	S 1812 B	89	SE 1812	12,00		2,950
2	MBB	S 1812 C	94	SE 1812	12,00		3,800
8	Holland	X 108 EL 16	91	SE 1813	12,80		6,000
8	Holland	X 108 EL 16	91	SE 1813	12,80		6,000
4	Holland	X 108 EL 18	91	SE 1813	12,80	4WD	6,500
2	Holland	X 108 DL 18	93	SD 1813	12,80	4WD	7,500
1	Holland	125 EV	90-	SE 2314	14,85		7,350
4	Holland	125 EV	91-	SE 2314	14,85		7,800
1	Holland	125 DV	97-	SD 2314	14,85		9,350
3	Holland	Q 135 EL 18	92	SE 1815	15,50		15,000
3	Holland	151 DV	91	SD 2517	17,10		10,500
2	Simon	Skyhawk 180	92	SD 2318	18,20		7,700
1	Holland	200 DV	93	SD 2522	22,00		13,850

Truck mounted lifts

Qty	Manufacturer	Model	Year	Chassis	type	Year	Work Ht	4WD	Unit price
1	Ruthmann	K110	82	MB	811	95	13,00		9,900
3	Isoli	PT 155	97	IVECO	35.8	97	15,50		26,700
2	Wumag	WT 185	93	MB	410 D	93	18,50		17,500
3	Bizzocchi	Autel 190	99	IVECO	95E15	99	19,00	4WD	33,300
1	Wumag	WT 220	89	MAN	8.150	89	22,00		14,900
1	Wumag	WT 220	91	MB	814	91	22,00		15,900
2	Wumag	WT 225	95	MB	811	95	22,50		28,800

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ABG Heavy Industries Ltd , India is having a fleet of Crawler Cranes in India and is expanding with the purchase of new crawler cranes. ABG requires a qualified engineer , fluent in English , having experience in Operation and Maintenance of Crawler Cranes. The employment shall be in India for a duration of 1 year with option to extend period of employment. In addition to Salary , ABG shall pay for or provide accommodation , transport as well as a daily food allowance. Please send full CV and details to abgworld@vsnl.com or call Saket Agarwal at +91 98200 72538.

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	model	year	capacity	location
• JONES	IP 15	1980	15 to	UK
• GROVE	AT335E	1995	30 to	UK
• LIEBHERR	LTM 1040'1	1997	40 to	UK
• FAUN	RTP 40-3	1982	40 to	UK
• PPM	ATT 580	1995	55 to	UK
• MARCHETTI	MG 80-3	1997	80 to	UK
• GROVE	GWK 4000	1998	80 to	UK
• LIEBHERR	LTM1100	1988	100 to	UK
• DEMAG	AC 355	1997	120 to	UK
• GROVE	GWK 5180	2000	180 to	UK
• DEMAG	AC-300GL	2000	300 to	UK

GROVE

Are your Machines looking Old and Tired? The Paint Dull and Faded?

There is a fast solution that can save you £££'s

When a machines paint work becomes faded and dull, it can take hundreds of pounds off of its resale value and if it is in your fleet it can dent your image and reputation.

Current options do not work
or are very costly:-

- Cutting polish simply does not last and damages the paint surface
- A respray can cost thousands plus loss of earnings.

There is now an alternative!

DAKOTASHINE

Dakota shine treatment takes less than 24 hours and will restore both the colour and the original deep gloss finish and will last as long as the original paint. The four steps are quick, simple and require minimum skills.

1. Pressure wash
2. Clean with Dakota Prep
3. Apply any touch up required
4. Spray with clear Dakota Shine

Leave to harden overnight and your machine is ready to go back to work with a new lease of life! Dakota shine also revives the rubber, vinyl and plastic parts so no need to Mask.



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