



Two Maeda M1C285 spider cranes lifting two tonne sections of a 24 tonne sculpture by Anish Kapoor in a room at the Guggenheim Museum - good lifting equipment, appalling access habits



and then when set up offer lifting capacities up to six tonnes at three metres and boom lengths almost 20 metres in the case of the largest spider crane, the Unic 706. GGR has also launched a duplicate range of Unic spider cranes under the Airlift brand, being completely air-powered they are designed specifically for work in hazardous

areas, including petrochemical installations and offshore and as such are certified to ATEX zone 1.

**Work smarter not harder**

As we have already stated the spider cranes are moving into the vacuum created by the poor rental availability of traditional mobile industrials. They are also being increasingly used as replacements for chain blocks and all the pushing pulling and grunt work that was once the speciality of machinery installation 'gangs'. Modern manual handling regulations have virtually outlawed the old 'heavy-gang' methods, with its chains, skates, Tifors, crowbars and sledgehammers, and in the same way that modern access equipment has revolutionised work at height, companies have discovered that using compact cranes is not only safer, but also a great deal more efficient, while resulting in a better quality of work.



Unic's air-powered Airlift spider crane

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**Lifting a locomotive**



The Andrew Barclay loco is lifted with ease

Another form of industrial lifting and shifting involves jacking systems and gantries. A good example involves the recent move of an steam engine from the Coalbrookdale Museum of Iron to the Blists Hill Victorian town, an open air museum.

The 1896 Andrew Barclay engine was purchased by the museum in 1969 and has been moved before. This time Ainscough Vanguard handled both the lift and the transport. Unable to get a mobile crane into the site, the company rigged up a 130 tonne lifting gantry, using four JS130 Megalift hydraulic jacking units topped with two 12 metre cross beams and four sliding collars. The engine was winched out of its shed, then raised from its tracks to more than a metre in order to clear a fence and then shifted sideways and lowered onto the waiting trailer for the six mile journey to its new home.

# Carrot or stick?

Is the message finally beginning to sink in that using the right access equipment for the job will also increase productivity and reduce costs? The plumbing contractor featured in the article on page 28 found that his one man, self propelled lift could not only get into places a step ladder couldn't, but that it was quicker than an alloy tower and could cover areas impossible for even 19ft scissor lifts to reach allowing the job to be done in less than a quarter of the time than it used to take.

The productivity argument was always the driving force behind the rapid uptake in the use of powered access in North America, but it has been somewhat lost in the 'can't you do it any cheaper' European mentality where powered access was often seen as a luxury, or at best an expensive way of working at height.

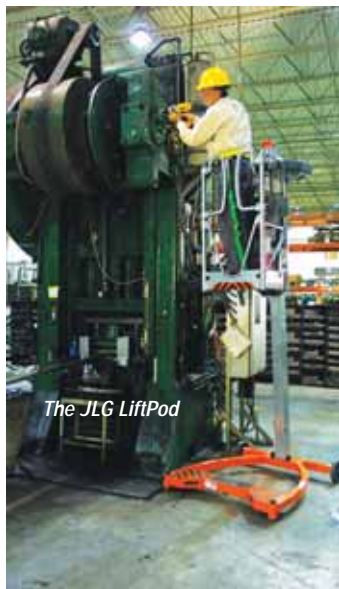
Instead the European powered access market has been driven by the safety argument which is why the market got such a boost after the Work At Height Directive came into force in 2005. This was particularly true in the UK, where the Health and Safety Executive has increasingly hammered home the message. Fear of large fines in the case of an accident or if caught has helped boost the market in recent years. By prosecuting sub contractors and contractors as well as the client in Work At Height infringements, the HSE has made companies aware of the need to use the right equipment

for the job and the fact that they cannot delegate away the risk arising from using inappropriate equipment.

This 'stick' argument has led, in some cases, to companies or public bodies being ripped off, as subcontractors cite health & safety rules and the need to use more sophisticated equipment as an excuse to jack up their prices.

However in many other cases it has shown companies that more suitable access equipment can and usually does save money by boosting productivity. For example the Belgian cladding company that spent a substantial premium on buying the Giraf Track boom with its 13 metre platform and attachments saw a rapid payback over and above what he expected while offering a better service to his customers. Hopefully the carrot message is spreading, although you only have to look at the Death Wish series on the Vertikal.Net website to see that there must be thousands of companies and individuals out there that still believe that it is cheaper to 'make do' with grossly unsuitable access equipment for the job application.

For many industrial companies, the annual plant shut-down period lulls them into a false sense of security. By employing experienced, specialist contractors to carry out the maintenance work they assume the work will be done quickly and safely. Keep an eye out though, for what access equipment is being used. A subcontractor that uses the most efficient equipment should be in a position to pass that saving on to you, and at the same time avoid putting



The JLG LiftPod



Mr Plant Hire supplied this push around lift for work at St Pancras Station



Platforms are increasingly used for aircraft maintenance

you in the dock with him when he doesn't. Shut down aside, what happens throughout the rest of the year when something needs doing at height?

All too often companies do not have the right access equipment on site and as the job is a short one they end up doing the 'pallet and forklift' trick or something equally as stupid for jobs such as changing a light bulb. Nine times out of 10 they get away with it, although the job might tie up double the number of people for twice as long. If you can spare that sort of labour then perhaps you are carrying too much fat for this challenging time?

There is no excuse for not knowing about the right equipment for the job. Flicking through any issue of Cranes & Access over the last few months shows the developments in all areas from the humble ladder to steps and podiums, alloy towers, push-around and self propelled personnel lifts, lightweight scissors, mast booms, spider lifts, articulated booms and truck mounts and so on. The products are out there and usually available to rent. The trouble is of course that a job needs doing.... It is a 10 minute task, to rent in an aerial lift

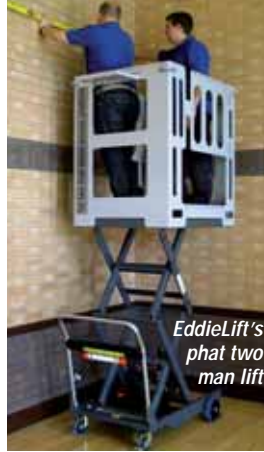
*A Platform Basket Spider 15.75*



*A Manitou scissor with extendible platform*

or a mobile tower will take the hassle of organising it, arranging delivery and then collection, not to mention the cost of such a short term hire. So once again the temptation to gamble and turn a blind eye to the employee dangling off the end of a long ladder or balancing on the forks of a fork truck is very powerful and something we have all done at home. If such cases occur reasonably

frequently, perhaps you should consider having a tower or a powered platform on hand all year round for working at height? This could involve purchasing one or more pieces of equipment as both easyJet and Ryanair have just done in Luton, Stansted and Liverpool. Or perhaps a longer term contract hire might be the answer. More and more rental companies and manufacturers



*EddieLift's phat two man lift*



*An articulated RT platform from Niftylift*



*A Toucan Junior 6*

are offering contract hire, something that most businesses are familiar with for their cars and fork trucks.

While it might not save you anything in a full year over the short term week by week rental every time you need it, the convenience of having an appropriate piece of access equipment on hand for immediate use will soon be appreciated and the machine will get far more use than you are likely to have anticipated saving you money along the way. So, on the one hand we have the relatively modest upfront cost to make sure that the right equipment is available, while on the other we have the extra costs and drag on resources plus the risk of a huge legal bill and fine for getting it wrong. True, it might take the legal system several years to sort it out, but fines are getting bigger and

bigger and don't underestimate the negative drag of such a case on the business.

As we go to press, contractor PC Harrington has just been fined £150,000 plus £25,200 costs following a fatal accident during the construction of Wembley Stadium five years ago. A platform collapse killed Patrick O'Sullivan and injured a colleague in January 2004. Harrington pleaded guilty to a charge under the Health and Safety at Work Act. The cost of 'getting it wrong' or even 'not doing it right' is more and more costly. Every access situation requires its own solution from the very simple and straight forward to the horribly complex and difficult. The equipment is available, all it needs is common sense, education, training and a realisation that the job will be done quicker, safer and if you plan it right at a lower cost.

# Longest Giraf

The world's longest self propelled boom platform - the 13 metre long, 750kg capacity Giraf Track platform developed by Belgium-based Testcentrum De Lille (TDL) - has been specifically designed to increase speed and reduce labour costs when installing insulation and cladding panels on industrial buildings.

Martens Constructies - which helped to develop the platform - has recently taken delivery of the 3.8 tonne capacity tracked telehandler fitted with the basket. Industrial building cladders are constantly looking for ways to reduce costs without compromising quality or safety.

The latest method - yet to catch on in the UK but very popular in Holland and Belgium - involves 12 metre long, 500mm deep and 100mm wide hollow steel insulation cassettes which are positioned horizontally and then covered by vertical steel cladding panels to the height of the building. Until now the 'cassettes' have required two platforms and a crane or telehandler

to lift them into place, as a result productivity has tended to be low and the cost of labour (four people) and equipment high.

With its overall lift capacity of just under four tonnes the Giraf Track may well be the answer, allowing these panels to be installed quickly and safely with less equipment and fewer people. The 13 metre long platform was designed specifically to handle the 12 metre cassettes, each of which weighs 50kg. Typically the installers will load up to 10 cassettes into the platform, leaving 250-300kg capacity for three people and hand tools. The cassettes are screwed into place onto the six metre bay steelwork

frame. They then fit the insulation panels which are slotted into the open cassettes. Finally the big platform is swapped for a regular platform and jib and two men position and fix the vertical, exterior steel cladding panels.

One of the early users who influenced the design, Luc Martens of Martens Constructies, said: "We work faster with Giraf Track than with two platforms. The working conditions are a lot safer and productivity has increased. Our telescopic crane is on site less than before and overall the cost of

equipment and people is down, while we provide a faster service to our customers."

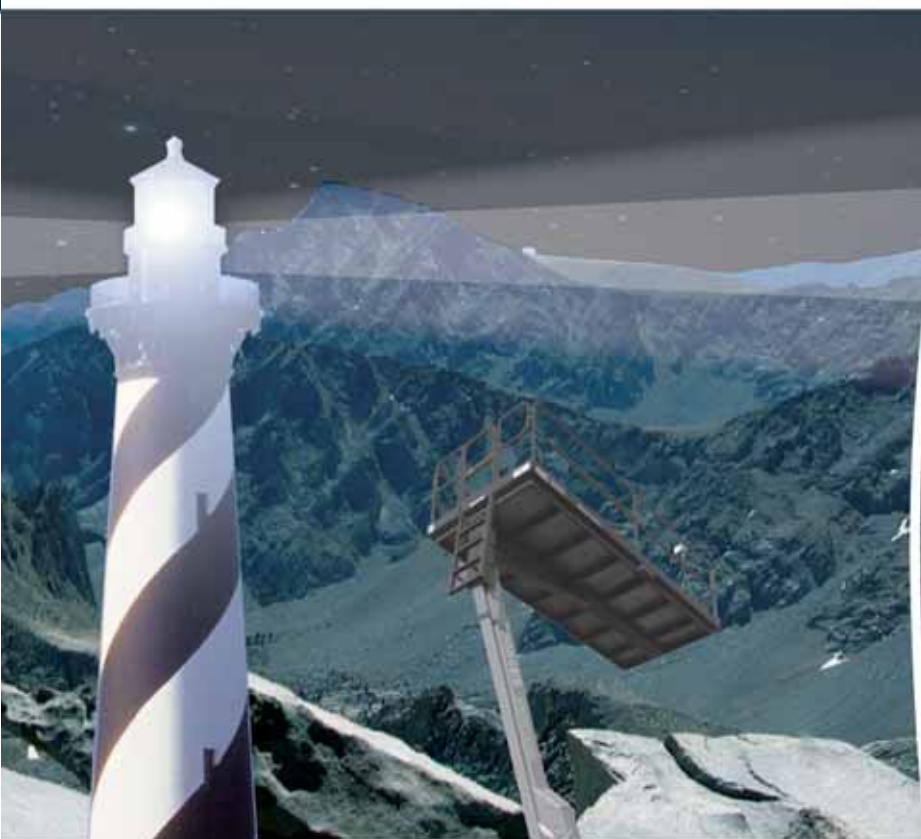
At the façade side of the platform there are optional power outlets so that hand tools can be used. A 'vertical movement' option allows the operator to move up or down along the building using a single control, with the distance between platform and building remaining constant, avoiding the risk of damage to the cladding caused by any operator error. Specialised De Lille or any standard Merlo attachments can be quickly fitted.



*The 13 metre long, 750kg capacity Giraf Track platform has been specifically designed to increase speed and reduce labour costs when installing insulation and cladding panels on industrial buildings*

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# Up in the air

Platform Sales and Hire has recently supplied both easyJet and Ryanair with platforms to help with fleet maintenance. Ryanair has taken six machines for its new hanger maintenance facility at Stanstead Airport and seven machines have gone to easyJet for its Luton and Liverpool John Lennon maintenance centres. Both orders include the Genie Z45-25J bi-energy platform, popular because it can be used both inside on battery power and outside on the airport ramp with its diesel engine.

easyJet carried 44.5 million passengers last year with its fleet of 175 aircraft based at 27 locations (five of which are service hubs) around Europe. Every 600 hours, each plane is scheduled for 'overnight downtime' where engineers perform 'E' checks - a mixture of detailed inspections and scheduled services in-line with the manufacturer's recommendations. This can include anything between 60-120 man hours in each eight hour downtime period.

The maintenance hub at Luton Airport - the original easyJet base - is where the easyJet engineers perform these checks. Luton had been used to maintain the Boeing fleet, but recently the airline has extended this to include the Airbus aircraft as well. In order to carry out this maintenance work efficiently on both the Boeing and Airbus aircraft, easyJet required

equipment to reach work areas at varying heights. Platform Sales and Hire was able to source the platforms that suited the maintenance and service tasks for both aircraft.

"Due to the different models within the easyJet fleet and the various access points that require maintenance, the engineering team at Luton needed work platforms that suited different tasks both inside and outside the hangar," said Chris Caney, Platform Sales managing director.

"We have a number of Genie lifts here at Luton and have always been very impressed with their productivity and reliability," said Martin Todd, base manager, easyJet, Luton. "So adding more Genie equipment with Platform Sales to help us with our access requirements was an easy decision."

Machines purchased included four, 20ft narrow electric GS 2032 scissor lifts, one diesel powered GS 2668 RT scissor lift and two Z 45/25J bi-energy articulated booms although one is for the maintenance hub at Liverpool's John Lennon airport.

The 45ft platform height Z45/25 was chosen for its almost seven metres of up-and-over clearance allowing engineers to reach over the wings to access the tail fin and inspect the length of either type of aircraft from above. "We chose the bi-energy option because it gave us more flexibility, enabling us to carry out maintenance, servicing and repair tasks at height both inside the hangar and in remote locations outside on the ramp area," says Todd.

The four GS 2032 are to be used as mobile servicing platforms mainly for underneath the wing areas. "Historically we have turned to the more traditional option of staging



*A Genie GS 2032 working on a Ryanair Boeing 737.*

and steps, but the GS 2032 scissor lifts offer us much more flexibility and save lots of time when accessing the aircraft," says Todd. "This is critical as we only have eight hours to perform maintenance checks on the aircraft. We also use these lifts when accessing maintenance points along the length of the aircraft including the cabin, windows, doors and emergency exits. This platform is ideal for inside and outside maintenance applications and with its tight turning radius and compact dimensions (810mm by 2.44 metres) engineers can easily manoeuvre into tight spaces."

The diesel powered 26ft GS2668 will mainly be working on larger outdoor maintenance tasks. Its 3.75

metre slide-out deck extension and 567kg capacity are perfect where more than one engineer is required to perform repairs such as replacing heavy auxiliary power units (APU's) located at the rear of the aircraft.

Before the machines could be delivered, they were fitted with marker lights to alert workers when the equipment is moving or in operation and checked for compliance with the airports safety regulations. "The platforms are very well suited to the environment that we work in and for the tasks we need to perform," adds Todd.

"These new models will enable us to become much more efficient which is particularly important when we have such a short period of downtime for each aircraft."



*GS 2032 scissor lift being used for maintenance to the lights on the wing tip.*



*The Z45/25 J Bi-Energy articulating boom being used to access the tail fin of an easyJet Boeing 737-700 inside the aircraft hangar at Luton airport.*



*The dual flashing beacons and marker lights fitted to all the machines.*

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# A pipe dream?

We should all have heard and know about the increasing legislation and Working at Height requirements but how does it actually affect subcontractors when working day in, day out on a large development?

Here we follow specialist building services contractor Kylemore Services on a prestigious contract in the heart of London and find out its thoughts on access equipment.

Watermark Place is a Thames-side office development close to the City of London being built by main contractor Sir Robert McAlpine. The 12 storey, three basement building has been hailed 'an exemplar of sustainable urban design' and was awarded the Institute of Civil Engineers London Merit Award 2009 as one of the most outstanding examples of civil engineering excellence in the capital.

Comprising three interconnecting buildings, the project for Oxford One Investment provides 60,000 square metres of office space near Canon Street Station. Innovative features include triple-skinned facades, motorised sun-tracking louvers and an oak façade which supports brise-soleils to minimise sun gain.

The building includes a 350 square metre photovoltaic array, enough to power the building which during construction used temporary renewable energy generated via wind turbines and a solar thermal unit. 55 percent of aggregates used are recycled, all timber is sustainably sourced and organic paints are being used. Even 83 percent of site waste has been recycled.

## A plumbers tale

John Anderson of specialist services contractor Kylemore Services is the man on site responsible for carrying



John Anderson of Kylemore Services

out all the plumbing, drainage and copper services on the contract. But how has his normal working practices been altered on such a prestigious contract, if at all?

"All the installation work early in the contract used 19ft scissor lifts, which have their good and bad points," said Anderson, "but what has transformed the speed and ease of working are these self propelled personnel lifts which have been absolutely brilliant." The machines in question are Bravi Leonardo's which have a 4.9 metre working height and dual extendible platforms to 1.71 metres with a 180kg - one person plus tools - capacity.

"These platforms are small enough to replace steps and light enough (450kg) to move between floors in the materials lifts," says Anderson. "A set of 10 tread steps - if we were allowed to use them - takes up more floor area and therefore would be harder to use. The Bravi is so small and manoeuvrable - with the drive motors over the wheels it can turn in its own length - allowing



it to drive into tight corners and then has a stable base to carry out the work which would be impossible with steps or a larger platform."

## Push around or self propelled?

Kylemore did look at push around platforms but decided against them. "There was no point, the hire price was similar but they didn't have the extendible platform which allows you to get right under the fitting. Not being able to drive between work places means having to descend, get out, push to the next position, climb in and ascend again, too much time is wasted," he says.

Prior to adopting self propelled platforms, Anderson used mobile towers to do the work. "It would

take two men between 30-60 minutes to build a six metre tower to work on the end of a pipe or plug a valve off," he says. "Now we must save 80 percent of this time doing the same 'one-off' job using the Bravi and about 50 percent if there was a whole floor area of fittings that needed checking."

Anderson says that the main contractor does not allow steps or ladders on the site without permits and to get a permit he has to prove that the ladder or step is the last resort and there is no other way of doing the job.

"From a Health and Safety point of view, the Bravi is ideal. We had to re-write the method statements because previously we were only using scissor lifts in certain areas whereas now we can use self propelled lifts everywhere. They are a quicker and safer method of low level access."

## The harnesses dilemma

One unusual site requirement is that all platform operators must wear a harness on all lifts, including scissors. This goes against all scissor platform training and is considered dangerous by some, but it is a requirement on the McAlpine site. The harness can be clipped into the platform's mid rail.

"The problem of wearing a harness is that all the method statements need to be rewritten to include a rescue system," said Anderson. "If a man falls out of a machine and lands on the floor, you can carry him away. If a man falls and is hanging from the basket you need



Once driven into position, the machine can raise its platform to the correct level

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to have a rescue system to get him down quickly - less than 20 minutes. Some mechanical methods of lowering platforms to the ground can take a long time. Done correctly, you would need another two man capacity machine on site to rescue in the time available."

## One man two man

The initial sections of pipework installation on the development was a two man job because of the six metre lengths being used. During this time, each plumber had his own platform. The checking and testing of the fittings is a one man job, each man working from his own platform.

On Watermark Place all the pipe work has been installed using the 'press fit' copper pipe system which is easier and quicker to install and has very few joint failures. Tube sizes range from 15mm to 105mm and the joints are fitted using a hand-held, 110V or battery powered five tonne press. In the whole building, there have so far only been two leaks from the thousands of joints that have been made.

At its peak, Kylemore had 40 plumbers on site with 10 machines. With most pipe work now installed, numbers have reduced to 10 plumbers with three Bravis. To install some of the fittings, Kylemore needed a working height of six metres and so used 19ft Genie GS1932 scissor lifts. Anderson says that this 'lack of working height is the Bravi's only downfall - another two metres would be ideal'.

## "Another two metres would be ideal".

We understand that the manufacturer is looking into providing a bolt-on extension kit for the Leonardo that would give the extra two metres. The kit which would replace the existing guard rails could be used for the higher level work before replacing with the standard rails for lower level work. Sounds a bit fiddly and time consuming, but could be useful if there was only a small amount of higher level work to carry out.

Watermark Place, like many modern office and retail developments, uses raised floors such as the Kingspan

system and therefore floor loading has to be taken into consideration. "Obviously all of the platforms can work on the main concrete floors without problems, however on the raised floors even the 19ft scissors are too heavy," says Anderson.

## Floor loadings critical

A fully loaded Leonardo weighs just 630kg, resulting in a maximum floor loading per wheel of less than two kN per square metre, well below the Kingspan maximum loading for its Medium grade (3.0kN) and Heavy grade (4.5kN) floors. The Leonardo's small wheels were a concern, but Anderson says: "We move the machines around over many different surfaces and have not had a problem. Occasionally the machine may ground when moving on and off access ramps. Bravi supplies loading wheels but we have never needed them because the machine is light enough for two

men to easily push. We occasionally lock the steering wheels, particularly when going over metal plates covering holes in the floor which allows the machine to steer in a straight line. In other circumstances the steering is accurate."



The whole development uses the 'press fit' system which uses a battery or 110V powered hand-held press

The Bravi can easily travel through standard doorways



# HOLLAND LIFT

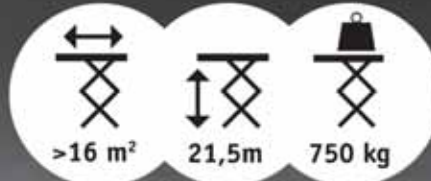
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The smaller and lighter Bravi has no trouble going moving around the site and in the lifts



The ability to drive through a standard height doorway without lowering the handrail is also a benefit. "We often have a problem with scissors on site because although they have a quick release pin system to collapse the handrails, these pins are often missing - taken by other operators who have lost the pins - and replaced by bolts. With the handrails up they are 50mm too high and with bolts fitted it is a time consuming hassle to fold the handrails," says Anderson. "Another downside is that they are too heavy to go in the permanent goods hoist and they have to be moved in the temporary hoist." The operators charge the machines overnight and this provides more than enough charge for the typical eight hour shifts. "If for some reason the battery fails, we realised that the machine can still be used vertically while being charged although it can't be driven."

### Worth the £30 a week premium

"From a cost point of view the Bravi is probably £30 per week more expensive to hire than a push-around, however, with labour costs being our largest expenditure, the time saved with a self propelled machine is more than worth it," says Anderson.

"There is just no way that we could do the work in this building quickly and safely without a self propelled platform. No other equipment could get into position so easily and quickly. Several hire companies have asked why we wanted the Leonardo machines when we could have 19ft scissors for the same money. All I can say is that they don't go on sites and see the problems that exist for contractors such as us. We could not have done much of the work with a 19ft scissor - it is too big and too heavy. The way forward is the self propelled personnel lift and I couldn't recommend them more."

The Bravi can be transported in the back of a Transit van



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# Who's the Boss?

With one of the strongest brand names in the industry, The Youngman Group - one of the world's top three producers of alloy scaffold towers as well as the UK's leading ladder manufacturer - is combating the current downturn in demand through product diversification. Mark Darwin went to the company's headquarters in Maldon, Essex to find out more. If you have been in the access industry for more than 10 years, you will probably automatically associate Youngman with SGB, it was after all the last company sold by SGB as it diversified away from manufacturing. The business was acquired in 2005 by a management buy in/buy out led by ex-Ruberoid Building Products managing director Paul Bentley and has been trading as The Youngman Group for nearly four years.

For the potential new management, Youngman ticked the right investment boxes - turnover greater than £20 million, cash generative and a very strong brand image. Four years on and the company is forging ahead with new products and building its new identity.



John Bungay (L) and Paul Bentley of the Youngman Group

Management is a mixture of old and new. Bentley and Chris Owen - formerly director of Pro-tec Windows UK - join 'Youngman veteran' and incumbent managing director John Bungay and financial director Jerry Stapleton. The mixed quartet offered a reduced risk to the new investors HSBC bank and Matrix Private Equity Partners and, many might say, the best of both worlds to develop a 'new' company.

The 'team' has been busy developing and widening the product portfolio aimed at increasing sales and its customer base - making use of its

£4 million investment in hi-tech, specialist aluminium production capabilities at its 12 acre Maldon site as well as forming partnerships around the world - a logical move particularly given the state of the markets over the past year or so. To give some idea of how the downturn has affected Youngman, 2007 revenues exceeded £48 million, while the last 12 months revenues have fallen by around 33 percent so, a great deal hinges on its new range of products.

"Youngman brand awareness is very strong and the company performed very well after the buy-out in 2005," says Bentley. "Our traditional products were the aluminium tower and ladders but we realised that we needed to make more use of the manufacturing expertise and produce a wider range of related products. For products we could not make cost effectively, we formed partnerships in China, Mexico, Indonesia, Eastern Europe and India - choosing companies for their manufacturing expertise and the quality of employees."

One of its latest, and first ever powered access product, is the BoSS X3, a push-around scissor lift. The 4.55 metre working height unit is manufactured in China by a company that already produces its own range of powered access products (but not push-arounds).

"Wherever the product is made, it is to our design, to our material specification and quality control is under our management," says Bungay. "The BoSS X3 is a new product for the Chinese company but with the home market for platforms not as developed as Western Europe, the potential for



Modular access system being used for aircraft maintenance

BoSS X3 push-around sales in China is still a long way off."

Products such as the BoSS X3 - and there have been a handful launched in the UK over the last year or two - have been driven by the rising cost

broadening its range away from ladders and towers. Products such as the BoSS X3 appeal to a different customer base which is now opening doors into areas previously out of our reach," says



The new vehicle access ladder provides safe access to most flatbed and curtain sided vehicles.



The X3 is the first of a range of powered access products from Youngman over the next few years.

of labour and the increasingly stringent working at height regulations. The UK market has grown considerably over the past three years and Youngman says, looks set to continue growing for some time to come.

"The Work at Height Regulations changed the low level access market for the better," adds Don Aers, Youngman technical design manager. "Europe and France in particular, made a huge effort to try and stop the use of ladders, forcing the use of podium type products instead. However, common sense has prevailed and, in the UK people are now using the most suitable item of equipment for the specific job. The HSE never banned ladders in the UK, but tried to promote using the right product for the job, and sometimes that is still the ubiquitous ladder. However these same regulations have helped generate increasing demand for low level powered access products such as the Boss X3."

"Youngman's portfolio of low-level access products is growing,

Bentley. "The product has only just been launched so the full impact on the company of this type of equipment won't be felt for a few years."

Although there are several 'similar' push around platforms in the market, Youngman had a definite strategy in mind from the initial idea at the beginning of 2007. "Throughout the one year period from concept to production we decided that we wanted to build a 'Formula 1' platform using the high level features of the larger, established machines in our micro powered unit," says Bungay. "It had to have all the safety features found on larger machines; be 'hire tough'; serviceable; maintainable and re-saleable; with a rental fleet life of between five to seven years."

"The price has to be competitive, of course, although users should look at the specification and build quality of the machine when evaluating whole life cost," he adds. "This push around machine is the start point for Youngman. Our vision over the next few years is to have a small range

of perhaps four or five powered access platforms aimed at target markets, unlike machines that are currently available. We don't want to build 'me too' products."

The 240kg capacity, BoSS X3 uses sturdy box-section scissor arms with bushed joints, a 565mm by 1,050mm platform with a platform height of 2.55 metres and heavy duty 12volt/100AH battery giving more than 350 full height lifts and descents carrying 80kg on a single charge. Key serviceable components - motor, pump and battery - are all housed in a pull-out drawer in the base.

Safety features include a pressure loss valve and platform overload valve, preventing the unit from operating above its maximum capacity and audible alarm when the platform is descending with descent cut-out/delay at 1.85 metres.

Its design means no additional stabilisers are necessary to meet the requirements of EN 280. A tilt switch activates the alarm and only allows descent if the chassis inclination exceeds 1.5 degrees. Total weight is 347kg and has a stowed height of 1.8 metres, including the guardrails.



*The Transforma is a versatile, multi-mode professional trade ladder system.*

The platform is already finding takers. London-based rental company, London Tower Services is the first company to take delivery. An initial order for four units were delivered in May with a further four scheduled for this month.

LTS director Paul Fairhall says the machine is perfect for use by plasterers, electricians and other 'second fix' tradesmen working in the commercial sector. Fairhall likes the build quality and integral pull-out component drawer which means that the machine can be

power-washed without the risk of damaging the electrics. Romford-based Broughton Plant Hire has also added the Boss X3 to its hire fleet.

Youngman is partnering with specialist access company APS to provide the back-up service for the BoSS X3 in the UK as well as selling the platform to its own customer base, whilst Youngman will sell to its own customers.

So what of the other new Youngman products? Well, all of these use the company's existing expertise and latest manufacturing facilities in aluminium. There is a new UK designed and built modular access system - a bespoke 'Meccano' type product which can be tailored for



*The Telegard is a 3.6 to 4.4 metre high telescopic platform ladder.*

almost any application; a vehicle access ladder; 'Telegard' - a 3.6-4.4 metre high telescopic platform ladder; Transforma - a versatile, multi-mode professional trade ladder system and the next generation BoSS Evolution aluminium access tower.

The company has also launched a new series of two chord unit beams up to 8.1 metres long which can be used by scaffolding contractors to provide larger clearance spans and support greater weights than standard products; temporary roof structures; mobile roofs; roof edge protection; cantilevers; loading galleries etc, the list goes on and on.

### Modular access

The new modular access system was originally developed to meet a design brief from British Aerospace and first used by BAe maintenance crews on the RAF Hawk T2 jet trainer. The system uses specially designed, high-grade aluminium



*The modular access system was originally developed for use by BAe maintenance crews on RAF Hawk T2 jet trainers.*

alloy extrusions and multi-directional connectors joined together with high tensile steel T-bolts. A range of stair tread and decking options are available including both aluminium and GRP grids. Youngman's specifically developed CAD system configures a solution to meet the customers' specific requirements.

The catalogue of basic components can be assembled into almost any configuration including work platforms, walkways, bridging steps, platform stairs and variable inclination ladders. Youngman can also adapt the system to suit individual company applications and requirements allowing a bespoke solution to be created without the normal time and cost implications of a customised design.

The system is being targeted at safety-critical environments such as oil refineries, petrochemical and manufacturing plants, where safe access to plant and equipment is essential. It also sees potential in the aerospace sector for maintenance of military and civil fixed-wing aircraft and helicopters, and in the transport industry for the cleaning and maintenance of buses, trucks, trains and small marine vessels.

### Evolving Boss

Latest development to the Youngman BoSS aluminium access tower system - BoSS Evolution - is the elimination of the T-joints to join the tube components. The very latest laser-cutting and robotic welding technology that has been installed into the Maldon manufacturing facility allows the thin wall tube to be cut and welded directly together. As well as giving clean tube-to-tube lines, the resulting frame is both stiffer and lighter.

Youngman is also entering the events sector with a new aluminium



*The very latest, laser-cutting and robotic welding technology has been used to manufacture the BoSS Evolution tower system.*



*No T-joints are used in the BoSS Evolution system.*

barrier system for front of stage and crowd control use and a modular, quick assembly stage deck and support system.

Youngman is facing up to the challenges of a recessionary market by increasing its rate of development of new products into its existing markets and developing new ranges for new markets. Hopefully in a few years time the company will be known as a powered access, events and industrial access solutions provider - as well as the leading supplier of non-mechanical access solutions.