

# CRANES & ACCESS



## c&a TOP 20

Made the grade? p17



Tower cranes p28

**Vertikal**  
Check  
Platforms at dawn p22

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CKE900	90 t	61 m
CKE1200	120 t	73 m
CKE1800	180 t	85 m
CKE2000	200 t	88 m
CKE2500 *PHOTO	250 t	91 m
7300	300 t	96 m
7450	450 t	98 m
7650	650 t	102 m
7800	750 t	116 m
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<b>Models available for U.S.A.:</b>		
CK550	55 US t	49 m
CK850	85 US t	61 m
CK1000	100 US t	61 m
CK2000	200 US t	85 m
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Ainscough Crane Hire once again appears in each crane category in the all-new C&A TOP 20 starting on page 17. The company recently supplied its flagship 1000 tonne capacity Liebherr LTM 11000D to wind turbine builder Ecotricity to assist in the erection of the UK's tallest wind turbine. Full story in News, page 12.

For the full story see:

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OFFSHORE EUROPE 2003  
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C&a  
TOP 20

Previously dubbed the C&A TOP 10, the 2003 listing has been extended to include the UK & Ireland's TOP 20 crane and access rental companies. Turn to page 17 to find out who has, or hasn't, made the grade.

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The Vertikal Press' annual Vertikal Check event attracted over 100 spectators at the recent Platformers' Days exhibition in Hohenroda, Germany. This year, rough terrain telescopic straight booms battled it out in front of the crowds.

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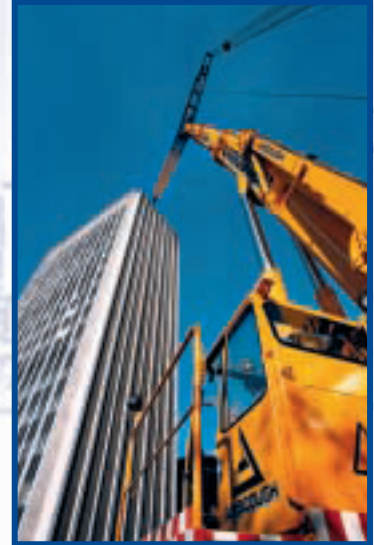
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# C&a COMMENT

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AS A WORLD FAMOUS ex-motor racing commentator used to say, 'a lot can happen in Formula One, and it usually does.' Well the same can be said for the lifting and access industries. And a lot has happened during the past 12 months as is evident from C&a's annual listing of the UK & Ireland's largest crane and access rental companies which starts on page 17 of this issue. Previously a TOP 10 listing, this year the feature has been injected with a further 10 positions for each category making it the first ever C&a TOP 20.

There are no prizes for guessing which company weighs in with the biggest mobile crane fleet this year, adding around 250 units at the beginning of the year to an existing fleet that topped the 2002 Top 10, just about falling short of 450 units. Whatever it was that was used to pay for those cranes also put the company at the top of the investment chart this year with a sum more than four times the amount of the number two-spot investor. Incidentally, a company with a very similar sounding name to that from which the cranes were purchased almost made it into this year's Top 20 and would have made interesting reading. "Definitely next year," we have been told.

We also make the trip over to Hohenroda, Germany this month to the annual Platformers' Days exhibition where a number of access equipment manufacturers fought head-to-head in the unique Vertikal Check event. Credit has to be given to all of this year's competitors, their equipment and their operators. All performed well-ahead of expectations on the day, taking into account the particularly rough terrain conditions set down by the German climate. The full report starts on page 22.

The Vertikal Press would like thank all those companies who contributed both information and equipment for this issue by way of both the TOP 20 and the Vertikal Check. It has been C&a's aim to ensure that all companies have been fairly represented and I hope this comes across in both reports.

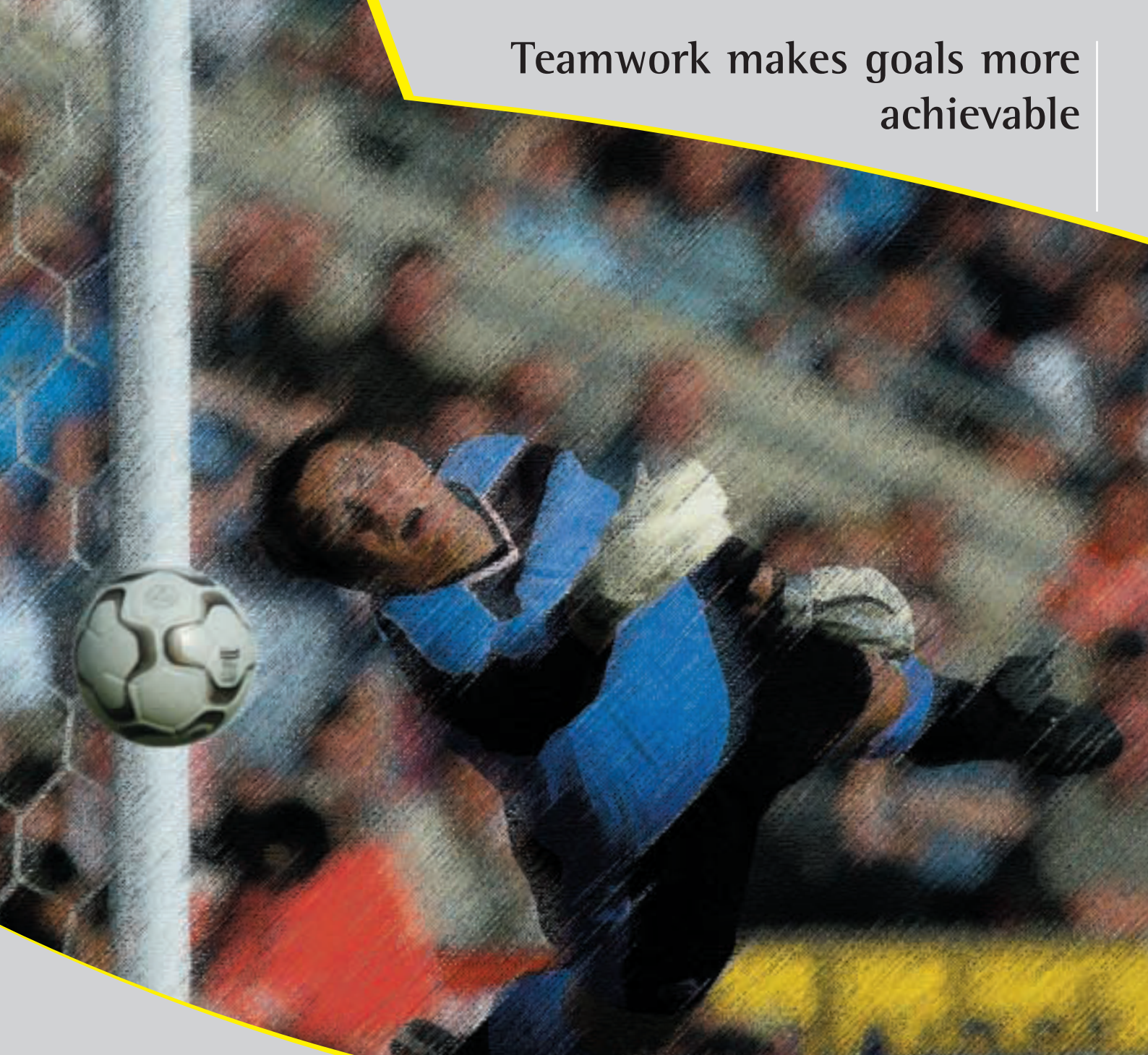
*Warren Wadsworth*

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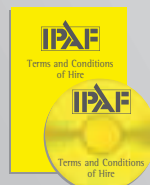
Experienced. Because our collective know-how becomes available in so many ways – through our advice line, publications and bulletins. Whatever you need to know – technical, practical, commercial or legal – we aim to get you an answer fast.

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The new IPAF Hire Contract has been tailored specifically for everyone who hires platforms. It's comprehensive and needs no additional clauses and conditions. ©IPAF 2003.



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# Hewden considers court appeal

**HEWDEN STUART** faces estimated damages of up to £16.6 million following the collapse of a tower crane at Canary Wharf in May 2000 which killed three workers. Legal argument has focused on interpretation of the CPA's hire-contract conditions.

At the time of the accident the tower crane was on hire to steel firm Yarm Road from Hewden Tower Cranes, the tower crane division of Hewden Stuart, and under the Construction Plant-hire Association's (CPA) hire contract conditions. Hewden Tower Cranes has since been sold to concrete contractor PC Harrington and now operates as HTC Plant. The accident occurred when a specialist team from Hewden was increasing the height of the MAN Wolffkran Hydro 32BF tower crane through the process of "climbing" in order to continue work on the upper sections of the building. Following the accident, however, discrepancies arose when trying to establish which company was legally in control of the crane when the accident happened, and therefore responsible for the damages incurred.

A first instance decision given by Judge Richard Seymour QC at a November 4, 2002 hearing at the Technology and Construction Court placed the exclusive control of the crane during the "climbing process" with Hewden. The decision took into account clause 13 (c)(ii) of the CPA hire contract conditions, which states: "the Hirer shall not be responsible for damage, loss or injury due to or arising: during the erection and/or dismantling of any plant where such plant requires to be completely erected/dismantled on site, always provided that such erection/dismantling is under the exclusive control of the Owner or his Agent".

Hewden subsequently argued against the decision in a Court of Appeal questioning whether the "climbing" process actually fell within the boundaries of the erection and dismantling of a crane as described in the CPA conditions. This raised the issue of whether or not the company was in "exclusive control" of the crane during the climbing operation when the accident took place. Acting on behalf of Yarm Road, Adrian Williamson QC rejected that clause 13 (c)(ii) applied only when plant was being erected at the beginning of the hire period, implying that any intermediate heightening of the crane should fall under the term "erection" used in the clause and therefore suggesting that Hewden was in control of the crane at the time of the collapse.

Lord Justice Pill concluded that the "climbing" operation should indeed be considered as part of the erection process and that it cannot be said that the erection operation is completed during erection at the beginning of the hire period when up to 27 metres of additional crane sections are to be added to the height of the crane by subsequent "climbing" at a later date. In a July 2003 hearing, three court appeal judges agreed with Judge Seymour's original decision and Hewden's appeal was dismissed. Full responsibility for the collapse was placed upon the firm's shoulders. When C&A asked Hewden if it would be again appealing against the decision, the company declined to comment.

Walker Morris solicitors who represented Yarm Road said that Hewden is now obliged to give a full indemnity in respect of all losses incurred by Yarm Road and assignee of certain rights of Yarm Cleveland Bridge UK. The original claim against Hewden was initially pleaded at just under £8 million, but has since been estimated at double this sum.

Speaking to C&A, Colin Wood, chief executive of the Construction Plant-hire Association commented: "Subject to the final outcome, depending on whether Hewden appeal to the latest decision, the CPA would review the conditions to see whether any modifications need be made."

The Health and Safety Executive HSE launched an enquiry immediately after the accident and is, as yet, to reach any conclusion as to what caused the tower crane to collapse. The investigation into the accident also prompted the HSE to release a 'Discussion Paper on the safe design, manufacture, assembly, use and maintenance of climbing frames on tower cranes' in February this year. ■



## First ever Palfinger platforms

**PALFINGER LAUNCHED** its first ever range of access platforms at Platformers' Days last month. The new van mounted platform line comprises a 13, 17 and 20 metre working height unit, dubbed the PA 13 T, PA 17 T and PA 20 T respectively, and is available for mounting on 3.5 tonne Mercedes, Nissan and Iveco chassis. The Austria-based company, primarily known for its knuckle boom cranes, said that it attached great importance to keeping the platform's dead weight to an absolute minimum, which it achieved by incorporating an aluminium arm system with one extension cylinder and chain drive into the platform's design.

Other features include an instantaneous overload protection system, an internally routed energy-conducting chain for damage protection, a master and slave cylinder controlled basket levelling system and under-arm mounting of the platform's extension cylinder. Palfinger also said that during testing the platforms were subjected to continuous loading tests of 10,000 working cycles and 20,000 load cycles within a single month. A damaged plastic bushing as a result has since been replaced by a higher quality component. The new line will be supported by the company's existing dealer and service network comprising 1500 centres worldwide. ■

## IPAF teams up with CSCS

**IPAF MANAGING** director Paul Adorian has welcomed a move that will bring almost 100,000 trained platform operators holding its PAL card within the boundaries of the Construction Skills Certification Scheme (CSCS). The move will also see IPAF join the CPCS management board which, said CSCS chairman Tony Merricks, "will adopt the same standards and work proactively to ensure a common approach to plant training and health and safety matters in the UK."

Deeply rooted in the agreement is the recognition that platform operation is a completely different ball game to that of most other construction plant. Most CSCS card holders who operate Mobile Elevated Work Platform (MEWP) on construction sites, will have an entirely different basic trade or skill, such as steel operators and painters, and simply use MEWPs as an additional 'tool' to help get a job done safer and quicker. Under the agreement, additional IPAF qualification to operate the relevant type or types of platform will be added as an additional category on their existing CSCS card. On the other hand, those whose trade is 'platform operator' - often hired out with the equipment, will receive a CPCS card with the IPAF logo on the back.

Commenting on the move Paul Adorian said: "Whilst I've always understood the desire for a single operators' card, I've always been concerned that maintaining such a position might not prove entirely practicable. In coming together in this way with the CSCS, we actually have devised a solution that I believe will suit everyone. We keep, completely unchanged, our training scheme and PAL card as the well established, multi-industry and internationally recognised passport that allows trained platform operators access to areas in which they need to use platforms. The link up effectively gives operators a form of dual nationality in that when they qualify for a PAL card, their CSCS card will be upgraded to include their PAL card platform categories." ■



## Intervect assists in UK landmark project

INTERVECT UK has supplied a total of seven Alimak construction hoists to Universal Building Supplies (UBS), under contract from Skanska Construction UK, for materials and site worker transportation at the City of London's major new landmark project, 30 St Mary Axe. By the end of the project, scheduled for completion by the end of the year, three Scando 28/37s, a Scando Mammoth, an Alimak 27/40, a Scando 20/30 and a Scando 20/32, along with two Comedil CTL 400 luffing jib tower cranes and a CTL 620, will have transported 13,500 steel elements with a total weight over 10,000 tonnes, 6,500 external glazing panels, and up to 500 workers a day on site.

In order to cope with materials and passenger logistics, Skanska opted for a centralised passenger and material hoist configuration based on a single UBS Common Tower, which allowed the attachment of the Alimak Scando hoists. Two UBS Common Towers were installed on site, with the main tower serving from ground level to level 31 of the 40-storey building. ■

## LEEA launches Offshore Code of Practice

THE LIFTING Equipment Engineers Association (LEEA), in co-operation with the Health and Safety Executive's Offshore Division (HSE/OSD), has produced a Code of Practice for the safe use of hand chain blocks and lever hoists in offshore environments. The new publication was created in response to research by the HSE/OSD into a series of incidents involving hand chain blocks and lever hoist in the offshore industry.

Commenting on the launch of the Code, Derrick Bailes, chief executive of the LEEA said: "Selecting lifting equipment most suited to the environment can obviously mitigate some of the additional risks inherent in offshore applications. However, good maintenance, examination, inspection, transportation, storage and control procedures are equally important. The Code addresses all these areas. Alongside offshore applications, it may also be of value in other industries characterised by arduous operating environments." ■

## Liebherr down in 2002

LIEBHERR HAS reported a slight drop in its mobile crane sales for the 2002 business year. The figures, taken from the company's recently published annual report, indicate a drop of €12.4 million (£8.61 million) from €919.3 million (£638.09 million) in 2001 to €906.9 million (£622.49) in 2002. Mobile crane sales contributed 22.3 per cent to Liebherr's total turnover of €4,069 million (£2,824.32 million), which itself was down by 1.5 per cent on 2001's figure.

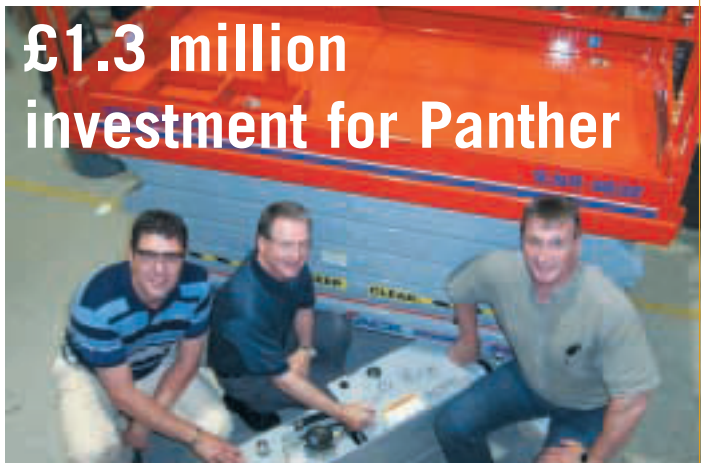
Despite the fall, however, turnover in the Maritime Cranes division, comprising ship, offshore, container and mobile dock cranes, increased by just over 4 per cent on 2001's performance of €239 million (£169.89) to €248.6 million (£172.55 million) in 2002. The division was accountable for 6.1 per cent of the group's total turnover.

Although not listed separately, tower crane sales suffered during the 2002 period as highlighted in the report which says: 'The recessive market in Germany had a lasting impact on the tower crane industry.' A fall of 1.4 per cent to €316.1 million (£219.41 million) in 2002 for the Construction Cranes and Mixing Technology division, under which tower cranes are categorised, reiterates slow tower crane sales during the period as sales in the mixing technology sector actually increased significantly.

The report also says that the group's total turnover in the first half of 2003 also decreased slightly by €54 million (£37.48 million) to €1,870 million (£1,297.98 million), a fall of 2.8 per cent on 2001's performance. The company says that it doesn't expect to see moderate growth in the European construction sector until at least 2004, but the pattern of incoming orders in many of the group's product areas hints at a turnaround.

In 2002, Liebherr maintained a 40 per cent market share in the all terrain crane market, delivering in excess of 900 machines out of the 2,260 units that were sold around the world during the period. ■

## £1.3 million investment for Panther



POWERED ACCESS rental company, Panther Platforms, has invested £1.3 million in a range of scissor platforms and diesel and electronic booms. A large chunk of the order was taken up by 60 electric scissor lifts manufactured at Skyjack's factory in Ontario, Canada. Panther has already received part of the delivery and the remaining units will be distributed among Panther's Basingstoke, Birmingham and Kent branches during the next two months.

Orders were also placed with Genie, Haulotte and UpRight for the diesel and electronic booms which are now available from Panther. ■



LIEBHERR GREAT Britain UK director David Milne (left) hands over the keys to a new 100 tonne Liebherr LTM 1100/2 mobile crane to Commhoist's operations manager director Dave Carsley and national operations manager Steve Thatcher. The 5-axle unit is the 16th new Liebherr crane to be delivered to the company in 5 years and slots into the existing Liebherr fleet with capacities ranging from 40 to 100 tonnes. ■





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SCISSOR LIFT 10M  
WHT 2000**

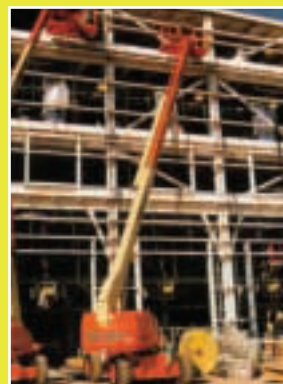


**UPRIGHT AB38  
(SELECTION OF)  
– ELECTRIC ARTIC  
BOOM 13.5M  
WHT 1999**



**UPRIGHT MX-19  
LIFTS (CHOICE OF  
60) – ELECTRIC  
SCISSOR LIFTS 8M  
WHT 1999-2002**

**JLG 600AJ  
(D)  
(CHOICE OF)  
ARTIC SELF  
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## Work begins on Liebherr's new UK HQ

FRENCH KIER, the eastern regional arm of Kier Group, has started work on a design-and-build project at Biggleswade which, when finished, will be the new UK headquarters of Liebherr Great Britain. On completion, the £11 million, 50-week contract will provide Liebherr with a three-storey headquarters building, 5,000 square metre service, repair, maintenance and equipment testing facilities and a high-tech spares warehouse. Liebherr will be moving to the new Stratton Business Park facility from its current base in Hatfield, Hertfordshire.

"We are delighted to have French Kier as main contractor," said Bruce Field, managing director of Liebherr Great Britain. "We already enjoy a long-

standing supplier-customer relationship with the Kier Group, to whom Liebherr has been providing cranes and construction equipment for many years."

Neil Meixner, managing director of French Kier commented: "This project marks a significant new chapter in the relationship between Liebherr and Kier, the biggest single user of Liebherr tower cranes in the UK." French Kier said that it will be using Liebherr plant wherever possible throughout the project.

On the official launch day of the project Field and Meixner were joined by Alistair Burt, parliamentary private secretary to Iain Duncan Smith, to break the ground. ■

## Mobile cranes unsafe says SAFed

THE UK'S Safety Assessment Federation (SAFed) has warned that mobile cranes are by far the most potentially dangerous item of lifting equipment. The warning follows a survey undertaken by SAFed in which over 2.5 million items of lifting equipment were examined ranging from suspended access platforms to forklift trucks. According to SAFed, the survey found that year on year the highest rate of serious defect detection was amongst mobile cranes and that on average, serious defects are identified in just under 10 per cent of thorough examinations undertaken.

In total, an alarming 100,000 serious defects were discovered across the whole range of lifting equipment, which, said SAFed, had they not been identified, could have resulted in a significant number of potentially dangerous incidents. A SAFed spokesperson said: "All employers need to be aware of their obligations under the Lifting Operation and Lifting Equipment Regulations 1998 (LOLER). These require operators to ensure that all items of lifting equipment are thoroughly examined by a competent person either at prescribed intervals or in accordance with an examination scheme." ■

## News highlights

**GROVE WORLDWIDE'S** Shady Grove manufacturing and service facility in the US has been certified to the ISO 9001:2000 Standard. Grove became the first crane manufacturer to be certified to the ISO 9001:1994 Standard back in 1994 and is now one of the first to be qualified under the new standard.

**NATIONWIDE SKYLIFT** has given powered access parts and service specialist Independent Parts & Service (IPS) the nod to handle the preparation of its truck mounted platform fleet, comprising 461 units ranging from 9 to 72 metres, prior to chain inspections. The agreement is driven by LOLER (1998) Regulations, which says that chain blocks within the boom sections of truck mounted lifts must be examined by an approved insurance inspector every four years. All preparation work and inspections will take place at IPS' central England facility.

**MARTIN HENDER** has been appointed as the new general manager of Hewden's Crane and Contract Lifting business. Hender was previously employed as business development director and latterly fuel director with Arval PHH Business Solutions.

**SGB GROUP** has named Steve Shine as the new managing director of its UK-based operating business. Shine will report directly to John Barrett, SGB's group operations director, and will have operational responsibility for SGB's branch network and its specialist subsidiaries SGB Formwork, SGB Rovacabin and SGB Youngman.

**WIRE ROPE** manufacturer for the lifting industry, Bridon, has re-opened a dedicated sales outlet in Aberdeen to boost its service to customers in the North Sea Oil and Gas industry. The new Bridon Sales unit shares the premises with its sister company Certex UK. Bridon will also operate the wire rope Service Centre at Inverbervie in the North East of Scotland.

**TEREX CRANES** has announced that its current Peiner tower crane manufacturing operations in Trier, Germany will be relocated 100 kilometres south to the Terex Demag facility in Zweibruecken. Terex Cranes president Fil Filipov said that production of the 315, 415 and 575 tower cranes and the 212 and 213 tower crane sections will commence at the Zweibruecken facility.

**THE HEALTH and Safety Executive (HSE)** has issued a report into the beneficial use of mobile elevated work platforms (MEWPS) for tree work. The report, prepared by Forest Research, an Agency of the Forestry Commission, is intended to promote awareness and understanding of MEWP capabilities for arboricultural operations, in response to the high number of accidents in the arboricultural industry.

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

## HSE warning follows telehandler fatality

**The Health and Safety Executive (HSE) has issued a warning about transport safety in the workplace after McLean Homes North West and Cheshire was found guilty of charges relating to death of an employee involving a JCB telehandler. The firm was fined £150,000 and ordered to pay costs of £56,017.**

54-year-old construction site store worker Harold Moran was killed after being struck and run over by the materials handler while it was reversing out of a materials storage compound at a site at Ashton Downs in Kirby, Merseyside on September 2000. McLean Homes North West and Cheshire pleaded not guilty to a charge under Section 2(1) of the HSW Act, but was subsequently convicted at Liverpool Crown Court.

HSE inspector Neil Jamieson said: "On average around 70 people are killed and 1,200 seriously injured each year in workplace transport accidents. These accidents are mainly caused by people being struck or run over by moving vehicles when reversing particularly in areas where people are not properly segregated from vehicle movements.

"It is vital that managers of all types of workplace - not only construction sites - analyse the potential dangers posed by workplace transport and then take suitable safety measures to avoid these risks."

The HSE's warning is synonymous with the overriding message thrown up by the recent release of its Statistics of Fatal Injuries 2002/2003 report. The figures show that the number of fatally injured workers fell by 10 per cent to 226 in the corresponding period from 251 in 2001/02. Of the 107 - 47 per cent - worker fatalities that occurred in 2002/2003, 71 were attributable to the construction industry. The report also indicates that falls from height, accountable for 33 deaths, remain the single biggest cause of death, followed by being struck by moving/falling objects and being struck by a moving vehicle. These together account for 53 per cent of fatal injuries to workers in 2002/2003.

"Deaths caused by falls from height continue to dominate these figures along with moving vehicles or falling objects," said Bill Callaghan, chair of the Health and Safety Commission. "Workplace transport accidents are a particular issue for the service industries and HSE is working on a range of initiatives with a view to improving site design, and setting new standards for the design of vehicles.

Kevin Myers, chief inspector for construction at HSE commented: "The breakdown of the fatal injury statistics 2002/2003 indicates that the industry is still struggling to deal with falls from height. HSE remains committed to working with industry on falls from height and the other main causes of death through initiatives such as 'Don't Fall For it', the national falls from height inspection campaign, taking place again this month.

"Unfortunately, the reduction of fatalities in 2002/2003 has so far, not been carried forward into the current year. There were 27 deaths associated with the construction industry reported to HSE in the first three months of this year, which started in April. It is too early to assess whether the recent deaths indicate a reversal of the overall downwards trend in the last three years.

"However, continued Myers, "the early figures for the current year should act as a warning against complacency and a stark reminder that a sustained effort is required across and down the industry over a long period to drive the necessary cultural change. That was the commitment made by the industry at the Health and Safety Summit in 2001 as part of a ten year plan. Two years on, we should not take our eye off the ball because we have identified what needs to be done - continued effort is required within this fragmented industry to make it happen." ■



## Ainscough goes green

UK CRANE hire company Ainscough was involved in a landmark lift recently after it was called up by electricity company and wind turbine builder Ecotricity to erect the lower tower sections and lift the hub and blades of what is now the UK's tallest wind turbine. Ainscough's massive 1000 tonne capacity Liebherr LTM11000D was rigged with 160 tonnes of counterweight, 31.5 metres of derrick mast, 47.6 metres of main boom and a 56 metre luffing jib to provide the main lifting power, while a 120 tonne capacity Liebherr LTM1120 was used for tailing crane duties. The hub and blades, which produce a 70 metre rotor diameter, were lifted as a single unit to a height of 85 metres before being carefully fixed into position on top of the structure's tower at the Ecotricity site near Swaffham, Norfolk.

On completion, the 1.8 megawatt turbine will provide enough power for over 1,200 homes and is the second turbine to be erected at the Swaffham site. The combined power generated by both turbines will supply 75 per cent of Swaffham's total home electricity requirements, boosting Norfolk's total wind power by 30 per cent. Ecotricity said that the building and erection of the latest Swaffham turbine is part of the company's strategy to supply 1 million UK homes with its new green electricity tariff. "Dale Vince, Ecotricity's managing director said: "It's magnificent and a real thrill to think that this turbine will be producing clean electricity in a few days. This is the latest step in our mission to change the way electricity is produced in the UK." ■

## Manitowoc Crane Group consolidates for UK and Ireland

**STEVE BARNETT**, previously UK managing director of Manitowoc-Potain, has been named as managing director sales and operations of Manitowoc Crane Group's new consolidated sales and service organisation for the UK and Ireland. Barnett will continue to be based at the company's Uxbridge facility where he will take responsibility for all UK sales activities of the group, which includes Potain tower cranes, Manitowoc crawler cranes and Grove mobile cranes. He will also be responsible for the latter two crane groups in the Republic of Ireland.



Barnett's load will be lightened by Kim Dandridge, Ross Wilson and Barry Fry, who will be responsible for the Potain, Manitowoc and Grove products respectively in their existing territories in the UK and Ireland. Bill Newman will be responsible for product support for both Potain and Grove cranes, while Garry Jeffrey will be responsible for technical support for Manitowoc cranes throughout the EAME region. Both operations will be overseen by the European division of Manitowoc's 'Crane Care' operation from Ecully, France.

Long-standing Grove partner, Sam Walker will continue to be the UK and Ireland service agent for the mobile crane division, while support for Potain tower cranes will be centred at the Uxbridge site.

"The new, consolidated Manitowoc Crane Group is a major international force in the worldwide crane industry; arguably the largest crane manufacturing group in the world," said Steve Barnett. "With our pooled resources in the UK, we shall be able to offer not only the broadest range of lifting products available from one single source, but we shall also seek to offer an enhanced and unequalled level of product support."

MCG said that the first objectives of the new organisation will be to continue to build on the success of the Potain HD and Igo tower crane rental business, and to establish rental partners for the GME cranes. Plans are also in the making to re-establish the Manitowoc crawler crane brand in the UK, while the mobile crane operation eagerly awaits the launch of the new higher-spec 55 tonne capacity GMK3055 later in the year, which will help to build on the foundations already laid by the 50 tonne capacity GMK3050 in the compact three-axle market. ■

## CPA publishes hoist best practice guide

The Construction Hoist Interest Group (CHIG) of the Construction Plant-hire Association (CPA) has published a new best practice guide which outlines the share of responsibilities between the hire company and the contractor for the use of construction hoists. The "CPA Best Practice Guide - Inspection, Thorough Examination and Maintenance of Construction Hoist" details thorough examination after installation, in-service thorough examination, daily pre-use checks, weekly inspections, and the maintenance of construction hoists.

The CPA said that although there has been no change in the laws applicable to construction hoist use, this is the first time that the hire sector has got together with the Health and Safety Executive to discuss and decide on the best ways of meeting their legal requirements. ■



## Bracht takes first CC 1500

EUROPE'S FIRST Demag CC 1500 crawler crane is currently being put to the test by Germany-based crane hire company Franz Bracht. The 275 tonne capacity machine is being used to lift precast concrete components, each weighing up to 75 tonnes, as a part of the construction of a new UPS cargo centre at Cologne airport.

In order to avoid interference with airport radar, the crane has been rigged with 36 metres of main boom and the maximum counterweight of 120 tonnes on the crane's superstructure and 20 tonnes of central ballast. This configuration gives a maximum lift capacity of 75 tonnes at a 17 metre radius and 65 tonnes at 19 metres. To combat the height restriction, a specially designed tray is being used to take up the load and allow the concrete piles to get as close to the boom head as possible. The CC 1500 went straight to work on its first job after being handed over to Bracht at the Intermat exhibition in May. ■

## JLG buys European telehandler line

JLG INDUSTRIES has announced the acquisition of the property and related assets of a compact telehandler line from Belgium-based agricultural telehandler specialist, Etablissements Fadeur. The new machines add hydrostatic transmission telehandlers to JLG's existing powershift transmission range. "Now we have machines for everybody," said Maurizio Risso, sales director European telehandler at JLG.

The acquisition follows the recent US\$100 million agreement between JLG and Textron in the US, under which it will acquire the OmniQuip business of Textron. The deal will include the purchase of the assets of Trak International, by JLG, comprising all operations relating to the Sky Trak and Lull brand telehandler products.

JLG said that it now leads the US telehandler market and that worldwide it falls short of just two companies, namely Manitou and JCB. ■



# EN280

## and CE approval controversy

**A year on from the publication of the harmonised standard EN280 for Mobile Elevating Work Platforms (MEWPS), Leigh Sparrow, former senior vice president of UpRight and publisher of the Vertikal Press looks in detail at the apparent confusion caused by its provisions.**

THE HARMONISED standard EN280 for Mobile Elevating Work Platforms (MEWPS), published in the Official Journal of the European Union in June, 2002, allows manufacturers of aerial work platforms to self-certify their machines. This means complying strictly with its standards and subsequently placing a technical file with a notified body.

Alternatively, manufacturers may continue to use a notified body to carry out a third party certification. The notified body will carry out its own tests and risk assessments and check compliance with essential safety requirements from relevant directives. Notified bodies are not required to follow EN280 in every detail. Their obligation is to ensure that the machine meets the essential safety requirements of the directives, while referencing a variety of rules, regulations and standards.

In practice, most notified bodies will follow EN280 fairly rigorously because it is the most recently approved standard for MEWPS, although the rapidly approaching ISO standard could replace it in a couple of years. A year on from EN280's publication and some new issues have come to the fore. Towards the end of the EN280 process, the French government threatened to effectively veto EN280 by invoking the EU's safeguard clause. This would have allowed it to demand that platforms imported into France incorporate additional items on the basis that these were essential for safety. The EU is always keen to avoid the use of the safeguard clause on the basis that it is the thin end of the wedge that begins to erode single market objectives. Thus, at the tail end of the process, a requirement for full-blown overload indicators and cut-outs, on all but a few excepted units, was added into EN280, in spite of the fact that it had been rejected during the drafting process as not state-of-the-art.

### JUNE 30, 2002. NEW REQUIREMENTS

As a result, in order to obtain CE approval and certification, all new product introductions or approvals issued since June 30 last year must feature a full overload system. Machines designed and certified prior to July 2002, however, can still be manufactured and sold without the fitting of these load moment devices. This means that it is legal to buy new, CE approved platforms that are not fitted with load moment devices provided their design was approved before June 30, 2002.

The Italian government argued that this mixture of standards would be hard to enforce and would penalise new machines that would have to meet more complex standards. It therefore lobbied for all CE certificates prior to June 30, 2002 to be suspended as of June 2003 and only reissued if the machine featured a compliant overload device.

The European Commission's standing committee for directive 98/37/EC, Committee TC6.2, originally appeared to endorse this view. This provoked a unanimous outcry from the work platform industry, supported by a strong lobbying effort by IPAF and a strong appeal from many EU governments. This caused TC6.2 at its December 2002 and March 2003 meetings to unanimously reject the Italian proposal to suspend CE certificates issued prior to June 30 2002. TC6.2 instead declared that CE certification for existing machines would not be suspended.

If any member state wished to block a machine with a pre-July 2002 CE approval, it would need to be justified locally on the grounds that the machine was no longer safe. This is an unlikely scenario because of the exceptional safety record of MEWPS, and because accidents caused by

overloading are almost unheard of. It should also be noted that most scissor lifts are already fitted with a simple, effective overload device at the point of platform lift off.

In reality, the rapid pace of development in the aerial lift market means that most of the pre-July 2002 certificates will expire over the next two years as new models are introduced. Commercial pressure will also come to bear when the reliability of such devices fitted to new machines is proven. This more gradual process will most certainly better serve the industry and give manufacturers time to fine tune and improve the technology, while avoiding significant product cost increases at a time when rental rates are at an all-time low. It is also important to note that, at this time, it is far more important, in safety terms, to increase the use of MEWPS, particularly in construction work, than to add further cost and complexity to these products which have done so much to increase safety while working at height.

### EXISTING FLEETS

The above has no affect on existing fleets. When you buy a platform, you should always demand a copy of the CE certificate for your own records. As long as the manufacturer has a valid CE approval you have nothing to worry about.

Should you insist on the fitting of overload systems on new machines? This is a decision for you to make and feel comfortable with. On boom lifts, the systems are now reaching the point where they are relatively reliable and well-proven, while the extra cost represents a relatively small proportion of the machine's total cost. So, if in doubt, you may feel that adding this option will give you an edge. However, generally speaking, you will not achieve higher rental rates for the unit and it is very questionable as to whether the safety of the machine is actually improved. With regard to the possible future obsolescence of your boom, do not be concerned. Most systems are easily retrofitted and costs for these devices are expected to fall over the next couple of years.

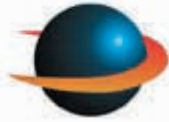
For scissor lifts, it is a different story. When the industry and the rest of Europe submitted to French pressure, the general consensus was that the clause did not affect scissor lifts. This was because they were looked upon as type A machines, where the centre of gravity does not move outside of the machine's base. However, due to allowable slopes and deck extensions et cetera, most notified bodies have classified scissors along with booms and all new product introductions will require a full load moment system.

On a small electric slab machine, this is a total nonsense! And, due to the high percentage cost, this could slow the take-up and reduce the utilisation of these units in the workplace, thus impeding, rather than enhancing, safety.

The systems for scissor lifts are only now being developed in a hurry to meet the initial concern that, from July 1, 2003, such devices would be mandatory on all new machines. As TC6.2 has now indicated that existing CE approvals are still valid, I would strongly recommend that you do not request the optional fitting of such a device at this time. The industry is working hard to develop a reasonably priced and reliable system for scissor lifts, which is likely to be incorporated into new product launches later this year.

c&amp;a

For full story visit [www.Vertikal.net](http://www.Vertikal.net)



# The big blue

**Deeper and deeper depths was the message from the crane industry at the bi-annual Offshore Europe exhibition held in Aberdeen in early September.**

SOME 26,000 oil and gas professionals descended on the UK's oil industry capital city to view the offerings from around 1600 exhibitors, large and small, at the Aberdeen exhibition centre.

Two main trends were readily identifiable from the marine crane industry companies exhibiting at the event. Firstly, petroleum companies will increasingly be developing offshore oil and gas production facilities using a floating surface component connected to seafloor wells and other facilities. Indeed, according to one source, some 200 such FPSOs are likely to be installed between now and 2009.

Admittedly, the bulk of these will be off Brazil and in West African waters, but the oil and gas fields to the west off the UK are also being developed, albeit at a slower rate than initial planning may have suggested. The point to note is that the water depths where these facilities will be installed are far greater than those previously encountered, and oil companies are looking to be able to carry out lift/lower operations at depths of 2000 and even 3000 metres.

This will require larger, stronger cranes with advanced control systems that can accurately and efficiently place loads where required. Ropes too will have to be developed to meet the stringent requirements imposed by operating at these depths.

It is here that the show's major talking point where cranes are concerned once again rears its head – active heave compensation. At the 2001 event, the discussion centred on using active heave systems on cranes for ship-to-platform loading operations. This has now moved to the deeps, with one argument being that active

heave will be essential for installing sub-sea equipment at one extreme, and at the other, the sheer length of rope in the water, added to by the dynamic effects of currents on these ropes, will make such systems ineffective. It appears the jury is still out.



Also evident is the increasing volume of renovation and replacement of cranes on existing surface facilities in the North Sea. Liebherr and Kenz, two leading marine crane manufacturers, both reported that they are experiencing a steady growth in this type of work. To this they ascribed to two reasons. Firstly, petroleum reservoir engineering has markedly improved, extending the working life of production facilities beyond that originally designed, thus requiring them and their associated equipment to be upgraded. Secondly, changing patterns of ownership of individual facilities are leading to economic drivers entering the equation through smaller owners seeking to maximise the return on their investments.

A new crane manufacturer may be entering the marine sector in UK and Norwegian waters in the shape of Nautilus Cranes, a well-established Texas-based manufacturer which has been producing cranes for oil applications in the Gulf of Mexico for many years. Two years ago, it was acquired by the Oil States group, and is now in the process of obtaining CE approval for its products. It told Cranes & Access that it expects this process to be completed in around nine



months. Initially, it plans to target the Caspian oil fields but did not rule out selling its products into the North Sea.

There were also numerous winch and hoist manufacturers present at the show offering new and improved models, such as J D Neuhas's Profi TI air hoist, with lift capacities from 3 tonnes to 16 tonnes, Grumsens Maschinfabrik's manriding winch, and Kley's new annular winch designed for working at great depths using synthetic rope rather than steel wire.

Ropes themselves have been receiving attention to allow work at greater depths. Bridon Ropes, for instance, has developed a steel wire/plastic core to reduce wire degradation and said that it is also examining a wire/plastic outer element as well. ScanRope is another working on wires, but in this case it is developing a new synthetic rope winding that mimics that for steel wire.

While only a small part of the offshore industry, the lifting sector is sure to see some major developments over the next few years to meet the industry's requirement for load handling at ever deeper depths.

C&A

## Eagle eye

**NATIONAL OILWELL had one of the crane highlights on show in the form of its HAWK Optimum web-based service designed to allow access in a useful form to the data generating by the increasingly complex and powerful control systems on today's cranes.**

It allows the generation of extremely detailed tailored engineering reports concerning crane operations, as well as a broad selection of standard reports on the platform and back in the office.

The primary goal is to provide optimise maintenance operations as well as a form of condition monitoring. Parts will only need replaced once they have actually reached their designed limit on running hours, and replacement may even be postponed if original design limits prove inappropriate for the specific application.

This is where the benefits will be applied by National Oilwell itself. It will be able to tailor the design of new cranes by examining the historical data concerning similar applications and then learning design lessons from that. More than just a spy in the cab. ■



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# c&a TOP 20

## Chart toppers

Just in case you were sat there wondering who has invested in what this year, or who currently operates the UK and Ireland's largest crane and access platform rental fleets, then look no further – C&A presents its annual industry health-check.

### C&A TOP 20: CRANE FLEETS

COMPANY	MOBILE AND CRAWLER FLEET SIZE		TOTAL
	(MOBILES)	(CRAWLERS)	
Ainscough Crane Hire	524	-	524
Hewden Crane Hire	277	-	277
Weldex	-	170	170
JD Crane Group	103	-	103
AGD	-	102	102
Marsh Plant	84	-	84
Quinto Crane & Plant	80	-	80
King Lifting	58	-	58
William O'Brien	50	5	55
Sparrow Crane Hire	38	17	55
Emsley Crane Hire	53	-	53
Bronzeshield Lifting	52	-	52
Select Plant Hire	10	38	48
BPH Equipment	-	47	47
NRC Plant	-	47	47
Mammoet UK	39	-	39
Bryn Thomas Crane Hire	36	-	36
Nationwide Crane Hire	36	-	36
Crane Hire (Ire)	33	-	33
Emerson Crane Hire	32	1	33

Source: The C&A Top 20, Cranes & Access Vol 5.5

### C&A TOP 20: CRANES

COMPANY	TOTAL BOOM LENGTH (METRES)
Ainscough	18,221
Weldex	15,000 <sup>e</sup>
Hewden Crane Hire	11,000
Bronzeshield Lifting	8,595
Emerson Crane Hire	8,000
JD Crane Group	5,000
Emsley Crane Hire	4,000 <sup>e</sup>
Mammoet UK	3,705 <sup>e</sup>
Marsh Plant	3,553
Nationwide Crane Hire	3,425
Sarens	3,196 <sup>e</sup>
AGD Equipment	3,014 <sup>e</sup>
Select Plant Hire	2,836 <sup>e</sup>
NRC Plant	2,825
BPH Equipment	2,781
William O'Brien	2,500
Quinto Crane & Plant	2,232 <sup>e</sup>
Sparrow Crane Hire	2,100
McNally's Crane Hire	1,864
Bryn Thomas Crane Hire	1,566

Source: The C&A Top 20, Cranes & Access Vol 5.5

THOSE READERS familiar with our annual survey may have already noticed one major difference to this year's Top 10, that is, it is no longer a Top 10. This year we have bumped it up to included a further ten positions to each category. So, welcome to the first C&A Top 20.

One thing that should be made clear from the start is that the object of the listing is not to place an outright winner on a podium, stick a laurel wreath around its neck and shower them with champagne. The nature of the beast is rather to provide an indication into what the UK and Ireland's most prominent rental companies have been up to during the last 12 months and to provide a 'snap-analysis' of both the lifting and access markets. And, we believe that the information provided under each category provides a fair representation in doing so.

In one particular section, we ask participants to supply a total boom length for crane fleets, and a total platform height for platform fleets, the relevance of which, it has to be said, has been questioned more than once while compiling the survey. The logic is simple. The results allow the rental company with a few larger machines to be ranked alongside the rental company with the bigger fleet that is maybe made up a smaller units, Sarens UK being a prime example. Despite operating two of the UK and

### TOWER CRANES

COMPANY	NO OF TOWER CRANES	BIGGEST TOWER	CAPACITY (T)
Select Plant Hire	310	Terex Comedil CTL	24
HTC Plant	188	Wolff 60140B	45
Falcon Crane Hire	165	n/a	n/a
Mantis Cranes	110	Potain HDT 80	8
Kier Plant	95	Liebherr 280	12
City Lifting	60	Liebherr 200-HC	10

Source: The C&A Top 20, Cranes & Access Vol 5.5



# Off-road!

The crawler-mounted AICHI lifting platforms will negotiate every off-road terrain: be it solid and stony ground or sandy and muddy subsoil - the AICHI lifting platforms will take you to every place without any problems.

For the most optimal employment on sensitive grounds AICHI lifting platforms can now be supplied with non-marking rubber pads.

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# Goldhofer

**INVESTMENT IN THE LAST 12 MONTHS: CRANES**

COMPANY	NO OF DEPOTS	NO OF EMPLOYEES	INVESTMENT IN LAST 12 MONTHS: £MILLIONS
Ainscough Crane Hire	24	1,010	34.5
Hewden Crane Hire	12	400	8
Sarens	1	40	5.5
NRC Plant	2	60	5
Nationwide Crane Hire	1	57	4.8
Bryn Thomas Crane Hire	3	60	3.5
Bronzeshield Lifting	3	90	3.5
JD Crane Group	6	140	3.5
Emsley Crane Hire	2	79	3
William O'Brien	4	70	2.9
Quinto Crane Hire	6	150	2.5
King Lifting	7	110	2.5
Marsh Plant	7	110	2.2
AGD Equipment	3	50	2
Sparrow Crane Hire	1	60	2
McNally's Crane Hire	3	50	1.8
Emerson Crane Hire	1	60	1.6
John Sutch Crane Hire	2	50	1.5
Crane Hire (Ire)	1	49	1.5
BPH Equipment	1	60	1.3

Source: The C&A Top 20, Cranes & Access Vol 5.5



NRC Plant currently operates a fleet of 47 crawler cranes and is expecting to take delivery of a two new 90 tonne capacity Hitachi Sumitomo SCX900-2 units by the end of the year. Pictured is the 70 tonne capacity SCX700.



Ireland's largest capacity cranes, the 2000 tonne Demag PC 9600 and the 1200 tonne Gottwald AK 680, the company fails to secure a place in the Top 20 fleet size category. Does that make it a big or small rental company? The reader is invited to make up his/her own mind. But don't be rash, as a decision should not be made until the full set of stats for each entry has been viewed.

At a glance, Hewden Crane Hire falls from the number one spot in 2002 in the largest total boom length category this year, falling to 11 kilometres from a figure of 25.2 kilometres reported last year. Its access division Hewden Instant Access falls short of only Nationwide Access in both the total platform height and total unit categories in the access Top 20.

Ainscough tops the mobile/crawler fleet size category for the 3rd consecutive year with 524 units, up 84 cranes on last year's total – probably something to do with its £34.5 million investment figure, the

**HEAVY LIFT CRANES (ALL MOBILE CRANE TYPES)**

COMPANY	CRANE MODEL	CAPACITY (T)
Sarens	Demag PC 9600	2000
Sarens	Gottwald AK 680	1200
Ainscough	LTM11000DS	1000
Sarens	Liebherr LTM 1800 D	1000
McNally's Crane Hire	Demag TC3300	1000*1
Ainscough	Demag AC 2000	800
JD Crane Group	Demag AC 800	800
Sarens	Demag CC 4000	800
Sarens	Demag TC 3200	800
Sarens	Demag CC 26H	800

\*1 manufacturers rated capacity 500 tonnes

Source: The C&A Top 20, Cranes & Access Vol 5.5

Emerson Crane Hire invested a total of £1.6 million during the last 12 months and just makes it into the Top 20 greatest capacity crane list with its 250 tonne capacity Demag AC 665.



**GREATEST CAPACITY CRANES: MOBILE/CRAWLERS**

COMPANY	CRANE MODEL	CAPACITY (T)
Ainscough	Liebherr LTM 11000D	1000
McNally's Crane Hire	Demag TC3300	1000*
JD Crane Group	Demag AC 800	800
Weldex	Demag CC 2800	600
Mammoth UK	Liebherr LTM 1500	500
Nationwide Crane Hire	Liebherr LTM 1500	500
Crane Hire (Ire)	Demag AC 1600	500
Kavanah Crane Hire	Demag AC 500-1	500
William O'Brien	Liebherr LTM 400	400
Terranova	Demag AC 350	350
Hewden Crane Hire	Demag AC 300	300
Bryn Thomas	Demag AC 300	300
Quigley Crane Hire (Ire)	Demag HC 920	300
Gabriel O'Brien Crane Hire	Demag AC 300	300
John Sutch Crane Hire	Liebherr LTM 1300/1	300
Bronzeshield Lifting	Liebherr LTM 1300/1	300
Emerson Crane Hire	Demag AC 665	250
Select Plant Hire	Demag AC 250	250
NRC Plant	Sumitomo 1500 SL	230

\*manufacturers rated capacity 500 tonnes

Source: The C&A Top 20, Cranes & Access Vol 5.5

highest reported this year, and the acquisition of a fair chunk of Baldwins Industrial Services' fleet to boot. It has to be said that Ainscough's weighty investment is probably the reason why the total investment of the top 10 crane rental companies for the last 12 months is almost equal to that of £78.8 million made by the top 10 companies back in 2000, the highest

**TOP 20 ACCESS FLEETS**

COMPANY	TOTAL UNITS
Nationwide Access	6,180
Hewden Instant Access	2,080
Independent Access Supplies	1,910
A-Plant	1,600
Universal	1,598
UK Platforms	1,500
Loxam	1,250
Height for Hire (Ire)	1,057
The Platform Company	1,000
AFI	950
Loxam	900
Meek	900
UK Platforms	800
Panther	600
All Access	503
GT Access	400
EPL	400
SGB	400
AMP Access	320
Aerial Platform Hire	300

Source: The C&A Top 20, Cranes & Access Vol 5.5

## Vehicle mounted platforms

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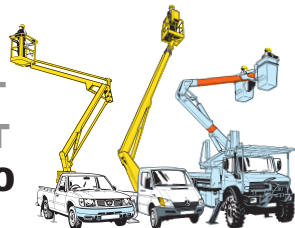


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## C&a TOP 20

### C&A TOP 20: ACCESS

COMPANY	TOTAL PLATFORM HEIGHT (METRES)
Nationwide Access	72,360
Hewden Instant Access	50,960e
Loxam	48,750e
Independent	41,3638e
UK Platforms	35,020e
A-Plant	22,192e
Height for Hire (Ire)	13,180
AFI	12,303e
The Platform Company	11,100e
All Access	9,087
GT Access	7,156e
SGB	7,120e
EPL	6,250e
Panther	6,000
AMP Access	5,970e
Facelift	4,000
Aerial Platform Hire	2,730e
Universal	2,403
AJ Access	1,419
North East Access	834

Source: The C&A Top 20, Cranes & Access Vol 5.5



All Access snaps up 14th place in the 'total units' category and is currently taking delivery of 90 new Skyjack platforms which will be distributed among the company's depots across the UK.

**c&a  
TOP 20**

recorded figure in the survey's four-year history.

A total investment sum of £40.5 million by the top 10 access companies this year, however, continues a three-year downward trend for the access industry and is the lowest investment since the staggering sum of £116 million was recorded in 2000's survey. Indeed, a familiar pattern is emerging across the board. And, apart from the Ainscough-fuelled year-on-

### TALLEST SINGLE PLATFORM

COMPANY	MODEL	HEIGHT (METRES)
Nationwide Access	Bronto T72B	72
Loxam	Bronto T72B	72
Universal	Bronto S62 MDT	62
Facelift	Bronto S62 MDT	62
All Access	Bronto 55 T1	55
Hewden Instant Access	JLG 1350	43
Aerial Platform Hire	JLG 1350	43
EPL	Bronto 402T1	42
Independent	JLG 1350 SJP	41.2
Height for Hire (Ire)	Grove AMZ 131xt	40.2
Rapid Platforms	Multitel 40 TJ	40
UK Platforms	Snorkel	38.4
AMP Access	Bronto S34	34
Panther	Bronto S34	34
GT Access	Teupen Leo 30	30
The Platform Company	Genie S85	28
AJ Access	Genie S85	28
A-Plant	Grove MZ90	27.7
SGB	n/a	27.7
North East Access	UpRight SB80	26.4

Source: The C&A Top 20, Cranes & Access Vol 5.5

## INVESTMENT IN THE LAST 12 MONTHS: ACCESS

COMPANY	NO OF DEPOTS	NO OF EMPLOYEES	INVESTMENT IN LAST 12 MONTHS: £MILLIONS
UK Platforms	15	200	12
Hewden Instant Access	26	200	8
Loxam	16	150	6
All Access	4	19	4.2
Panther	4	45	2
EPL	8	125	2
Universal	6	90	2
Facelift	7	88	1.8
Height for Hire	5	105	1.5
A-Plant	12	104	1
Aerial Platform Hire	3	28	1
AMP Access	3	35	0.75
Rapid Platforms	1	27	0.2
Easy Access	2	30	0.1
North East Access	1	9	0.03
The Platform Company	5	70	n/a
GT Access	4	60	n/a
Independent	8	110	n/a
Nationwide Access	50	600	n/a
AJ Access	1	4	n/a
AFI	8	55	n/a

Source: The C&A Top 20, Cranes & Access Vol 5.5

Hewden Crane Hire this year is knocked off the number one spot in the total boom length chart for the first time in four years.



c&a  
TOP 20

## VEHICLE MOUNT FLEETS

COMPANY	TOTAL UNITS
EPL	350
Loxam	197
Nationwide	181
Facelift	112
Universal	60
Height for Hire	28
All Access	19
AMP Access	16

Source: The C&A Top 20, Cranes & Access Vol 5.5

year investment increase by this year's Top 10 crane rental companies, the survey is yet to show a time during the last three years where the total investment made by the combined cranes or access rental companies exceeds the previous year's figure. It will be interesting see if the trend continues in the Top 20 2004, and keep an eye out for next year's crane investment figure as this year's will take some beating.

C&A would like to thank all those who took part in the survey. Where we have estimated a figure it appears in italics. All other information is as it was provided by the participating company. If you feel that your company should have appeared, please contact the Editor on fax 01273 88 44 22 or e-mail info@vertikal.net. Last year's results, and those of our German sister magazine Kran & Buhne, can be found at www.Vertikal.net.

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## VERTIKAL CHECK

Under starters orders.  
The five machines line up in the Vertikal Check test area.



**The Vertikal Press once again teamed up with a selected group of independent experts at the recent Platformers' Days exhibition in Hohenroda, Germany for the third annual Vertikal Check. This year, straight, telescopic booms in the 22 metre working height class with jib were put to the test.**

THE MANUFACTURERS that supplied the equipment at this year's Vertikal Check were greeted with the extra scrutiny of more than 100 pairs of watchful eyes as the event was officially integrated into the Platformers' Days main schedule for the first time. Machines entered by Aichi, Genie, Haulotte, JLG and Manlift were required to be navigated around a particularly sodden test area before receiving a thorough once over from the team of judges. A sixth entry had been intended from UpRight but last demands on deliveries of its SB60 meant a withdrawal from the company.

Passing the final judgements were Adrian van der Geer, technical manager at Mateco, Reinhard Willenbrock, managing director of Germany-based Willenbrock Concept, Rüdiger Kopf, editor of C&A's German sister magazine *Kran & Bühne* and Leigh Sparrow, the new publisher of *The Vertikal Press*.

As in previous years the Vertikal Check was broken down into three categories, those being: rough terrain and performance checks, including cycle speeds, stability and outreach tests; dimension checks and verifications; and finally, the more subjective machine feature analysis.

For the initial rough terrain test, all five machines performed well on the tough course during practise runs the previous day. Heavy rain before the final test, however, meant that the true rough terrain characteristics of each machine were fully put to the test around the

harsh course. Four of the five units performed extremely well on the tougher course and it soon became apparent that each unit's tyre set-up would be the all-important factor. Unfortunately the Manlift T65J unit sadly developed a fault after a promising start on the first slope of the course and the Manlift team subsequently decided it would be too difficult to sensibly continue and withdrew the machine.



**The jury's out. From left to right, the judges were Adrian van der Geer, technical manager at Mateco, Reinhard Willenbrock, managing director of Germany-based Willenbrock Concept, Leigh Sparrow, the new publisher of *The Vertikal Press* and Rüdiger Kopf, editor of *Cranes & Access*' German sister magazine *Kran & Bühne*.**

Among the four remaining units, the biggest surprise came from the Haulotte H21TX, which managed to match, if not exceed the other three

units in the hill climb challenge despite being the only unit without an oscillating axle – all credit to the unit's large diameter Michelin tyres. It has to be said, however, that the machine supplied was without a jib and therefore could not be truly held in comparison to the other units. Not fairing as well in this section was the Genie S65 machine, which clearly found the course more tricky with its smaller, low profile tyres. Saying this, all four wheels kept turning and it completed the course with not too much trouble.

By far the fastest machine on the day was the JLG 660SJ, which displayed a convincing performance of sheer power and speed – its extra wide tyres more than doing the job. Also performing well was the Aichi SP 21AJ, of which early signs of the engine struggling turned out to be misleading as the unit quietly and professionally turned over the course without any hesitation whatsoever – one of the better performances on the day as the round of applause from the spectators clearly marked.

Generally, all four machines that completed the course performed well-above expectation, and provided the perfect example of the importance of tyre selection in severe rough terrain conditions. It also has to be said that a combination of the test area's steep slopes and wet heavy mud on dry sub-terrain was generally seen to be far more challenging than the average poorly prepared job site. All credit to the manufacturers on the day.

**GENIE S-65**

FIRST UP was the 16.8 metre working height Genie S-65, which despite having the lowest profile tyres, navigated the arduous test area with relative ease. The unit's overall driveability, usability and stability all impressed upon the judges. Credit here has to be given to the unit's oscillating axle and the fact that its engine showed no sign of bogging down under the extreme conditions. A curvaceous design gives the S-65 a modern look, which is slightly let down by an older looking upper control box. Actual control of the machine was good due to proportional control of all major functions. There is good accessibility to the unit's engine and internal components for routine service and repairs due to the fact that the whole engine can be swung out from inside the machine. This said, however, refuelling and level checks cannot be made without opening the machine's external covers. The unit's hydraulics were also said to be easily accessible and safely positioned as was the cylinder of the unit's axle. Between



Genie S-65

the jib and boom, however, several external cables made for an easy target against damage should the area be struck. Compared to other units, the S-65 generally had a shorter outreach but, on the other hand, its outswing had the edge over its competitors.

A unique lift geometry design also makes the unit very light for transportation.

which was said to be easy to understand and use. As with the Genie machine, a swing-out engine and conveniently positioned hydraulics makes for easy maintenance and good accessibility. When opened, a large cover plate gives a good, wide view of the machine's internal components but straps, rather than catches on the sides of the plate, could make handling easier.



**GENIE S-65**

Technical Data	Vertikal Check	Catalogue
Working height	21,89	21,90
Horizontal reach	16,85	16,80 [m]
Platform length	1,83	1,83 [m](opt 2,4)
Platform depth	0,77	0,76 [m](opt 0,9)
Ground clearance	0,26	0,30 [m]
Platform rotation (vertical)	± 90	n/a [degrees]
Platform rotation (horizontal)	135	n/a [degrees]
Transport length	9,35	9,24 [m]
Transport width	2,50	2,49 [m]
Transport height	2,73	2,69 [m]
Turntable rotation	continuous	continuous
Oscillating axles	yes	yes
Elevating speed	65	65 [secs]
Tailswing	1,20	1,19 [m]
Control	proportional	proportional
Steering	2-wheel	2-wheel
Power cable to platform	optional	optional
Drive	4-wheel	4-wheel
Tire size	15 - 19,5	15 - 19,5
Tire filling	foam	foam

**ITEMS THAT WERE NOT TESTED**

Speed	5,6	[km/h]
Gradeability	45	[per cent]
Motor output	36	[kW]
Lift capacity	227	[kg]
Weight	10,040	[kg]



Although said to be rather old fashioned and basic, the design of Genie's S-65 control box has been built to incorporate a substantial steel protector to prevent damage to its components.

**JLG 660SJ**

NEXT UP was the 22 metre working height JLG 660SJ, which again impressed with good all-round rough terrain capabilities, sheer power and speed. A combination of higher profile, extra wide tyres, oscillating axle and good ground clearance gave the 660SJ an air of domination over the quickly deteriorating terrain. The judges were also impressed by the machine's modern design and ergonomically designed control box



The JLG control box was voted one of the most modern looking on the day.



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## VERTIKAL CHECK

### JLG 660 SJ

Technical Data	Vertikal Check	Catalogue	
Working height	21,43	22,12	[m]
Horizontal reach	17,37	17,30	[m]
Platform length	2,44	1,83	[m]
Platform depth	0,92	0,91	[m]
Ground clearance	0,32	0,30	[m]
Platform rotation (vertical)	± 90	n/a	[degrees]
Platform rotation (horizontal)	135	130	[degrees]
Transport length	10,30	10,31	[m]
Transport width	2,45	2,44	[m]
Transport height	2,62	2,56	[m]
Turntable rotation	continuous	continuous	
Oscillating axles	yes	yes	
Elevating speed	95	n/a	[secs]
Tailswing	1,10	1,14	[m]
Control	proportional	proportional	
Steering	2-wheel	2-wheel	
Power cable to platform	optional	optional	
Drive	4-wheel	4-wheel	
Tire size	15 - 19,5	15 - 19,5	
Tire filling	foam	foam	
<b>TEMS THAT WERE NOT TESTED</b>			
Speed		6,4	[km/h]
Gradeability		45	[per cent]
Motor output		48,5	[kW]
Lift capacity		230	[kg]
Weight		13,600	[kg]

Filler and level checks can only be carried out with the plates open. Less connecting cables running between the jib and boom makes the 660SJ less vulnerable to damage. Lacking in protection, however, are the steer cylinders on the front side of the axle which are relatively exposed. Small discrete extras such as connection points inside the machine for jump starting also put the JLG machine in good stead with the judges.

### Aichi SP 21AJ

ARGUABLY ONE of the more pricey platforms on the day was the 23 metre working height Aichi SP 21AJ. Once again, a combination of oscillating axles and high profile tyres produced good traction on the Aichi, which



Aichi SP 21AJ



## VERTIKAL CHECK

performed well over and around the test site. One immediately noticeable factor, however, is the machine's old-looking design, which unfortunately is not fitting with the advanced technology incorporated into the machine itself.

A definite plus to the machine is the vertical lift or descent function switch. When selected, the telescope and boom up/down functions work automatically in tandem by one-hand operation to provide a vertical descent or ascent against a wall.

Component protection on this machine is also another strong point. All four hydraulic circuits are fitted with permanent pressure gauges and all hydraulic cylinders are fitted with protective cylinder bellows. All drive and

### AICHI SP 21AJ

Technical Data	Vertikal Check	Catalogue	
Working height	22,05	23,00	[m]
Horizontal reach	17,70	17,80	[m]
Platform length	1,83	1,80	[m]
Platform depth	0,79	0,75	[m]
Ground clearance	0,26	0,255	[m]
Platform rotation (vertical)	± 90	n/a	[degrees]
Platform rotation (horizontal)	135	135	[degrees]
Transport length	11,58	11,57	[m]
Transport width	2,42	2,43	[m]
Transport height	2,60	2,64	[m]
Turntable rotation	continuous	continuous	
Oscillating axles	yes	yes	
Elevating speed	81	46	[secs]
Tailswing	1,10	n/a	[m]
Control	proportional	proportional	
Steering	2-wheel	2-wheel	
Power cable to platform	optional	optional	
Drive	4-wheel	4-wheel	
Tire size	15 - 19,5	15 - 19,5	
Tire filling	foam	foam	
ITEMS THAT WERE NOT TESTED			
Speed		5,5	[km/h]
Gradeability		45	[per cent]
Motor output		44,3	[kW]
Lift capacity		227	[kg]
Weight		14,300	[kg]





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Terex	<a href="http://www.terexcranes.co.uk">www.terexcranes.co.uk</a>

**USED CRANES**

Ainscough	<a href="http://www.ainscough.co.uk">www.ainscough.co.uk</a>
AGD Equipment Ltd	<a href="http://www.agd-equipment.co.uk">www.agd-equipment.co.uk</a>
HAC Cranes	<a href="http://www.HAC-Germany.com">www.HAC-Germany.com</a>
Hovago	<a href="http://www.hovago.com">www.hovago.com</a>
Kobelco	<a href="http://www.kobelco.nl">www.kobelco.nl</a>
Liftme-dot-com	<a href="http://www.liftme.com">www.liftme.com</a>
M. Stemick	<a href="http://www.stemick-krane.de">www.stemick-krane.de</a>
Waterland	<a href="http://www.waterland-trading.nl">www.waterland-trading.nl</a>

**EQUIPMENT & ACCESSORIES**

Bridon Ropes	<a href="http://www.bridon.com/cranerope">www.bridon.com/cranerope</a>
Camlok	<a href="http://www.camlok.co.uk">www.camlok.co.uk</a>
Casar	<a href="http://www.casar.de">www.casar.de</a>
Houmanilift System	<a href="http://www.houmani-lift.com">www.houmani-lift.com</a>
Igus	<a href="http://www.igus-uk.co.uk">www.igus-uk.co.uk</a>

**REPAIRS**

Avezaat Cranes	<a href="http://www.avezaat.com">www.avezaat.com</a>
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**ASSOCIATIONS**

IPAF	<a href="http://www.ipaf.org">www.ipaf.org</a>
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**EXHIBITIONS**

SED	<a href="http://www.sed.co.uk">www.sed.co.uk</a>
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**PERSONNEL**

Millennium Personnel Services	<a href="http://www.mps-ltd.com">www.mps-ltd.com</a>
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**SOFTWARE**

Haubold	<a href="http://www.haubold-afd.de">www.haubold-afd.de</a>
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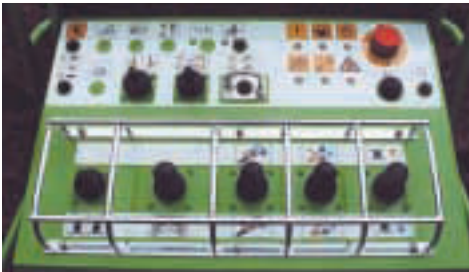
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The controls on the Aichi machine are protected by a grid and sit in a lockable steel enclosure.

boom cylinders are also well-protected. Hoses on the steer axle also have substantial protective bars, as does the unit's control box which is also located in a lockable steel enclosure. The steer and drive functions themselves, however, are at opposite sides of the control box, which forces two-hand operation for the drive functions. Accessibility to the unit's internal components is not a positive point on this platform. The engine is reachable from the front and side but does not include a swing-out feature as found on some of the other machines. As the biggest machine in the contest the SP 21AJ has the biggest working height and outreach, which, on the other hand, also makes it the longest and heaviest machine for transportation.

### Haulotte H21TX

Unfortunately, analysis of Haulotte's entry was fairly limited because it was the only machine supplied without a jib. Fortunately for Haulotte, however, this was due to good unit sales of the machine in previous weeks. However, despite being the only entry without oscillating axles, and weighing in at 13 tonnes, the H21TX easily matched, if not exceeded, the other units in completing the hill climb and generally navigating the rough terrain course. The main reason for this was the unit's much larger diameter Michelin tyres, which gave it the best

### HAULOTTE H21TX

Technical Data	Vertical Check	Catalogue	
Working height	21,02	20,86	[m]
Horizontal reach	16,50	17,00	[m]
Platform length	1,80	0,80	[m]
Platform depth	0,79	1,80	[m]
Ground clearance	0,35	0,34	[m]
Platform rotation (vertical)	no jib	no jib	
Platform rotation (horizontal)	no jib	no jib	
Transport length	9,10*	8,91*	[m]
Transport width	2,48	2,48	[m]
Transport height	2,88	2,82	[m]
Turntable rotation	continuous	continuous	
Oscillating axles	no	no	
Elevating speed	64*	60*	[secs]
Tailswing	1,08	1,06	[m]
Control	proportional	proportional	
Steering	2-wheel	2-wheel	
Power cable to platform	optional	optional	
Drive	4-wheel	4-wheel	
Tire size	15 - 22,5	11,75 - 22,5	
Tire filling	foam	foam	
<b>ITEMS THAT WERE NOT TESTED</b>			
Speed		5,0	[km/h]
Gradeability		40	[per cent]
Motor output		39	[kW]
Lift capacity		350	[kg]
Weight		13,100	[kg]

\*No Jib, therefore no comparison to the other machines

## VERTIKAL CHECK



Manlift's T65J unit developed a fault after a promising start on the first slope of the course and was subsequently withdrawn for the contest.

traction out of all four units. Comparisons were hard to make, however, because the unit's centre of gravity was more central over both axles than on the other machines. Other strong points of the platform include its modern design and a clear and simply designed control box. Unlike the other machines, refuelling and checking fuel and hydraulic oil levels on the H21TX can all be carried out without opening the side covers, which themselves are lockable. Maintenance could be a little difficult on this machine as some of its components are not that easily accessible.

The hydraulic section, on the other hand, is relatively easy to maintain as it is easy to reach. Praise was also given to the unit's clean boom-to-basket connection and hydraulic component

and cable protection. Again, it must be remembered that the unit was supplied without a jib and was therefore not as complex as its competitors. Exposed steer rods on the machine's front axle are fairly prone to damage from alien objects. Also left exposed is the boom back-up cable and platform overload adjusters.

# Vertikal Check

A high platform entry level may also pose problems for a shorter operator. Arguably one of the less expensive platforms entered into the Vertikal Check, the H21TX's all-round simplicity stood the machine in good stead. **C&A**



Haulotte H21TX

# DIY towers

Self-erecting tower cranes are becoming an increasingly common sight on smaller to medium job sites across the UK and Ireland. C&A asked a number of the UK & Ireland's players to explain the wave of popularity.

Hoping to cash in on the current trend is Belgium-based tower crane manufacturer Arcomet, which recently entered into a 50-50 joint venture with the UK's Airtek Safety to form Airtek Cranes. Airtek is now solely responsible for the distribution of Arcomet self-erecting tower cranes in the UK. According to Arcomet's joint managing director Leo Theyskens, the UK market has been a priority for the company for some time now and it already has a fleet of 40 self-erecting cranes on lease to a wide variety of builders but with a particular focus on the house-building sector. By the end of 2003 Airtek Cranes plans to have at least 80 self-erecting units leased throughout the UK and as many as 200 operating on sites across the country within the next five years.

"Self-erecting cranes are designed for use where access is awkward and space is limited," says Theyskens. "The cranes are quick and



Pictured is Arcomet's new 6 tonne capacity AF 38 truck mounted self erecting tower crane mounted on a Tadano Faun carrier. The unit carries a 38 metre maximum boom length where it can lift 1.8 tonnes.



Liebherr says that its new 32 TTR crawler-tracked fast-erecting tower crane can be prepared for operation by a single person in 30 minutes.

simple to erect, can move large quantities of material around a site quickly and easily and can be operated by virtually anyone on a site following a short training course."

The company says that self-erectors hold a number of key advantages over the use of either mobile cranes or fork lifts on site. The speed and efficiency of self-erectors enable site managers to employ "just-in-time" delivery systems for site materials as they allow large quantities of materials to be placed exactly where and when managers need them. There are also environmental advantages, especially for operation in sensitive urban locations. The cranes generate little or no noise, enabling extended working hours where noise restrictions apply and dramatically reduce the volume of mud and filth generated by a building site.

With 75 years experience in the self-erector business, Potain says that self-erecting tower cranes have become a permanent and essential feature of the building and construction landscape. It agrees with Arcomet in that, in addition to safety and reliability requirements, the most important features of modern self-erecting towers are convenience and simplicity of transport, erection and operation.

The Intermat exhibition in France last May saw the introduction of the MB 13, the latest addition to Potain's Igo hydraulic self-erecting range, which began with the 1.8 tonne capacity Igo 15 back in 2000. The company says that the fundamentals of the Igo concept are to provide cranes which are easy to transport and set up on site and offer reliable, efficient and cost-effective means of materials handling for smaller building and construction projects. The 1.8 tonne capacity Igo MB 13 has a light,



According to Mantis Cranes' Rober Rowlette, "One of the principal benefits of a self-erecting tower crane against a top slewing crane is in costs in terms of both set up and removal, as well as operating costs.

short caravan-type convoy with a permanent single axle and 2-position tow-bar and mechanical jacks and hydraulic erection mechanism that provides quick levelling and unfolding. With a 20 metre jib, 16 metre under hook height and a 700 kilogram lift capacity at a 20 metre radius, Potain says that the unit is suited not only to builders, but also carpenters, roofers and specialist renovation companies.

Potain recently delivered a unit to Ireland-based Mantis Cranes, which also took delivery of nine of Potain's larger 6 tonne capacity HDT 80 self-erecting units late last year. According

Mantis Crane's Rober Rowlette, "despite a slight slowdown in the Irish market, productivity is still king and more and more builders are coming around to the idea of the self-erecting tower.

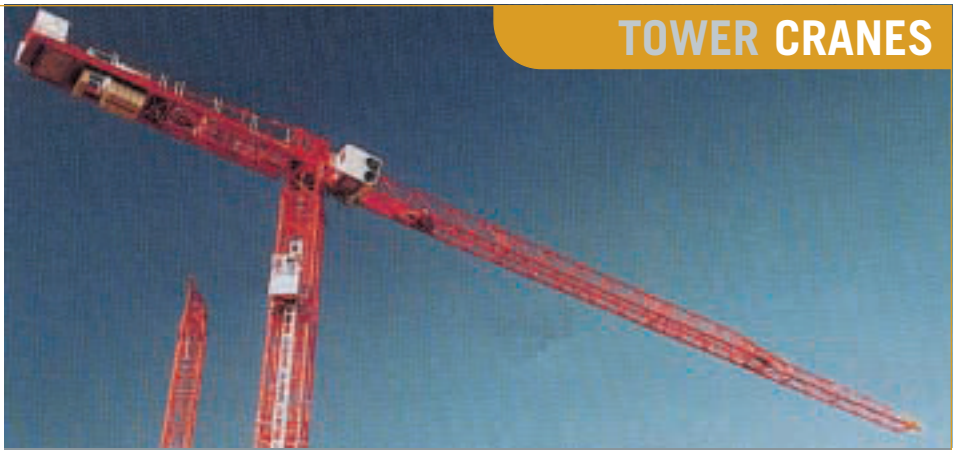
"Most project managers seek the most cost-effective way of completing the task over the duration of the project. Factors driving this calculation include set up costs, running costs, removal costs and project duration. In all these areas the self-erector beats other lifting solutions, such as fork lifts, mobile cranes and top slewing cranes, when operating within its effective load curve. The self-erector also has a smaller static footprint than a top slewing crane and the dynamic footprint of a mobile crane or forklift without the additional costs associated with them.

"Against a top slewer," continues Rowlette, "a key feature of a self-erector is that a dedicated driver and banksman/slinger are not required. The situation in Ireland and the UK is that the operator is 'ticketed' but is also able to act as his own banksman/slinger. In Ireland, we recently introduced a new ticket for self-erector operators which holds a prior requirement that the operator also be an experienced banksman/slinger as this is seen as load management and is viewed as being an equal part of the overall job. Considerable labour saving over top slewing cranes is gained from this.

"The most popular self-erecting cranes in Ireland are those offering the greatest capacities at a given radius. In particular, cranes in the 1 tonne at 30/35 metre radius



**City Lifting says that it plans to further expand into the UK self-erecting, self-drive market and is awaiting the delivery of its seventh Spierings folding tower crane.**



IT HAS taken two years in the making, but Germany-based tower crane rental company Wilbert Kranservice has manufactured its first ever crane. The WT200 e.ronic is an 8 tonne capacity tower crane unit with a 65 metre saddle jib, which the company says can be transported in just two truck loads.

are extremely popular and are well-suited to the Irish market, which is predominantly low-rise. These units typically have 20 metre plus underhook heights. Equally, cranes with 1 tonne radii at 45 metres are relevant to certain larger projects. I would estimate that there are about 225 self-erectors operating in Ireland and approximately 80 per cent of these are in the 30 –35 tonne/metre range with approximately 10 per cent being higher capacity units.

According to Mariano Moritsch at Terex Cranes, "although self-erecting crane sales to Ireland are not as strong as in the UK at present, it is nevertheless a growing market." Terex is currently present with about 25 units, mainly 32 and 36 metre jib units and is also currently producing a complete range of self-erecting tower cranes at its Milan facility.

Across the ocean in the UK, another long-standing advocate of a different kind of self-erecting tower crane is London-based City Lifting, which introduced the Spierings brand of truck mounted self erecting cranes into the UK for the first time around three and half years ago. The company currently operates six, 8 tonne capacity units and is currently awaiting the delivery of a seventh unit, a SK1266/AT6, capable of lifting 1.7 tonnes at 60 metres.

"We are investing heavily into self-erectors," says Bob Jones, general manager of City Lifting. "The UK market is a lot more competitive than 12 months ago and we will be looking to expand further into the self-erecting, self-drive market. The Spierings unit can be erected on site by remote control in 15 minutes, offers a viable alternative to traditional mobile cranes with large ballasts and is very popular for confined high rise project sites."

Also taking on board the upward trend in the UK is Liebherr which recently launched its new

32 TTR fast-erecting tower crane. "There has been a significant move towards small cranes with adaptability in mind," says Dermot O'Neill, sales & service manager at Liebherr Great Britain. "The 32 TTR is more environmentally friendly than say a telehandler and, because of its manoeuvrability, could replace any number of conventional tower cranes on a job site."



**Vanson Cranes has added this new Raivan MR36+3 'flat top' city tower crane to its crane hire fleet. The 4 tonne capacity unit can lift 1.05 tonnes at a 36 metre maximum jib radius, which can be reduced by 6 metre increments to 18 metres.**

The 32 TTR is the first tower crane produced by Liebherr that features a crawler-track undercarriage. The unit can travel with the tower erected at a maximum angle of 15 per cent in the longitudinal and 10 per cent in the traverse direction. A specially designed trailer also allows the unit to carry 12.2 tonnes of ballast to its operation site, where it can position the ballast itself. When travelling to the building site, the unit can travel with the complete equipment installed, including the undercarriage, tower, jib and generator. The unit's telescopic jib can be extended to 7 different lengths of 18, 20,22,24,26,28, and 30 metres, while the tower can be set to three different hook heights of 14.5, 19 and 24 metres. Liebherr says that the 32 TTR can be prepared for operation by a single person in 30 minutes, and says that it will offer a more versatile lifting solution to conventional models on confined project sites.

## Tower crane safety project put on hold

The UK Department of Trade & Industry has frozen funding into a UK research project into tower crane safety headed by Construction Industry Research & Information Association (CIRIA). The DTI said that it would

not hand over its promised contribution of £70,000 until the UK's Health & Safety Executive completes its inquest into the Canary Wharf tower crane disaster which killed three workers in May 2000.

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# Crowd control

**The use of anti-collision systems on tower cranes is nothing new, least of all in France where the use of the systems is a legal requirement. By comparison, acceptance in the UK has been much slower. Based on a presentation given by Alain Voyatzis at the recent Crane Safety Conference 2003, C&A takes a look at why more and more of the UK's tower crane rental companies are warming to the idea.**

A CITY skyline these days looks almost incomplete without the image of tower cranes standing guard over their own creations. They have more-or-less become a symbol of a continued socioeconomic expansion which, by its own nature, calls for construction sites to be conducted at an ever-increasing pace. An ever-increasing pace, however, means more and more machines on site, and increasingly congested sites calls for increasingly stringent safety requirements.

Anti-collision systems for tower cranes were first brought to industry attention, as a product of France, in the 1980s in response to the growing number of tower crane collisions which represented one of the main causes of tower crane accidents behind only collapse, power line contact and load falls. In 1987, the fitting of such systems to tower cranes became a legal requirement in France and remained very much a French phenomenon until the mid-90s when wireless communication technology freed construction sites from the fragile and cumbersome cable interconnection between cranes. It was at this point that the UK began to seriously test anti-collision technology on its tower cranes, even though it is not a legal requirement due to what Tim Rowley, general manager of the UK's Cranesafe, wholly owned subsidiary of SMIE, calls "looser regulations" than those in France.



Today, however, Rowley estimates that the company has distributed some 250 anti-collision systems to UK tower crane rental companies including, Select Plant Hire, Bovis Construction, Balfour Beatty and Delta Tower Cranes, and the number is rising. The company says that undoubtedly the highest profile contract to date has been the supply of its SMIE A30 anti-collision equipment to co-ordinate up to seven Comedil saddle and luffing jib cranes on hire to Bovis Construction for the construction of the new Scottish Parliament building.

**The UK's Cranesafe says that its highest profile contract to date has been the supply of its SMIE A30 anti-collision equipment to co-ordinate up to seven Comedil saddle and luffing jib cranes on hire to Bovis Construction for the construction of the new Scottish Parliament building.**



So what is the method behind anti-collision technology? Fundamentally, an anti-collision system will calculate the amount of 'free space' required to bring a moving crane to a halt if a potential contact situation between more than one crane is detected. For a heavily loaded crane jib slewing at full speed, in excess of 90 degrees may be needed to bring the crane to a halt. Add a second crane travelling in the opposite direction and the stopping distance required to avoid a collision increases to 180 degrees or more. From this it is easy to see the level of anticipation that is required to avoid contact. The anti-collision system method can be broken down as follows;

- Geometric, deterministic calculation of the position, speed and free space needed to allow the unrestricted halting of the crane in view of the braking capacity of each movement on a moment to moment (real-time) basis.
- Verification that the space needed by all other movements of all other cranes does not overlap or interfere with the crane in question.
- When the beginning of an overlap is detected (risk identification) a breaking process is initiated for all crane movements involved.
- Correspondence to a 2-D plan projection analysis.

In addition, current development for future generation systems may provide additional benefits including;

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## SAFE HAVEN

At this point, it is important to stress that although the systems have been designed with many fail-safe features, they are not to be considered as fully failsafe safety devices, but rather as operator support systems. A long list of crane defects are being identified by today's systems, such as certain, but not all, component failure on a crane or communication failure between

*The cost of a single accident in terms of crane down time, site down time, material damages, worker injury and the damage to a company's image is far greater than the cost of installing an anti-collision system.*

any two systems that must exchange information.

Once a defect has been identified, a system's behaviour is adapted to make the best possible use of all the remaining information available to it, such as:

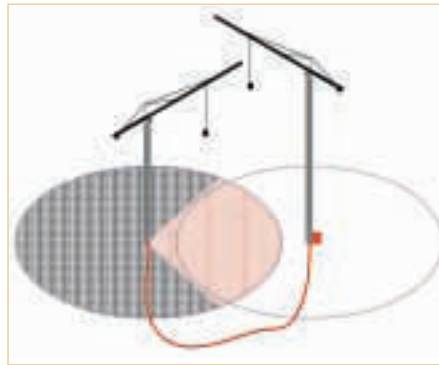
- Internal defect of the system = complete blocking of the corresponding crane.
- Override of the system = complete freedom of movements of the corresponding crane.
- Opposite crane system with defect, override or communication failure = the systems operate according to available information, making no guesses about unknown elements.

Under normal operation the crane operator obtains a support that brings tangible risk reduction during his operation and thus a clear safety benefit. When a defect materialises, in most cases this is identified and dealt with by the system in such a way that only completely conscious and responsible corrective action has to be implemented in order to continue operations until repairs take place. If the exceptional case of an unidentified defect arises, until such time of detection the only increased risk would be due exclusively to a driver attitude of active dangerous driving, which is an attitude chosen under individual responsibility, and not induced by the equipment. It is true that if an operator misjudges a situation he will not be protected against his judgement while the system is failing. But neither would he/she have been protected in the absence of a system from the outset. In the case of an unidentified defect, the operator is faced with a situation of reduced safety improvement and not increased risk.

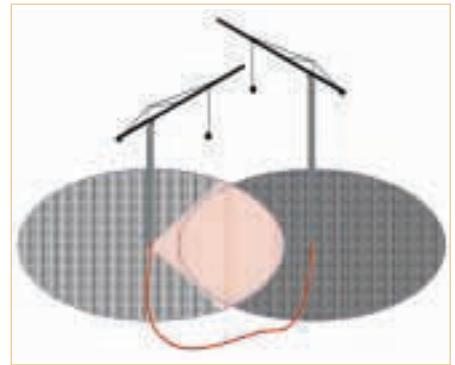
In short, the crane operator is better protected for his or another operator's potential misjudgements and is only exposed to higher risks if he or any other operator chooses to operate recklessly.

## ROUGH RIDE

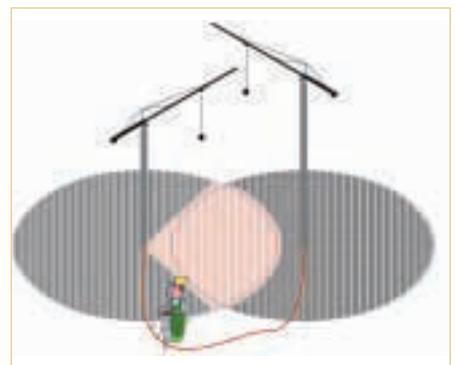
Despite the advantages of anti-collision technology general market acceptance has not been as straight forward as one might think. From a productivity perspective, this acceptance has been hindered by the fact that the concept



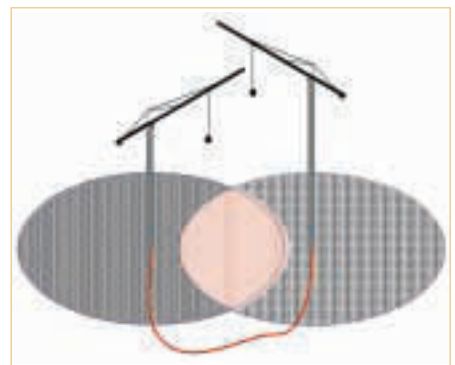
When a high crane is overridden (thus 100 per cent free), the low crane is limited as shown.



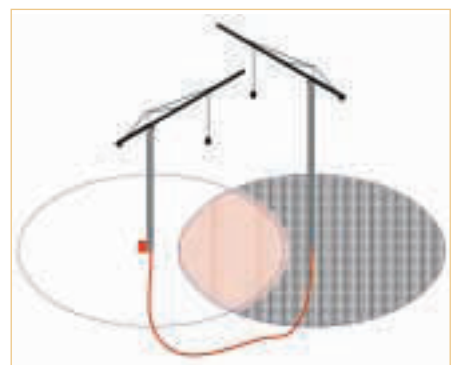
When a high crane system detects an internal defect (thus 100 per cent blocked), the low crane is limited as shown.



When communication between cranes is interrupted, both cranes are limited as shown.



When a low crane is overridden (thus 100 per cent free), the high crane is limited as shown.



When a low crane system detects an internal defect (thus 100 per cent blocked), the high crane is limited as shown.

was imposed in many countries, such as France, through mandatory regulations. The systems were initially seen to be too expensive without any visible immediate compensation or return. The installation and programming process was seen to use up valuable crane time and when eventually installed would bring new limitations to a crane's movements, since they stop them against the operator's, or even the site management's will.

On closer inspection however, the advantages become clearly evident. It seems obvious that a crane operator should not have to worry as much about verifying the whereabouts or the potential behaviour of all the other cranes around him/her on a project site. The operator is able to focus his/her attention primarily on the job in hand – i.e. his/her own load. The early detection of the potential objective inhibition from the presence of another crane on site will impose a reduced approach speed with a positive effect on productivity that may be less than intuitive. Consider the example of the efficiency that would be brought about through the implementation of an optimal maximum speed limit on the M25 and the elimination of hard sporadic braking.

But, perhaps most importantly in terms of productivity gains is a reduced accident rate. The cost of a single accident in terms of crane down time, site down time, material damages, worker injury and the damage to a company's image are far greater than the cost of installing an anti-collision system.

Thus, not only is productivity not hampered by the implementation of anti-collision systems, but, on the contrary, rather very much enhanced. The fact that the inclusion of anti-collision systems has been a mandatory requirement in France for more than 15 years, has not prevented French building companies in keeping their position amongst some of the fastest builders in the world.

C&A

Alain Voyatzis is managing director of France-based crane safety system specialist SMIE. This article is based on a presentation given at the Cranes Safety Conference held in London in May 2003.

# SAIE 2003



**As industry sits in the wake of this year's Intermat, yet gears itself up for bauma 2004, C&A looks ahead to next month's SAIE exhibition in Bologna, Italy.**

SAIE CELEBRATES its 39th year this year and a lot can be learnt about a present day entity from its historical past. Indeed, SAIE has grown to be Italy's premiere construction equipment exhibition and a considerable European platform for many of the lifting industry's manufacturers if the timing is right. The 2003 show, however, sees the absence of the traditional exhibition backdrop of tower cranes as they only appear on a biennial basis. And, with more product launches than you could shake a stick at at Intermat earlier in the year combined with those expected at next year's bauma exhibition in Munich, Germany, the question has to be asked; What can you really expect in Bologna next month?

**This track mounted Ragno TSJ 23 prototype from Palazzani is a 23 metre working height platform and will be one of several models on show on the company's stand.**



Tadano Faun is hoping that its new 60 tonne capacity ATF 60-3 will boost what it calls the 'traditional year-end sales boom' in Italy.

If your reason for making the trip this year is in the hope of seeing new products from the major crane manufacturers, then you may be disappointed. Liebherr for one will not have a single crane on its stand, while the latest cranes on show from Manitowoc Crane Group and Terex Demag - the 30 tonne capacity Grove RT530E and the 200 tonne capacity AC 200-1 respectively - both follow their Intermat launches back in May.

Tadano Faun has shortlisted just one crane from an original three-strong line-up, due to a lack of exhibition space - the lucky crane being the compact 3-axle, 60 tonne capacity ATF 60-3, which will be displayed in the colours of the Udine-based crane rental company, Triveneta.

Italy's own crane manufacturers will, however, be among those with new equipment on show. From Cams Industriale, which manufactures self propelled cranes under the Bencini logo, comes two new models in the 5 and 15 tonne capacity categories, the larger 15 tonne machine being a complete overhaul of the long-standing Bencini SP150. A new industrial pick and carry crane from Ormig, the 60tm has been developed for the 60 tonne capacity class and is available with a fly jib attachment and self-levelling forks for handling 30 tonne container loads free-on-wheel. Special self-levelling forks for loading and unloading loads of up to 28 tonnes inside containers are also an option.

The traditional attendance of the majority of the world's knuckle boom manufacturers at SAIE can be expected as always this year. Palfinger for one will be making full use of the show with the launch of its all-new Advantage knuckle boom generation. Making its world debut appearance in Bologna, the PKK 12500 Advantage will be the first crane to be released from the new Advantage line, which Palfinger says has been developed as a

cost-efficient alternative to its existing Performance range. Also to be unveiled will be the latest additions to the Performance range, the PK 27002, and two new additions to the Compact knuckle boom range, the PK 2700 and PK 3200.

Italy's own Effer brings six new knuckle boom additions in the 115 and 125, the 750 and 850, the 1350 and the 1750, which fall in the 11,

**Ormig has targeted the 60 tonne capacity class with its new 60tm pick and carry crane.**



70, 120 and 140 tonne/metre classes respectively. The 1750 will be painted in the colours of long-standing Effer customer PE Kristensen of Denmark, which according to Effer, since purchasing the unit, is now the owner of the world's largest articulating knuckle boom that can be folded on a truck with the fly jib attached.

Effer will also be drawing attention to its new DMU-X modular Electronic Motor Unit, now a standard feature on all new Effer crane models. The system uses CAN-Bus architecture which eliminates the need to set the many crane devices individually in the workshop. A single setting



**Halls 25-26-27-32:** Building systems, components and subsystems  
**Halls 30-35-36:** Building site machinery, equipment and technologies  
**Halls 33-34:** IT systems, service companies

procedure and the incorporation of a single programme means that all the crane's settings can be completed in one hit.

Partek Cargotec will be showcasing several new models to compliment its Hiab XS range of knuckle booms, while presenting its HiDuo control system.

Visitors to the show can also expect to see a brand new platform from JLG along side its Intermat launches, including its 510 Series diesel articulating boom, the ES Series electric scissor and a selection of models from its telehandler line. Teupen introduces its new 10 metre working height Moskitto trailer mount, while the likes of Oil & Steel, Manitou, UpRight, Haulotte, Palazzani, Geda, Bizzochi, Barin and Pagliero will all be presenting their latest equipment, most of which was also seen at Intermat – a trend that could be argued as being the story of SAIE 2003 so far.

IPAF exhibits for the first time ever this year as it builds its membership in Italy. The Federation is also organising a half day congress on the Friday afternoon which will include presentations by Dr Antonio Moccaldi, president of ISPESL (Italy's equivalent of the HSE) and Tim Whiteman, IPAF's managing director designate.

Despite a lack of new product launches from most of the bigger manufacturers, however, most sectors of the lifting and access industries as a whole will be more than adequately represented as the following exhibitor listings will tell you.

C&A

**WHEN?** 15 – 19 October 2003

**WHERE?** Bolognafiere, Bologna, Italy

**OPENING HOURS:**

**Wednesday 15 to Saturday 18 May:** 9am to 6pm  
**Sunday 19 May:** 9am to 5 pm

**TRAVEL:**

**By road:** From the Florence, Milan, Padua and Ancona motorways take the Tangenziale (beltway) Exit 8 for Michelino Entrance Parking and Aldo Moro Entrance. Take Tangenziale Exit 7 for Costituzione Entrance and Parking. Visitors are advised not to try and drive to the fair from outside the town as the approach roads always grind to a standstill.

**By rail/bus:** The Bologna Central Train Station is a 10 minute ride from Bolognafiere. Take the 10 and 38 bus lines for entrances on Piazza Costituzione and Viale Aldo Moro – bus tickets on boarding €0,90. During the fair a special morning train runs direct from Rimini into the show ground and back again in the evening.

**By plane:** AEROBUS BLQ runs a direct link from Guglielmo Marconi International Airport to Bolognafiere.

**ACCOMMODATION:**

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## SAIE 2003

### MOBILE / CRAWLER / TRUCK CRANES

Autogru Rigo	Area 44	Stand A/56 - B/23
Bonfiglioli	Pad 35	Stand D/61 - E/62
Cams Industriale	Area 48	Stand A/63
Demag Mobile Cranes	Area 48	Stand F/97
ESI	Area 42	Stand B/61
Eurogru Amici	Area 44	Stand D/31
Hinowa	Pad 36	Stand A/19
Hitachi CME	Area 48	Stand A/27 - B/28 - I/27
Idrogru	Area 44	Stand C/11
Isoli	Area 44	Stand C/18
Kobelco	Pad 30	Stand A/52
Liebherr Werk Ehingen	Pad 36	Stand B/5
Locatelli	Pad 30	Stand D/26 - A/22
	Area 47	Stand A/45 - A/55
Manitowoc Crane Group	Area 48	Stand H/11
Marchetti	Pad 35	Stand A/25 - B/26
Ormig	Area 47	Stand C/89
PPM	Area 48	Stand E/118 - F/118
Tadano Faun	Area 48	Stand G/59 - H/58
Terex Italia	Area 48	Stand E/118 - F/118
Valla	Area 47	Stand C/81

### KNUCKLE BOOMS

Amco Veba	Area 44	Stand C/34
Autogru PM	Area 44	Stand F/36 - G/31
Benelligru	Area 44	Stand C/42
Copma 2000	Area 44	Stand D/11
Cormach	Area 44	Stand A/32 - B/11
Effer	Area 44	Stand D/38
F.lli Ferrari	Area 44	Stand E/24 - F/13
Fassi	Area 44	Stand D/13 - E/11
Heila	Area 44	Stand C/27
Hiab/Partek Cargotec	Area 45	Stand A/10 - A/15
HMF Italia	Area 48	Stand H/13
Jolly Crane	Area 44	Stand A/3
Next Hydraulics	Area 44	Stand C/41
Palfinger	Area 44	Stand F/16 - G/11
RF	Area 44	Stand D/12
Stern	Area 44	Stand A/17 - A/24



On show from Cams Industriale will be an updated version of the long-standing Bencini SP150.

### TELEHANDLERS

Ausa	Pad 36	Stand B/10
Bobcat	Pad 36	Stand D/11
Caterpillar	Pad 30	Stand A/22 - D/26
	Area 47	Stand A/45 - A/55
Dieci	Area 48	Stand E/114 - F/114
Faresin	Area 45	Stand D/65
Genie Industries	Area 44	Stand F/28
	Area 47	Stand C/83
Haulotte	Area 48	Stand F/27
JCB	Pad 36	Stand C/13
Manitou Construzione	Area 48	Stand D/87 - E/82
Merlo	Area 48	Stand A/69 - B/70
Terexlift Italia	Area 48	Stand F/113



Palfinger will be unveiling the latest addition to its Performance knuckle boom range, the PK 27002.

#### ACCESS

Airo	Area 44	Stand C/19
Airtek	Area 44	Stand D/12
Barin	Area 47	Stand D/93
Basket	Area 49	Stand B/38
Bizzochi	Area 44	Stand D/29 – E/27
Braviisol	Area 49	Stand B/10
CTE	Area 44	Stand F/28 – G/23
	Area 47	Stand C/83
Cela	Area 44	Stand F/11
Comet Officine	Area 44	Stand D/43
	Area 47	Stand A/20
Electroelsa	Area 48	Stand G/30
Faber Com	Area 44	Stand A/20
Faraone	Pad 35	Stand B/21 – C/22
Geda	Area 49	Stand A/38
Genie Industries	Area 44	Stand F/28
	Area 47	Stand C/83
Grove Manlift	Area 48	Stand G/13 – H/12
GSR	Area 44	Stand B/16
Haulotte	Area 48	Stand F/27
Imer Group	Area 48	Stand E/27 – F/26
Intervect	Area 48	Stand B/39 – C/38
Iteco	Area 44	Stand B/32
JLG Industries	Area 47	Stand B/73
Liftlux	Area 44	Stand A/48 – B/19
Lissmac	Pad 35	Stand C/59
Manitou Construzione	Area 48	Stand D/87 – E82
Movital 2002	Area 48	Stand G/13 – H/12
Oil & Steel	Area 42	Stand B/73
OP Pagliero	Area 44	Stand E/40 – F/2
Palfinger Italia	Area 44	Stand F/16 – G/11
Palazzani	Area 36	Stand A/64
	Area 44	Stand B/17
Paus	Area 44	Stand F/28 – G/23
	Area 47	Stand C/83
Piat	Area 48	Stand D/70
Rovers	Area 42	Stand B/21
Safi	Area 48	Stand C/67
	Area 47	Stand A/15
Tadano Faun	Area 48	Stand G/59 – H/58
Tecchio	Area 44	Stand B/40
Teupen	Area 42	Stand B/2
Time Export Versalift	Area 42	Stand B/2
UpRight	Area 44	Stand A/48 – B/19
Wumag	Area 42	Stand B/2

#### OTHER

Brevini Riduttori	Pad 36	Stand F/6
Cometto	Area 48	Stand E/103 – F/102
Elca	Area 48	Stand B/50
HBC Radiomatic	Area 48	Stand D/22
Imet	Area 48	Stand A/49
IPAF	Area 47	Stand A/19
Rötzler	Area 45	Stand A/10 – A15

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## Tim Whiteman targets international expansion



TIM WHITEMAN has spoken of the first few stages of his new campaign as IPAF managing director designate since taking up the post at the beginning of August.

"My first few weeks have convinced me that there are many, many

companies around the world and on both sides of the Atlantic that will be interested in the range of membership services and training that IPAF offers," he said.

"I still have a lot to learn about IPAF and the comprehensive range of services that we have to offer. One aspect that is already clear is the vital input that members make through committee meetings and task forces."

Ensuring that this contribution is used to its full potential, Whiteman will be visiting as many members as possible during the coming months.

### SAIE Forum

Whiteman's first public appearance will be at SAIE in Bologna, Italy, in October, where he will be taking part in the forum, *Apparecchi di sollevamento e Formazione. Permessi di conduzione di piattaforme aeree: problema od opportunità?* (Lifting Equipment and Training. Operating Licence for Aerial Work Platforms: problem or opportunity?), organised jointly by IPAF and member ASCOMAC.

High on his agenda will be the impact of the implementation of EC/45/2001 – the Temporary work at Height Directive – to be introduced by requirement by all EC member states from July, 2004, and be fully operational within two years. "The European Union is making training compulsory throughout our industry and those industries that use our products," said Whiteman. "Companies need to act now to implement internationally recognised training schemes."

Reinforcing a commitment to improved safety for those who work at height, will be the participation of key figures at the Forum from the Italian health and safety authorities.

From Italy's ISPESL (Istituto Superiore per la Prevenzione e la Sicurezza del Lavoro) will be president Dr Antonio Moccaldi, who will give the welcome address alongside ASCOMAC's president Dr Ing Giovanni Bonvicini.

ISPESL plays a major role as a consulting organisation for the Italian Ministry of Welfare and in informing not only Italian but also European safety at work regulations and attitudes.

A presentation from Dr Ing Roberto Cianotti, director of the Safety Technologies Department at ISPESL, will look at the development of technical and regulatory factors in Europe influencing powered access equipment.

A representative from the General Directorate of Labour Relations at the Italian Ministry of Welfare will also discuss training and accident prevention. ■



## Bad habits die hard

**AN EXAMPLE** certainly needs making of outlandishly dangerous practices such as this. It stood out to the leading industry figure who sent it in to IPAF with the comment, 'You'll love this one!' Unfortunately, far too many simply still cannot (or will not) recognise the inherent dangers. At the beginning of August, the most respected and avidly read UK farming publication not only showed a photograph of the dangerous and illegal use of a telescopic handler as a makeshift work platform, but clearly suggested that it was an innovative solution to the problem of trimming a tall holly hedge.

The arable farmer in question had proudly roped a one-tonne potato box to his telescopic handler and was hanging out – close to dangling – from the contraption at a height in excess of 6 metres, while wielding a particularly long power hedge trimmer.

Even Paul Adorian found the manifold infringements of regulations and the opportunities for death, or at least serious injury, rather too long to list comprehensively. However, in his letter to the publication in question, he made several key points, not least of which was that agriculture comes an unenviable close second to construction in the number of deaths and injuries caused by falls from height.

The Health and Safety Executive has already targeted the professional arboriculture industry with its report, 'Use and effectiveness of mobile elevating work platforms (MEWPs) for tree work' (full story at [www.Vertikal.net](http://www.Vertikal.net)), recommending the wider use of MEWPs for work at height. Perhaps most revealing of the shape of things to come, in commending the report to his own industry, Billy Robb, who chairs the Arboriculture Specialist Group

of the Forestry Contracting Association, referred to "the likely effects of the new Work at Height Regulations in 2004." Agriculture, arboriculture, construction, broadcast media and the numerous other industries throughout Europe that involve work at height all need to take serious note – now! ■



### General enquires should be addressed to:

IPAF Head Office, PO Box 16, Carnforth, Lancashire LA6 1LB, UK  
Tel: +44 (0)1524 781393  
Fax: +44 (0)1524 781301  
email: [mewp@ipaf.org](mailto:mewp@ipaf.org)  
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email: [mewp@ipaf-training.com](mailto:mewp@ipaf-training.com)  
website: [www.ipaf.org](http://www.ipaf.org)



## Kinshofer takes hold

THE UK arm of Kinshofer group recently claimed the European iF Design Award for its new HPX Drive hydraulic grab design for use with knuckle boom cranes. The maintenance-free HPX drive replaces traditional hydraulic cylinders with a helix gear system incorporated into a compact, totally enclosed hub. The range of grabs incorporating the HPX Drive include the company's top-of-the-range KM604 clamshell with capacities ranging from 200 to 450 litres and the KM626 with capacities ranging from 95 to 150 litres. The KM605U, a multi-purpose unit for handling all types of material, completes the line-up.

Unlike conventional clamshells where the closing force peaks and troughs, the HPX Drive generates a constant, optimised closing force throughout the digging process. According to Kinshofer this results in better digging characteristics and superior loading. Additional grabs available with the HPX system include the KM rock grapple for loading boulders and curb stones; the KM632 logging grapple for loading short logs, shrubbery and branches; and the KM641 multi-purpose grapple for agricultural applications. ■

## Clamp down

CAMLOK LIFTING CLAMPS has designed a range of lifting clamps that can be used in place of traditional chain slings and hooks for lifting steel beams. The clamps operate by gripping the load via jaws and a series of links to prevent the load slipping and can be supplied for lifting beams in either a vertical or horizontal position.

For lifting beams in the latter position, a clamp with a hook ring near the centre of gravity can be used which is attached on opposite beam flanges for a near horizontal lift. For vertical lifts vertical girder clamps are available in pairs supported from a two-leg chain sling with a split bottom toe enabling the clamp to be attached to the ends of the beam. Vertical girder clamps are also available for vertical lifts where the beam needs to be lifted from the side with the flanges in the horizontal position. The clamps can be positioned on opposite beam flanges for a safe and stable lift. ■



To contact any of these companies: simply visit the "Industry links" section of [www.vertikal.net](http://www.vertikal.net). You will find direct links to all their web sites at [www.Vertikal.net/en/links](http://www.Vertikal.net/en/links) for a period of five weeks after publication.

Information for inclusion in Innovations should be sent to: The Editor, Cranes & Access, New England House/Level 5, New England Street, Brighton BN1 4GH, UK. e-mail: [ww@vertikal.net](mailto:ww@vertikal.net)

## Easy release

PALFINGER HAS added this new time-saving uncoupling system to its product portfolio which is aimed at minimising the potential hazards to riggers often incurred when releasing a crane's load. Once the load is in position, the TÜV-tested Fix-de-fix system, developed by German forestry equipment company Zopf, can be detached by the rigger using remote control independent of the crane remote control. Safety systems have also been incorporated into the design to ensure that the load cannot be unintentionally loosened. Once detached from the load the Fix-de-fix system is threaded out by means of a "return chain system", which remains freely suspended from the crane ready for the next job.

The system is initially being supplied for lift capacities ranging from 2 to 3.15 tonnes and for single line operation, but multiple line operation is also possible. The Fix-de-fix system is available from Palfinger at a cost of around €4000. ■



## From a distance

STRAINSTALL HAS introduced a new range of telemetry load shackles which it says tackles the problem of exposed signal cables when using load cells and electronic equipment to monitor a crane's load. Traditionally, in order to get the most accurate measurement from a load cell it needs to be positioned as close as possible to the load. Taking this into account, positioning the load cell at the hook means that the signal cable will be left exposed, whether connected to a cable reeling drum or connected to a hand held display. The cable can become easily snagged and is prone to damage.

Strainstall says that its telemetry load shackles solve this problem by enabling the user to stand further away from the load and out of harms way. Systems range from a simple hand-held display to data converters that can be connected directly to a computer so complete records can be maintained. The hand-held display can store up to 20 different transducer parameters which enables one display to accommodate several load shackle signals, while using a receiver/data converter that gives RS485 output can increase the number of monitored transducers to as many as 32. The shackles load range starts at 3 tonnes, with the top load limited only by the availability of the shackle forging, currently about 1000 tonnes. Normal operating distance is around 300 metres subject to operating conditions. ■



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### SAIE

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The tower cranes are not exhibiting this year.  
October 15-19, 2003  
Bologna, Italy  
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### Batimat 2003

International Construction Exhibition  
November 2-8, 2003  
Paris, France  
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### ARA

US rental show with strong access section.  
February 26-29, 2004  
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### Bauma 2004

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### Apex

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45 t Liebherr LTM 1045,	Bj.1987	4x4x4	31,00m + 16,00m
50 t Liebherr LTM 1050-4,	Bj.1988	8x8x8	38,00m + 16,00m
50 t Grove GMK 3050,	Bj.1999	6x6x6	38,50m + 15,00m
70 t Krupp KMK 4070,	Bj.1989	8x6x8	38,10m + 16,00m
70 t Liebherr LTM 1070,	Bj.1993	8x8x8	42,00m + 18,00m
80 t Krupp KMK 4080,	Bj.1994	8x6x8	43,00m + 13,00m
80 t Demag AC 80-1,	Bj.1999	8x6x6	50,00m + 17,00m
90 t Liebherr LTM 1090,	Bj.1991	10x8x10	45,00m + 20,00m
100 t Liebherr LTM 1100,	Bj.1986	10x6x8	42,00m + 18,00m
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120 t Liebherr LTM 1120,	Bj.1989	10x8x8	42,00m + 18,00m
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100 t Lima 85 T,	Bj.1968	8x4x4	57,0m + 15,00m

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Kobelco	RK200	City Crane	2000	20 tonne
Tadano	TL250E	Truck Crane	1992-94	25 tonne
Kato	NK250E-V	Truck Crane	1997	25 tonne
Kato	CR250	City Crane	1998	25 tonne
Grove	TM6358E	Truckmounted	1996	30 tonne
Tadano	AR300E	All Terrain	1993	30 tonne
PPM	380ATT	All Terrain	1992	35 tonne
Demag	AC95	All Terrain	1995	40 tonne
Kato	NK500-E	Truck Crane	1997	50 tonne
Grove	TT865E	Truck Terrain	1992/1996	60/70 tonne
Krupp	KMK4070	All Terrain	1990	70 tonne
Demag	AC205	All Terrain	1999	80 tonne
Tadano Faun	ATF90-4	All Terrain	1995	90 tonne
Demag	AC535	All Terrain	1997	200 tonne
Liebherr	LTM 1090/2	All Terrain	1999	90 tonne
Liebherr	LTM 1160/2	All Terrain	1999	160 tonne

**CONTACT: JAMES AINSCOUGH OFFICE: 0044 (0) 1257 478501 Fax: 0044 (0) 1257 473286**  
**Mobile: +00 44 (0) 7768 008674 Email: [j.ainscough@ainscough.co.uk](mailto:j.ainscough@ainscough.co.uk)**

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TYPE	CAPACITY	YEAR
DEMAG AC 155	50 t	1997
DEMAG AC 205	80 t	1994/1995
DEMAG AC 160	160 t	1999
DEMAG AC 435	160 t	1995
DEMAG AC 650	650 t	1999
GOTTWALD AMK 31-21	20 t	1985
GROVE GMK 2035	35 t	1998
GROVE GMK 3050	50 t	1998/2001
GROVE GMK 4075	75 t	2001
GROVE GMK 5200	200 t	2001
GROVE GMK 6200	200 t	1997
GROVE GMK 6250	250 t	1999
GROVE GMK 6300	300 t	2001/2002
KRUPP KMK 4080	80 t	1992
KRUPP KMK 2025	25 t	1991
KRUPP KMK 5090	90 t	1990
LIEBHERR LTF 1030	30 t	1992
LIEBHERR LTM 1025	25 t	1990/1993
LIEBHERR LTM 1035	35 t	1988
LIEBHERR LTM 1040	40 t	1999
LIEBHERR LTM 1060	80 t	1999
LIEBHERR LTM 1090-2	90 t	1999
LIEBHERR LTM 1200	100 t	2001
LIEBHERR LTM 1160	160 t	2000/2001
LIEBHERR LTM 1225	225 t	1998

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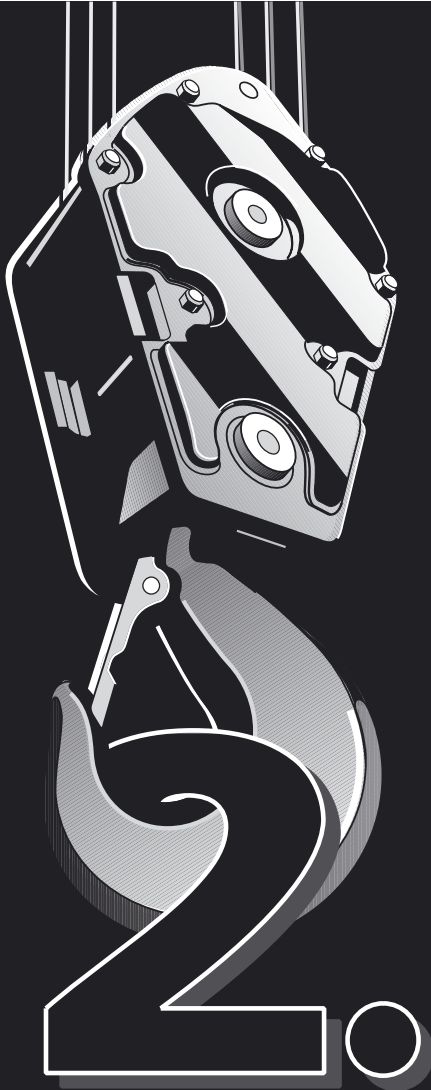
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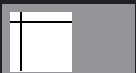
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25 t	TADANO	TL 250	1989
25 t	LIEBHERR	LTM 1025	1992
30 t	TADANO	TL 300	1990
30 t	PPM	ATT 350	1999
30 t	TADANO FAUN	RTF 30-2	1993
30 t	LIEBHERR	LTF 1030-3	1992
30 t	LIEBHERR	LTF 1030	1995
35 t	TADANO	TL 350	1997
35 t	GROVE	GMK 2035	1997
35 t	LIEBHERR	LTM 1035	1989
40 t	TADANO FAUN	RTF 40-3	1993
40 t	LIEBHERR	LTM 1040	1994
40 t	TADANO FAUN	RTF 40-3	1999
40 t	LIEBHERR	LTM 1040/1	1999
50 t	TADANO FAUN	ATF 50-3	1995
50 t	DEMAG	AC 50-E	1999
50 t	LIEBHERR	LTM 1050	1994
55 t	KRUPP	KMK 4055	1989
60 t	LIEBHERR	LTM 1060-2	2000
70 t	TADANO FAUN	ATF 70-4	1998
70 t	TADANO FAUN	ATF 70-4	2002
100 t	KRUPP	KMK 5100	1989

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