

cranes & access



February 2016 Vol.18 issue 1

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**Scissor lifts
Bauma first
preview**

**Mastclimbers
and hoists**

**Mobile self-
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On the cover:

Part of a Skyjack delivery of 47 slab electric scissor lifts to S Rental - one of South Korea's largest rental companies. Benjamin Lee of Skyjack dealer Sky Korea gives the new machines a final inspection prior to hand over.



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Scissor lifts 17

Compact, inexpensive, clean, quiet and relatively cheap to run sums up the appeal of the battery powered mini scissor lift. We take a closer look at the sector and in particular the growth of the 14 metre working height platforms, safety and productivity developments and an application involving a scissor stack and Wurlitzer theatre organ.



Mobile self-erecting tower cranes 25

One of the great mysteries of the modern crane market is why the self-erecting mobile tower crane is still such a niche product, given the advantages it offers.



We review the latest products from the major manufacturers as well as looking at some of the more specialist cranes.

In the next C&A

The next issue of Cranes & Access - scheduled for mid March - will feature: Tower cranes, Small booms and mast booms, Rental/hire show reviews, Batteries and the Bauma second preview. If you have any contributions or suggestions, or are interested in advertising in this issue, please contact our editorial or sales teams.

Mastclimbers and hoists 35



Unfortunately mastclimbers still fall into the 'nearly but not quite category' when it comes to fulfilling their potential market penetration. Given the right contract they can save time and money but so often clients stay with the traditional forms of tried and tested access equipment. We ask why and highlight several interesting applications.



Bauma first preview 41

Once every three years the industry gears up for the world's biggest equipment show - Bauma in Munich, Germany. As is usual manufacturers are gearing up to unveil a raft of new products. We preview some of the more significant launches that that we already know about. Part two of this review will appear in the March issue.

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When I went to school they asked me what I wanted to be when I grew up. When I wrote down 'Happy' they said I didn't understand the assignment, I said they didn't understand life

John Lennon

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Try harder

Market leaders must always be on their game to avoid complacency and maintain their position, as their commanding market share comes under constant attack from competitors.

In 1962 advertising executive Paula Green created the iconic Avis car rental slogan "We try harder". The company was number two in the market to Hertz and wanted to demonstrate its desire to win new customers and increase its market share. The phrase was adopted as the company's manifesto and in four years the company had overhauled every facet of its business, taking its market share from 11 to 34 percent. Avis had established a new standard for car rental and 'We Try Harder' remained the company's tag line for the next 50 years.

But what has car hire to do with cranes or access equipment?

Over the years we have seen dominant players come and go. Grove once dominated the mobile telescopic crane market, while a long list of others - Mark Industries, Simon, P&H, Lorain - have vanished completely. In the mini excavator market Kubota had the market to itself in the 1980s, today it faces at least 20 competitors and is a long way from being the dominant player.

In recent years Versalift has held a dominant share of the European van mounted aerial lift market, comprehensively seeing off numerous attacks from competitors tempted by the blue chip market and lack of a major competitor, but it seemed that its combination of quality, design, performance, reputation and professionalism always kept them at bay.

However, over the past year or so the European van mounted lift market has entered a new phase. Versalift UK lost its managing director of 10 years to equipment and product support distributor IAPS - no problems there. But six months later IAPS agreed a sales and assembly partnership with existing bit part player Aldercote, providing a sales, marketing and product development boost that could transform it into a credible contender.

Then in December Versalift's dealer/partner in France - another of its major markets - announced that it was forming a new company to manufacture its own van mounted platforms, with its sights firmly set on dislodging Versalift as market leader.

The van mounted market has been stable for many years with a handful of competitors fighting for the scraps from the Versalift table. This developing chain of events shows how challenging it is to hold onto big market shares over the longer term. Challengers can focus their efforts on vulnerable parts of the leader, and if there are several at the same time, buyers tend to sit up and take note.

Changes in dominant market shares only have one direction - down - no matter how big the company - Microsoft, Google, Kubota or even Versalift. The leader has to try and adopt the underdog mentality while still being out in front. It has to work even harder to persuade customers that it is still the best.

In this case the new competitors have their sights set high and have the benefit of knowing their adversary from the inside. Interesting times.

Mark Darwin

Comment and feedback is most welcome via post, email, fax or phone stating
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Dingli takes stake in Magni

Chinese aerial lift manufacturer Dingli has agreed the purchase of a 20 percent stake in Italian telehandler manufacturer Magni for €14.4 million.

It has also been appointed as exclusive Magni importer and distributor for China. The two companies will also invest in a new jointly held Research & Development centre in Europe, its initial project will be to design a new range of new boom lifts. Dingli has also advised shareholders that it expects earnings for 2015 to be in the region of 28 to 35 percent above that achieved in 2014.



Riccardo Magni (L) and Xu Sughen of Dingli

3,400 tonne jib for ALE



ALE is to build a 3,400 tonne heavy-duty jib for its AL.SK190 and AL.SK350 cranes

UK-based heavy lift and transport company ALE plans to build a 3,400 tonne capacity, heavy-duty jib that can fit onto both of its ultra-heavy lift AL.SK190 and AL.SK350 cranes. The new modular design jib will have lengths up to 100 metres, and be built from S1100QL specialist high yield steel. The jib is expected to be completed by the end of the year, its first contract will involve lifting 2,800 tonne modules to a height of 65 metres.

New - Ardent Hire Solutions

The merged Fork Rent and One Call Hire companies - acquired by private equity firms Searchlight Capital Partners and Duke Street and led by ex-Speedy chief executive Steve Corcoran - will become Ardent Hire Solutions. The operation has 12 depots, with five additional locations planned over the next two years. It has intimated that it will invest around £160 million to expand and renew its fleet over the next three years.



A telehandler in Ardent livery



One of the new Klubb van mounted lifts

Klubb van mounts

Gelev Group - the owner of Time France - has officially launched its new Klubb van mounted lift subsidiary and has started building three all-new models. These are the 11.8 metre K26, on a short wheel-base or cutaway van with 6.8 metres outreach, the 3.5 tonne, 12.5 metre one-person K32 without stabilisers and the 9.2 metre K21 mounted on a 2.8 tonne Renault Traffic. All three have similar two section telescopic booms with different fixed jib lengths. The company will also unveil two further models, the 13.8 metre K38P with an articulating jib and possibly a 15 metre model at Bauma.

The new 20,000 square metre facility at Ferrieres-en-Brie on the east side of Paris, will also house the existing Time France business, although the name is being changed to Klubb, and the company is unlikely to retain the Time Versalift distributorship beyond April. The facility has an initial capacity to build 1,000 van mounted platforms a year.

Chief executive Julien Bourrellis said: "Our philosophy is simple, we are focusing on the van-mounted aerial platform market to develop products that are a perfect match for our clients' needs. Our aim is to become the European leader in the sector."

The company will announce a number of Klubb distribution agreements in the near future, the first being CPL (Cumberland Platforms) which will mount and distribute the new range in the UK.

75m Palfinger & first spiders

Palfinger Platforms will unveil the 75 metre P 750, its largest Jumbo NX truck mounted lift at Bauma. It features a maximum outreach of 39 metres and the innovative X-jib with its 240 degrees of articulation and 400 degree platform rotation, building on the success of the 48 metre P480 and 55 metre P550. At the same time Palfinger Platforms Italy will unveil a range of tracked spider lifts in what it is calling its Low Smart Series. Palfinger cranes will launch a new heavy-duty loader crane the PK 165.002 TEC 7 for 32 tonne trucks.

Nine tonne Valla crawler

Manitex Valla has launched an all-new nine tonne pick & carry crawler crane, the Valla 90TRX. The new crane was designed for UK-based Northern Escalator Installations in Halifax, West Yorkshire, and sold through Valla distributor Hird.

The new crane fits between the five tonne Valla 55TRX and 12 tonne 120DTRX. It has an eight metre, four section main boom, plus a three metre fly jib option with 15 degrees of offset. The crane has an overall length of just 3.4 metres, is 1.735 metres wide, with an overall height of 2.35 metres. It is available with diesel, LPG or Electric power.



The new Manitex Valla 90TRX.



New Rough Terrain from Grove

Grove will unveil a new 90 tonne Rough Terrain crane - the GRT8100 - at Bauma in April. The new GRT nomenclature will be adopted by all Shady Grove, USA-built Rough Terrain cranes going forward.

The new model features a 47 metre main boom, plus several bi-fold swingaway extensions and insert options, with hydraulic luffing or manual offsets. Maximum tip height is 77 metres, with boom, bi-fold extension and inserts. While the new boom is longer and lighter than the current RT 890, the company claims it is stronger with a better load chart throughout. The crane also features Manitowoc's CCS Crane Control System which is being rolled out across all Grove, Potain and Manitowoc cranes. The GRT8100 is the first Rough Terrain crane to be designed from the ground up with the support of Shady Grove's Product Verification Centre with every component undergoing long-term testing and validation. (See the first Bauma preview on page 41)

Ainscough operators' strike

January was marked with two, one day stoppages by operators at the UK's largest crane rental company Ainscough. The Monday strikes were also preceded by weekend overtime bans.

The strike was called by the Unite union, after 90 percent of its members voted for the action. In addition to looking for an improved two year pay offer, the operators were pushing the company to drop, what they referred to as 'Zero Hour contracts', claiming that the company had been laying off drivers and then offering contracts that only paid while on site, with no pay if a lift was abandoned, regardless of whether it was safety related or not. A company statement said: "We absolutely are not replacing full time crane operators with zero hours contracts. What we have done is set up a small temporary labour pool of fully qualified personnel to assist in peak periods."

As we went to press we understand that the two sides have reached an agreement avoiding the next strike which would have been a two-day stoppage.



Heavy duty Haulotte telehandlers

Haulotte has announced three new heavy duty telehandlers with lift capacities of 5.2, 6.5 and 7.2 tonnes and lift heights of eight and 10 metres.

The smallest in the range, the 5.2 tonne HTL5210 is an all-new Haulotte designed and built model with a 10 metre lift height. It can also handle 3.5 tonnes at 5.8 metres forward reach. The other two models - the 6.5 tonne/eight metre HTL6508 and 7.2 tonne/10 metre HTL7210 are Dieci products branded as Haulotte.

The Haulotte HTL5210 includes standard stabilisers, hydrostatic transmission and a Tier 4i/ Stage IIIB-compliant Perkins for Europe, or Tier 3-compliant Perkins 95 for the rest of the world. The same power units are used in the Dieci-built telehandlers.



The all Haulotte HTL5210

Schalekamp back in the game

Dutch rental company HWS has been acquired by three ex-Riwal veterans, Dick Schalekamp, 51, a previous owner of Riwal, Allard May, 47, the owner of Instant Holland Amsterdam acquired by Riwal in 2009, and Coert Nodelijk, 48, a previous managing director of Riwal Nederland and a chief operational officer at Riwal Holding.

May will be commercial director and Nodelijk operations director, while Schalekamp will initially remain in the background. His three year non-compete clause with Riwal expired in January following his 2012 departure. HWS owners Toby van de Kooij and Paul van Boven - who acquired the business from founder Henk Koolos 15 years ago - will leave the company, at which time Schalekamp is expected to become more involved. HWS was established in 1978 and runs a fleet of 900 aerial lifts, from headquarters in Noordwijk and a depot in Nunspeet.



Dick Schalekamp

First UK Liebherr LTC 1050-3.1

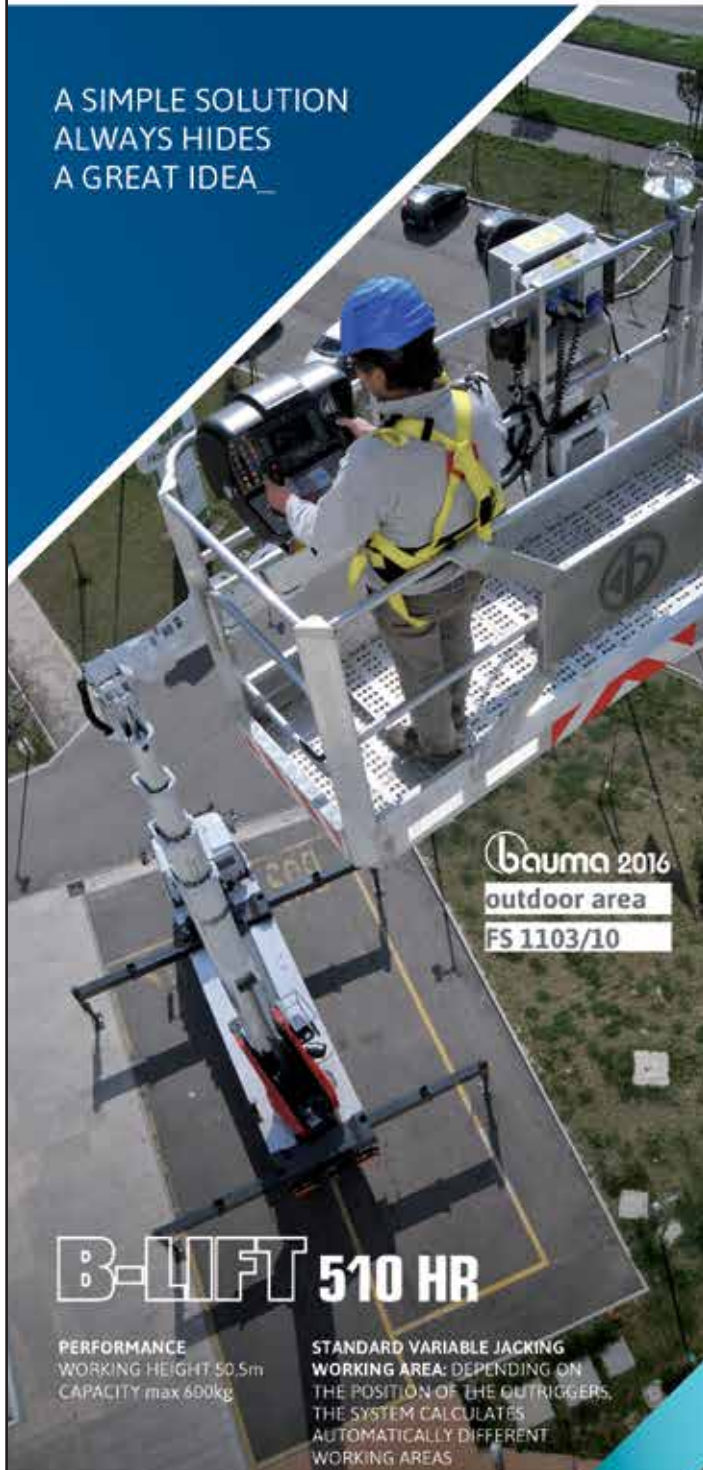
UK rental company Lee Lifting Services has added a Liebherr LTC 1050-3.1 to its fleet - the first in the UK. The 50 tonner supersedes the 45 tonne LTC 1045 and is powered by the latest six cylinder, Tier 4 final/EU Stage IV Mercedes engine. It features a 36 metre, five section boom plus a 13 metre bi-fold swingaway with 1.5 metre integrated assembly jib which Lee Lifting has taken with set sheaves and cross hook and manual offset of 20, 40 and 60 degrees. One of its first jobs for the new crane was to help set up the London Boat Show alongside other cranes from the company.



Lee Lifting has taken the UK's first Liebherr LTC 1050-3.1



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Link-Belt HTT for Bauma

Link-Belt will launch its new 100 tonne HTT-86110 Telescopic Truck Terrain crane with all-wheel steer and super single tyres at Bauma. Features include four mode steering and a six section 50 metre pinned main boom with a 17.6 metre bi-fold swingaway extension offset positions of zero, 15, 30 and 45 degrees.

The unit can run at 11 tonne axle loadings and when fully equipped and with 1.8 tonnes of its standard 7.2 tonne counterweight, it is still under 12 tonne axle loads. Top road speed is 60mph/96kph.

Link-Belt is also upgrading its 120 tonne HTC-3140 and long boom HTC-3140LB truck cranes. As well as engines the new machines also include side-to-side suspension levelling of up to four degrees either side of centre.

Skyjack to launch new booms and scissors

Skyjack will unveil three new products at the Rental show including the 40ft SJIII 4740 DC electric slab scissor lift (see scissor feature P17 for more details), the 36ft (11m) and 227kg SJ30 ARJE with articulating boom with rotating jib and for North America, the 56ft (17.1m) lift height SJ1056 TH telehandler.



The 30ft SJ30 ARJE is expected to have a dual riser, two section telescopic boom and a rotating articulated jib and like other Skyjacks will focus on being simple to maintain, repair and operate. The SJ1056 TH has a forward reach 42 ft 6 in (12.95 m) and is powered by a 74hp Deutz engine with a more powerful engine as an option.

New cranes and an acquisition for Hewden

UK rental company Hewden has started taking delivery of 21 new Tadano All Terrain cranes, ranging from 70 to 220 tonnes, a total investment of £11.5 million. The largest cranes in the order are two 220 tonne Tadano ATF220G-5, complete with a 21 metre telescopic luffing jib attachment - the first in the UK.

The company has also made its first acquisition for more than 10 years - that of lifting gear and materials supplier Interlift - and the first since it was itself acquired by private equity firm Sun European Partners in 2010. The company says that the move is part of a strategy to add further products and services for customers in key construction, industrial and events sectors.



New 15m spider from Hinowa

Hinowa will launch an all-new 15.4 metre spider lift, the 15.70 Performance IIS in April. The new model is the fourth in the company's Lightlift Performance IIS series, joining the Lightlift 17.75, 20.10 and 26.14 Performance IIS. The new machine replaces the Goldlift 14.70 with substantial new features. Overall length is just 3.4 metres with platform removed and four metres when fitted. It has an overall width of around 780mm and a stowed height of 1.99 metres, while the fully equipped weight is less than two tonnes.

The working envelope is significantly better than the Goldlift with a maximum outreach of 6.6 metres which it can raise the basket perfectly parallel to a wall to a height of 10 metres. Unrestricted platform capacity is 230kg including standard platform rotation. Power comes from either a Hatz diesel or Honda petrol engine, with a lithium-ion battery pack option. The first units are expected to ship in July.



The new Hinowa 15.70 has a greatly improved geometry with parallel lift at full outreach to 10 metres.

Fall protection system from Palfinger

Palfinger has launched a new fall protection system - the FPM (Fall Protection Mode) - for use with its SH and TEC 7 loader cranes. The company says that if other safety measures such as scaffolding, platform or safety harness eyebolts are not available when working at height, the fall protection system attached to a loader crane can be an efficient alternative, especially if you have a loader crane.

The individual wears a fall arrest harness which is attached to a line running from the FPM fall arrester mounted on the crane. Developed following consultations with safety experts in Austria, Germany, Switzerland and the South Tyrol, Italy, the system is currently only offered in those countries.



Palfinger's new Fall Protection System will initially only be available in German speaking areas.

Effer confirms UK distributor

Italian loader crane company Effer has appointed Martin Williams (Hull) as the sole distributor for its vehicle mounted loader cranes in the UK. The company takes over from Atlas UK and will have a stand at Vertikal Days in June.

Martin Williams established the business that bears his name in 1990 as a small accident repair centre and expanded into the commercial vehicle body building market in 2005. In the interim Williams was joined by sons Nick and Chris and today it operates from a 6,000 square metre facility, on a seven acre site in Hull which includes two of the largest non-manufacturer paint shops in Europe.

Director Nick Williams said: "Working with a prestigious company like Effer is testimony to our investment in our facilities and training together with the commitment of our workforce."



Martin Williams (Hull) is the new Effer distributor for the UK

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New scissors from Snorkel

Snorkel has announced two new small electric scissor lifts, the 15 and 20ft S3215E and S3220E. The new models - shown in prototype form at Platformers Days in September - join the current family of four lifts unveiled at last February - the S3219E, S3226E, S4726E and S4732E, with 19, 26 and 32ft platform heights respectively. The S3215E offers a 6.5 metre working height with a platform capacity of 272kg, while the S3220E has 8.1 metres and 408kg capacity. (See Electric scissors page 17 for more details)



The new Snorkel scissors.

Zoomlion takes a run at Terex

In January Terex received an unsolicited acquisition proposal from Chinese crane and construction equipment manufacturer Zoomlion. The offer was to acquire all outstanding Terex shares for \$30 a share in cash, valuing the company at around \$3.25 billion. Terex has already agreed a merger deal with Konecranes and has not changed its recommendation to accept that deal which is progressing steadily. In spite of this it signed a confidentiality agreement with Zoomlion and is holding discussions.



TEREX

ZOOMLION

Jekko pipe manipulator

Italian mini/spider crane and aerial lift manufacturer, Jekko has launched a new pipe manipulator attachment for its SPX 1040 spider crane - the GR300. The new attachment has a capacity of 300kg and can grasp, rotate, tilt and manoeuvre pipes into position and hold them while they are fixed in place. It can handle pipes and poles with diameters of between 100 and 330mm, and be used on either the four tonne SPX1040 or the larger 7.5 tonne SPX1275 mini crawler cranes.



The Jekko pipe and pole handler.

ALE takes 240 Scheuerle SPMTs

Heavy transport and lifting company ALE has taken delivery of 240 Scheuerle Self Propelled Modular Transporter (SPMTs) axles. The 60 tonne axle lines - fitted with 15 inch tyres - are the highest capacity SPMTs on the market according to ALE. The trailers are powered by environmentally friendly EU 4/ EPA Tier 4 final exhaust emission engines.



Two of ALE's new Scheuerle trailers



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The new Omme 1300 E replaces the 1250 E

New trailer lift from Omme...

Omme Lift has announced a new 13 metre trailer lift - the 1300 E - which replaces its current 1250 E. In addition to an extra 300mm of platform height, the new lift is 750mm shorter when stowed than its predecessor. Outreach is 500mm better at nine metres while an improved boom structure provides more strength and rigidity to the three section boom. The new machine has 100 degrees of platform rotation, compared to 82 degrees on the 1250 E.

Power comes from a 24 volt 139Ah/5h battery pack with built-in charger, capable of charging the batteries whilst the platform is in use. Hydraulic outriggers and two step dual controls on both chassis and platform are standard.

...and a new boom for 37m spider

The company has also unveiled a completely new boom system for its 37 metre spider lift creating the new 3710 RBDJ which replaces the 3700RBDJ launched in 2010. The new seven section boom has a six-sided formed profile to help improve strength and rigidity and is topped by an articulated jib with 130 degrees of articulation and an improved 250kg platform capacity. Maximum outreach is 14.2 metres and the end-mounted basket, boom elevation and telescope can be operated simultaneously without interference to help speed the time taken to reach full height.

The 3710RBDJ is based on the 3700, but has a new stronger boom.



Hybrid spider from CMC

Italian aerial lift manufacturer CMC will launch a new 25 metre lithium battery powered version of its 25S at the Rental show in Atlanta. The new machine offers the same performance as the regular model, including almost 14 metres of outreach and 230kg platform capacity, while the twin telescopic boom also offers an up and over reach of around 10 metres at which height it has 10 metres of outreach. It can also reach six metres below ground level. Overall width is less than 900mm, with an overall length with platform removed of 5.8 metres and a total weight of 3,900kg. The new power pack has a battery life of around eight hours, before needing a recharge. When depleted the operator receives a warning to either recharge or start up the Kubota diesel engine to top up the batteries.



Mammoet sells salvage business

Mammoet has sold the assets of its salvage business to Koole Contractors, the deal also includes the transfer of most salvage related employees to Koole. All salvage projects that are currently underway, will be finished by Mammoet Salvage. Koole will also change its name to Koole Mammoet Salvage B.V. with its base in Vijfhuizen, the Netherlands, and offices in Singapore and Houston, Texas, USA.







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Financials round-up

UK rental company **Speedy** has acquired **OHP Group** - comprising **Crewe Plant Hire** and **Rail Hire (UK)** - for £1.5 million in cash, while assuming around £1.7 million of debt. A further £800,000 payment will depend on future performance. Rail Hire specialises in the rental of overhead line equipment to the rail sector, while Crewe is a general equipment rental business. Revenues through November were £2.6 million, with EBITDA of £800,000. OHP founder and managing director, Martin Davies, will remain with the business.



Tat Hong Holdings has released the third quarter results for its Chinese tower crane rental business, **Tat Hong Equipment Service**, as part of its application to list the company's shares on the Taiwan Stock Exchange. Nine month revenues were down four percent on the year to \$23.8 million, while pre-tax profits for the nine months dropped 91 percent to \$424,000.



Palfinger achieved total 2015 revenues of €1.23 billion up 15.7 percent on 2014 and a new record. The strong growth was led by the loader crane sales in Europe, but also well supported by a rapidly improving aerial lift division. Pre-tax profits leapt 72 percent to €93 million, another new record.



Revenues at **Kobelco Cranes** improved seven percent to ¥55.4 billion (\$459 million), for the nine months to the end of December, thanks to stronger demand in Japan, partially offset by a slowdown in South East Asia. Pre-tax profits for the period fell 36 percent to ¥2.9 billion (\$23.2 million) due to "higher expenses related to quality maintenance and improvement of products". The company will re-merge with **Kobelco Construction** in April.



Manitou has reported 2015 revenues of €1.29 billion, three percent higher than 2014. This was made up of a three percent rise for the Material Handling division - largely telehandlers and aerial lifts to €826.8 million, flat sales at Gehl at €239.8 million and a seven percent rise in Services & Solutions to €220.5 million.



Manitowoc is moving ahead with the separation of its Food service and crane business with both divisions selling loan notes in order to pay off the group's existing debt. The crane business will raise \$250 million, while the Food Service operation will raise \$425 million. The funds will be used to pay off outstanding loans and notes. Any funds left over will be used for general corporate purposes.



Chinese aerial lift manufacturer **Dingli** has agreed the purchase of a 20 percent stake in Italian telehandler manufacturer **Magni** for €14.4 million.



Manitowoc Cranes had 2015 revenues down 19.1 percent to \$1.87 billion, while operating profits declined around 76 percent to \$64.3 million. The fourth quarter was similar with revenues 18.1 percent lower at \$543.1 million, due to ongoing weakness in Rough Terrain crane and boom truck sales, partially offset by strong crawler crane shipments and an improvement in European tower crane and All Terrain sales. Fourth quarter operating profits dropped more than 46 percent to \$24.1 million. The backlog/order book at the end of December was 30 percent lower on the year at \$513 million, but fourth quarter order intake improved 26 percent over the third quarter. The company has also confirmed that it has closed its production facility in **Brazil** as it resizes the business.



United Rentals has ended the year with revenues 2.7 percent higher at \$5.82 billion, while pre-tax profits jumped almost 13.5 percent to \$963 million. The results would have been stronger if the strong dollar had not hit the value of Canadian revenues. The fourth quarter was a slightly different story, with revenues declining 3.2 percent, due to exchange rates and a 1.8 percent fall in rental rates on slightly better utilisation. Pre-tax profits fell six percent to \$292 million.



JLG has reported a 26 percent drop in total revenues in its first quarter - to \$529.8 million due to a sharp fall in telehandler shipments. Aerial lift sales fell a more modest 12 percent to \$242 million, while telehandler shipments dropped an eye-watering 61 percent to \$112 million, due to the comparison with high shipment levels last year. Operating profits for the quarter plunged around 74 percent to \$20.4 million, including \$1.2 million of restructuring costs related to workforce reductions. The order book/backlog at the end of December was 8.5 percent down on last year at \$724.5 million.



China's **Zoomlion** has made an unsolicited takeover bid for **Terex**, offering \$30 a share for all outstanding equity. The offer represented a 100 percent premium over the previous closing price for Terex and values the company at around \$3.25 billion. Terex is still proceeding with its merger deal with Konecranes but is evaluating the offer.



Liebherr has advised that full year revenues for 2015 were €9.248 billion, 4.8 percent higher than 2014 and the highest that the company has ever achieved. Construction equipment related businesses - which include mobile cranes, telehandlers and concrete and earthmoving equipment - improved 6.4 percent to €5.63 billion.



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Genie updates GTH-844



The updated Genie GTH-844

Genie has unveiled an updated version of its 3.6 tonne/13.36 metre North American GTH-844 telehandler, with a new high-torque Deutz turbocharged Tier 4 Final engine option without the need for regeneration or diesel exhaust fluid (DEF). It has also taken the opportunity to update the drive-train with new Dana axles while retaining the 8.59 metres forward reach, proportional dual cylinder 10 degrees side to side frame-levelling and multi-functional, proportional joystick controller.



Horizon's new Kato CR-350Ri

First new Kato in Scotland

Scotland's Horizon Reinforcing & Crane Hire has taken delivery of a new 35 tonne Kato CR-350Ri, City-type All Terrain crane from distributor Rivertek Services. The CR-350Ri features a 32.5 metre six

section boom and a three section 6.5 to 14 metres hydraulically telescoping jib that can offset by up to 60 degrees. Road speed is just over 30mph/49kph and the unit has a Gross Vehicle Weight of 28 tonnes. Outrigger beam extension sensors allow multiple set-up options and automatically sense the position selected.

New fibre-rope crane from MacGregor

MacGregor has introduced a 150 tonne fully heave-compensated knuckle boom fibre-rope crane for the offshore industry. Developed in partnership with Parkburn Precision Handling Systems it can reach 4,000 metres of water depth. A cooperation agreement between the two companies combines MacGregor's offshore crane expertise with Parkburn's fibre-rope tensioning technology.

MacGregor's new fibre-rope crane.



Manitowoc mothballs Brazilian plant

Manitowoc has suspended crane production at its Passo Fundo plant in Brazil, letting around 80 employees go, while retaining around 20 staff including those covering the parts and service operation which is also based at the facility. The closure was immediate with the company stating that it had substantial new product inventory in place to cover immediate local market sales for 2016 and beyond. It also said that while the indefinite closure was a necessary step in response to falling demand, it intends to reopen the facility at some time in the future when demand dictates.

Manitowoc's 'greenfield' Passo Fundo plant was opened in 2012



€7.3 million Lavendon order for Ruthmann

Lavendon has ordered 42 new Ruthmann truck mounted lifts. The €7.3 million deal makes the UK-based rental group the manufacturer's largest single customer. In the UK Nationwide Platforms will take five 33 metre T 330 models on 7.5 tonne chassis, plus two 28 metre T285 HV 10 models on 10 tonne trucks. The heavier truck allows a significantly narrower outrigger jacking base, compared to the usual 7.5 tonne chassis. In Germany Gardemann will take 35 new units - 29 of which have working heights from 17 to 33 metres on 3.5 and 7.5 tonne trucks, including Ruthmann's new 17 metre T 170 models on 7.5 tonne chassis for municipal applications. The order includes six larger machines topped by the 63 metre T 630.



Some of Gardemann's new Ruthmann truck mounts

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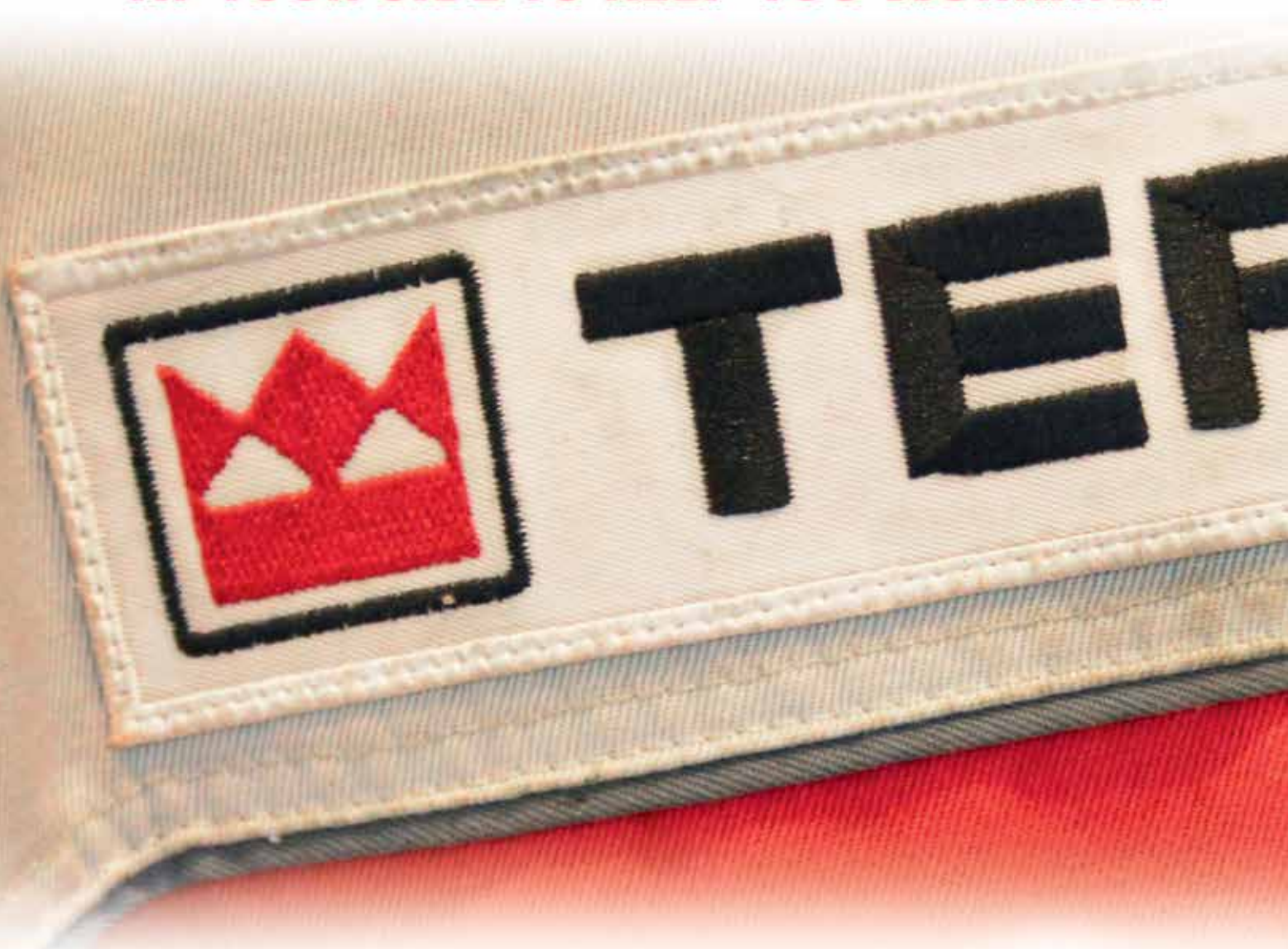
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• **HMF** has appointed **Alan Johnson** as UK sales director.



Alan Johnson

• **TVH** has acquired a minority stake in Spanish access and forklift rental company **Vamasa Tecnial**.

• **CTE** has delivered a 42.5 metre B-lift 430HR to **Eesti Energia Kaevandused** in Estonia.

• South Korea's **Hanchang Heavy Equipment** has taken delivery of a **Liebherr 11000** crawler crane.

• UK's **Ardent Hire Solutions** is to buy older **Bovis Homes** telehandlers, replacing them with new.

• **Wacker Neuson** has appointed **Jan Willem Jongert**, 51, as chief sales officer.



Jan Willem Jongert

• **PT SH Machinery Indonesia** has been appointed as **Grove All Terrain** crane distributor.

• Austrian access rental company **Maltech** has broken ground on a new facility in Vienna.

• **Link-Belt** has announced its top five distributors for 2015.

• UK rental company **Ardent Hire Solutions** has appointed **Greg Fitzgerald** as chairman.



Greg Fitzgerald

• New Jersey-based **Maher Terminals** has ordered 27 **Kalmar ESC350** straddle carriers.

• Germany rental company **Gardemann** has launched a new 'Big City' structure and strategy.

• UK-based **Advanced Access** has taken delivery of a new 26t **Daf** delivery truck.

• **Cramo** is appointing **Perttu Louhiluoto** as non-executive director.



Perttu Louhiluoto

• Italian removals company **Grillo Antonino** has purchased a customised 41 metre **CTE B-Lift 410 HR**.

• UK rental company **AFI** has achieved the 5 star Achilles Building Confidence rating for the fifth year.

• **Parker Hannifin** has appointed **EnerMech Australia** as distributor in the oil and gas sector.

• **Hiab** has appointed **Sebastian Poccard** as senior vice president, sales and markets.



Sebastian Poccard

• **Erik De Bruijn** has joined master distributor **Runshare Europe** as technical manager.

• **Kalmar** plans to move its Automatic Stacking Crane production to China.

• **Pace Cranes** has delivered a **Sennebogen** dragline to **Rangitata Diversion Race Management** in New Zealand.

• **Ringpower Corp**, the Florida-based crane dealer has appointed **David Alban** as COO.



David Alban

• German rental company **Ulferts** has taken delivery of 23 new **Haulotte** aerial lifts.

• UK's **Central Crane Hire** (Hull) has taken delivery of its first **Liebherr** an LTM 1060-3.1.

• UK-based **Coussens of Bexhill** has taken delivery of its first new **Liebherr** crane an LTM 1160-5.2.

• **Skyjack** has delivered 47 slab electric scissor lifts to **S Rental** of South Korea.

• UK association **FASET** has appointed **Rob Harris** as chairman.



Rob Harris

• Danish rental company **BMS** will open a new aerial lift depot in Germany.

• **UK Rail Freight Services** has added a second **Sany** reach stacker.

• UK-based **Nationwide Platforms** has added 29 **Versalift LAT135-Hs** to its fleet.

• **Straightpoint** has appointed **David Mullard** as business development manager.



David Mullard

• Ex **Bronto Skylift** veteran **Jan Denks** has joined Finnish manufacturer **Dinolift**.

• UK rental company **Mr Plant Hire** has taken two new **JLG 660SJ**.

• **H&E Equipment Services** has opened a new branch in Forestville, Maryland.

• Italian truck mounted lift manufacturer **GSR** has celebrated 115 years in business.

• **Genie** has appointed **Garry Cooke** as a regional sales manager in the Middle East.



Garry Cooke

• Ireland's **CP Hire** has purchased four more **Wacker Neuson TH412** compact telehandlers.

• **Nationwide Platforms** has purchased five new 48m **Palfinger 480** truck mounted platforms.

• **XCMG** has appointed **Mtandt** as the distributor for its range of fire rescue platforms in India.

• **Cargotec** is to acquire Germany's **Interschalt** - a software and related service provider.

• **Christine Wehrman** is to retire as CEO of the **ARA**.



Christine Wehrman

• **Bobcat** has made a three year warranty standard on all fixed frame telehandlers.

• German rental company **Rohrmoser Arbeitsbühnen** has taken delivery of two new **PB** scissor lifts.

• **Palfinger** will acquire the distribution business of its Spanish dealer **MYCSA** from the **Mulder** family.

• **Liebherr** is centralising design, sales and customer service for maritime cranes at its Rostock plant.

• **Genie/Terex** has appointed **Ryan Lusso** as senior director global parts.



Ryan Lusso

• Marine crane manufacturer **MacGregor** has won an order for 12, 450t heavy-lift cranes.

• The **Port of Blyth** has taken delivery of the first **Terex Liftace 5-31** reachstacker in the UK.

• **Ascendant /Redwood Engineering** has appointed **Richard Tindale** as director sales & marketing.



Richard Tindale

• UK-based **Advanced Access** has taken delivery of its first **Genie** hybrid compact RT scissor.

• **Rental Equipment Investment** has acquired **Hillside Rental** of Evans, Colorado.

• UK-based **BPH Equipment** has received its sixth 135 tonne **Kobelco CKE1350G** crawler crane.



Tony Green

• **Tony Green** of lifting gear supplier **Taunton Lifting Services** has died.

• **AFI** has expanded its in-house transport fleet with five new trucks with **Sterling** beaver tail bodies.

• **JCB North America** has appointed **Tim Witter** as vice president manufacturing at its plant in Georgia.

• **Versalift** has launched an articulating telescopic boom on a **Morooka MST300VD** tracked chassis.

• **Mammoet** is switching from diesel to Shell GTL fuel on its cranes and trucks.

• **CTE** has appointed **Marco Govoni** as sales director.



Marco Govoni

• German rental company **Gerken** has placed €3 million order with **Ruthmann** for 20 new truck mounted lifts.

• **Benoit de la Tour** has been appointed president of **Navis**, Kalmar's terminal operating systems business.



Benoit de la Tour

• **Blade Platforms USA** has purchased a 54 metre **Ruthmann T175A** on a Freightliner chassis.

• **Andrew Fishburn** of **HLS** is to head up **Snorkel UK**.



• **Huisman CEO André Meijer** has resigned **Joop Roodenburg** has resumed control of the business.

Joop Roodenburg

Andre Meijer

• Dutch rental company **Doornbos Equipment** has purchased a **Genie S120HD** telescopic boom.

• **CTE** After Sales support department will now be controlled by sales director **Marco Govoni**.

• US-based **AmQuip Crane Rental** has ordered four new 500 tonne **Liebherr LR 1500** crawler cranes.

• German builders centre **Emmel** has purchased an **Oil&Steel Octopus 14** spider lift for its rental fleet.

• Danish company **Fyns Kran Udstyr** has launched a concept called **One Stop Rigging**.

• German overload and electronics company **Moba** has formed a joint venture in the UK.

• Dutch rental company **Siesling** has ordered four new **Ruthmann** truck mounted lifts.

• UK rental company **Facelift** has taken delivery of nine new **Multitel** spider lifts.

• UK-based **Central Platform Services** has appointed **Daniel Langer** to provide customer support in the south.

• **H&E Equipment** has opened a new branch in Benicia, California.

• **Hertz** licensee in Mongolia - **Mongolia Holdings** - has acquired **Monroad**.

• **Genie** has made several new appointments in the Europe Africa and Middle East region, including: **Jacco de Kluijver** as VP sales & marketing and **Christine Zeznick** as product manager.



Christine Zeznick

Jacco de Kluijver

• **Manitou Germany** has opened its first direct sales and service operation in Salzgitter, lower Saxony.

• Japanese manufacturer **Morita** has completed the purchase of **Bronto Skylift**.

• **Manitou** is launching its **Man'Go 12, 4x4** articulated boom lift in Australia.

• **JLG** has gained the rights to sell its **JLG** branded **Hinowa** spider lifts in Germany, Austria and Switzerland.

• UK-based rental company **Speedy** has acquired **OHP Group** which includes **Crewe Plant Hire** and **Rail Hire (UK)**.

• US-based **Maxim Crane** is taking delivery of 13 new **Manitowoc** crawler cranes.

• **Alimak** has appointed **Sofia Wretman** head of communications & investor relations.



Sofia Wretman

• **Lavendon** has ordered 42 new **Ruthmann** truck mounted lifts in a deal worth €7.3 million for **Gardemann** in Germany and Nationwide in the UK.

• Ex-**Terex** CEO **Ron Defeo** has been appointed as CEO of **Kennametal Inc**.

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The appeal of the electric scissor

C&A

scissor lifts

Compact, inexpensive, clean, quiet and relatively cheap to run, sums up the appeal of the battery powered mini scissor lift. This type of aerial work platform is the most popular form of powered access equipment and dates back to the start of it all in the early 1970s.

Today the vast majority of scissor lifts are battery electric powered and designed for use on smooth solid floors - mostly indoors. Although the majority are in the 19 to 32ft platform height range, with working heights from 7.5 to 11 metres, a trend since the late 1990s has been towards ever higher compact platforms with 14 metre working height models becoming increasingly popular in recent years. The latest manufacturer to join the sector is Skyjack with the SJIII 4740 due for launch at the Rental show.

The 'modern' compact mini scissor began with a choice of 20 and 24ft platform height and two chassis widths of 32 and 46 inches. The

latest generation dates back 22 years, when 20 and 26ft models first surfaced, bringing together a number of features such as with pothole protection, swing out equipment boxes, 90 degree over centre steering and thin bonded rubber tyres. As with earlier machines, overall length was around 2.4 metres so they could be stowed sideways on a regular delivery trailer.

The sector then expanded to a 32ft model on the wider 46 inch/1.2 metre wide chassis with an 11.5 metres working height and remained for many years. The next major breakthrough came in 2006 from Italian manufacturer Iteco which upped the ante exhibiting a



The new Skyjack SJIII 4740

prototype 39ft model, the IT12122 with 13.9 metre working height. The company was also the first to introduce electric front axle drive motors to the sector. It had this market to itself for several years before others took it to the masses as the popularity of the Iteco began to spread.

Machines in this sector have a nominal 40ft platform height - 14 metre working height - and an almost identical chassis, scissor arm design and platform as the classic 20, 26 and 32ft platform height, 46 inch/1.2 metre wide electric scissor lifts. They should have an overall length of less than 2.5 metres and weigh in the region of 3,250kg. The result is a compact, tall platform which is easily transported and stored and most important of all perhaps relatively inexpensive due to the fact that they use similar mass-produced componentry as the smaller models.

14 metres is no longer particularly high for a 1.2 metre wide scissor lift, with companies such as Holland Lift and PB building heavy duty models of 25 metres and more. However those machines are totally different beasts, they are much longer,

much heavier and a whole lot more expensive. They are aimed mainly at high warehouse construction and installation applications and have their own specialist market.

Whatever the application it is always better to specify the correct height platform as a half extended scissor lift is not as rigid as one fully extended. There is also likely to be a platform capacity trade-off with a large machine as well being more expensive to rent or buy.

As an aside the only other significant development in the 20, 26, 32ft sector came from Genie with its GS3232 in 2007. This took the 32ft model and put it on the narrower 820mm chassis.

The other significant development in the 20, 26, 32ft sector came from Genie with its GS3232 in 2007 putting the 32ft model on the narrower 820mm chassis.



The platform that started the 14m sector off - the Iteco IT 12122

But the machine needed to be perfectly level to lift above 22ft and was therefore equipped with four inboard hydraulic jacks with an auto level function. Its limitations - complexity and cost - destined it to be a niche machine with only limited locations needing so narrow a chassis which is purely intended for passage through single doorways. With all that said, the machine is still in production some nine years later.

First into the market

As already mentioned the first into the 14 metre compact market was Italian-based Iteco (now part of Imer) with its IT12122. Being the only machine in the sector did make it stand out and helped get the company noticed by new

customers. In the UK for example Lifterz was one of the early takers in 2008 and by 2010 it had 24 of them in its fleet. Their growing popularity brought Haulotte into the market with its Compact 14 which was launched at Intermat in 2009. It followed the Iteco machine almost exactly but had a shorter platform extension and was 150kg lighter. Critically the lower cost and wider distribution network took the product into the mainstream market.

Genie was the first North American manufacturer to enter the market, when it launched the GS4047 at the end of 2011 - initially only for the European market, due to the apparent lack of demand in the USA and possibly due to the greater regulatory challenges for this type of machine. However since then interest has grown to the point that it introduced an Ansi version last year.

Other major manufacturers are now joining the party, the latest being Skyjack which is launching its SJIII 4740 at the ARA show this week. Basic specifications are similar to the others, although critically it is the first mainstream company to break the three tonne overall weight barrier, coming in at 2,985kg. A slight trade-off is that the platform height is a few inches lower at 38.8ft, but that is well within the 'margin for error' on this type of machine.

So JLG is the only major North American manufacturer missing from this sector. It still tops out at 32ft, with full specification ES, and Rental Specification RS models in the range. That will eventually change, perhaps at the ARA or Bauma?

One manufacturer not mentioned yet is Italian company Airo which offers



Haulotte Compact 14 has 13.85m working height and 350kg capacity



Genie was the first North American manufacturer to enter the 14m compact market, when it launched the GS4047 at the end of 2011.

the X14EW which it claims to be fractionally higher than the others, but again is within the margin for error. It does offer the longest deck extension at 1.5 metres, compared to the more typical 900mm but is also the heaviest at nearly 3.4 tonnes.

An alternative to the mainstream products comes from the heavy duty scissor lift producers such as Holland Lift and PB Lifttechnik. In an interview with Cranes & Access just over a year ago, Holland Lift's managing director Eline Oudenbroek said that the company was being repositioned to concentrate on larger, innovative, heavy duty scissors from 15 metres and along with hybrid versions. Its smallest

machine is currently the 13 metre HL-130 E12, which while it is 1.2 metres wide is much longer at 3.34 metres, but it does allow for a whopping 1,800mm deck extension and a 650kg platform capacity. As you might expect it is heavy at almost five tonnes.

On the upper end of the height range Holland Lift has a 16 metre working height version of the same machine, the HL-160 E12 although it is even longer at 3.74 metres but has a 750kg platform capacity



Holland Lift's smallest machine is currently the 13 metre HL-130 E12, which while it is 1.2 metres wide is much longer at 3.34 metres

How the 14 metre compact scissors compare

	Working height	Width	Capacity	Deck extension	Length	Weight
Skyjack SJIII 4740	13.8m	1.19m	350kg	900mm	2.40m	2,985kg
Genie GS4047	13.89m	1.15m	350kg	910mm	2.44m	3,260kg
Iteco 12122	13.9m	1.22m	350kg	1,400mm	2.47m	3,315kg
Haulotte Compact 14	13.85m	1.2m	350kg	920mm	2.49m	3,168kg
Holland Lift HL-130 E12	12.7m	1.2m	650kg	1,800mm	3.34m	4,920kg
Holland Lift HL-160 E12	16m	1.2m	750kg	1,500mm	3.74m	7,550kg
Dingli JCPT1412DC	13.8m	1.15m	320kg	900mm	2.48m	2,880kg
Dingli JCPT1412HD	13.8m	1.19m	320kg	900mm	2.48m	2,840kg
Airo X14EW	14m	1.2m	350kg	1,500mm	2.40m	3,365kg
PB Eco S140-12EC	13.8m	1.15m	320kg	900mm	2.48m	2,910kg

and weighs 7.55 tonnes. With German manufacturer H.A.B.'s future uncertain following its bankruptcy, the only other heavy duty narrow electric scissor manufacturer is PB Liftechnik. Its compact 14 metre model has an excellent specification and is the narrowest at 1.15 metres, and one of the lightest at 2,910kg.

Last but not least is Dingli which has both hydraulic and direct electric drive versions of the compact JCPT1412 - the only difference being the electric drive motor version is slightly narrower but heavier, however both models win the weight war, thanks to a highly innovative lightweight design of the upper scissor stack which reduces the machine's centre of gravity.



PB's compact 14 metre model (L) has an excellent specification and is the narrowest at 1.15 metres, and one of the lightest at 2,910kg.

New 13ft micro scissors

While Dingli produces a full range of aerial lifts it is currently focusing

its export efforts on self-propelled scissor lifts and push-around lifts. The company has made substantial progress over the past few years in terms of design and build quality and is slowly gaining a solid reputation as its distribution network grows. At the end of last year it launched an upgraded version of its 13ft self-propelled micro scissor lifts - the JCPT0607DCI and JCPT0607DCS.

The two models are almost identical, apart from the fact that the DCI 'industrial' version features smaller rear drive wheels, with casters on the front steer axle for zero degree turning. It is



Dingli launched upgraded versions of its 13ft self-propelled micro scissor lifts - the JCPT0607DCI and JCPT0607DCS.



Both Dingli 13ft models offer a working height of 5.9 metres and a platform capacity of 240kg.

however very much a smooth floor machine, but still features automatic pothole protection and 25 percent gradeability. Most buyers will opt for the more traditional DCS model. Both models offer a working height of 5.9 metres and a platform capacity of 240kg. The 1.3 metre long platform extends to 1.89 metres with the deck extension. Overall stowed length is 1.44 metres with the entrance ladder installed, and 1.29 metres with it removed. The DCS weighs 880kg and the Industrial version 860kg, both models have a CE indoor and outdoor ratings, with the DCS limited to 5.6 metres outdoors and Industrial to 4.5 metres.



The compact 14m machines have a width of about 1.2m.



Dingli has both hydraulic and direct electric drive versions of the compact 14m JCPT1412.



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Drive for both comes from 400kW DC drive motors - rear wheel mounted on the Industrial and front steer axle mounted on the DCS.

Tough competition

While these new Dingli models look attractive, this sector of the market is increasingly dominated by steel mast-type products from the likes of Snorkel, JLG, Haulotte and Skyjack. The main scissor lift competition is Custom Equipment's Hybrid range so whether it can win business away from these remains to be seen. One misconception is that the micro scissors - such as those offered by Custom and Dingli - are longer and heavier than the mast lifts. The fact is there is very little difference but with the scissors, the platform covers the entire chassis, providing more space, while the mast-type lift loses valuable platform space to the outer mast section.



Platforms such as the new Haulotte Star 6 offer strong competition to the micro scissors.

The range of powered access products available for working heights between three and five metres has grown significantly in recent years, with a wide choice of self-propelled or push around lifts. However the vast majority of work at this height is still carried out from a step ladder or small scaffold tower, so there is plenty of room for expansion.

New from Haulotte

Haulotte has become the latest manufacturer to give up on designing a different mast-type lift to the concept introduced by the old UpRight TM12. Its new 12ft Star 6 shown as a prototype at Intermat last April, is now going into production in time for Bauma. Visually it looks similar to the TM12 (now a Snorkel), the JLG ES1232 and Skyjack SJ12. It also includes active pothole protection and indoor/outdoor rating, saloon-type entry gate and the option of a 400mm roll-out extension. Other features include AC direct drive wheel motors, a multi section telescope system to eliminate chains or ropes, a larger on-board diagnostic screen and both lateral and longitudinal chassis fork lift pockets for easier loading/carrying.

Haulotte has also upgraded its 20ft, Optimum 8 scissor lift, which now has maintenance-free AC wheel drive motors as well as several other new features such as easier swing-out trays for improved maintenance and Haulotte's ACTIV screen which provides key operational information and diagnostics. Fitted with automatic pothole protection the platform is certified to work outside in winds up to 45kph. Haulotte is planning two new prototypes for Bauma, might one be a compact hybrid/electric Rough Terrain scissor lift?



Haulotte Optimum 8.

Snorkel expands range

Snorkel has expanded its small slab electric scissor lift range with two new models, the 15ft and 20ft S3215E and S3220E, both of which will be launched at Bauma. The new models - shown in prototype form at Platformers Days in September - join the current family of four models unveiled at last year's Rental show - the S3219E, S3226E, S4726E and S4732E with 19, 26 and 32ft platform heights respectively.

The S3215E offers a working height of 6.5 metres with a platform capacity of 272kg, while the S3220E has an 8.1 metre working height and 408kg platform capacity. The company says that it expects these models to be particularly popular in Europe where there is an increasing focus is on higher platform capacities.

The two machines share their 32 inch/810 mm wide chassis with the existing S3219E and S3226 and as such feature the twin-door service trays for easy access to key components even in a narrow space. The new lifts also share the same components, upper control box, standard saloon-style entry gates, dual-shear scissor stack design, deck extension, oversized kingpins and gravity-actuated active pothole protection system.

The new models have now gone into production at Snorkel's US manufacturing facility in Elwood, Kansas. The first order - for 10 S3220E and five S3219E - was placed by Germany's Buchtmann Arbeitsbühnen at Platformers Days.

Safety and productivity

As well as new models there have been several other products aimed at improving the safety and productivity of small scissor lifts. Late last year UK-based powered access company Kimberly Rentals launched a secondary guarding system for scissor lifts. Dubbed SkySecure it can be installed on all



The idea is that if an operator is pushed down on the controller his forearm will activate the system.



Snorkel has expanded its small slab electric scissor lift range with two new models, the 15ft and 20ft S3215E and S3220E which join the current family of four models unveiled at last year's Rental show

diesel and electric scissors.

The company says the system has been developed with input from contractors, operators and third party certifiers and subjected to extensive live trials. It features a self-test on machine start up and a spring loaded wrist rest that will stop the machine if activated through pressure applied by the operator. It then sounds a siren and activates a blue emergency beacon.



Airo's 14m X14EW has a 1,500mm deck extension but weighs 3,365kg.

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The Manlift SHU-30.



If it is inadvertently triggered it can be reset at height by the operator. The machine's emergency controls can still be used to lower the platform should it be necessary.

Chief executive Geraldine Unsworth said: "The SkyAlarm system we introduced on boom lifts in 2012 has been successfully received by our clients, so it has been a priority to develop a system that will help prevent incidents of scissor lift crushing. We have extensively tested this new system with our clients and received a very positive response."

The company has also installed a proximity device that can be fitted to scissor lift controllers which automatically reduces the travel speed to slow when the controller is moved outside of the platform, for instance when being used by an operator walking alongside the machine for loading/unloading and passing through a doorway.

Load handling for push arrounds

UK-based Aerial and Handling Services has launched a new version of its deckRailXtra materials handling attachment, the DRXmicro which has initially been designed for use with the 11ft platform height Airo XLP5E push around scissor lift.

The company is planning to market the combined aerial work platform and material handling attachment as the IPAV - or Industrial Push Around Vertical - with a corrosion resistant zinc finish on the platform and the chassis as standard. With a 5.3 metre working height the lift offers a full 250kg platform capacity, including the DRXmicro attachment, which weighs just 10kg. The attachment has a rated carrying capacity of 40kg and the rear support arm swings out of the way in order to allow entry into or out of the platform.

The company said: "Having studied the low level market for some years we noticed there is no option for users of such equipment to safely restrain and support materials. By integrating the new DRXmicro with the Airo XLP5E we have created an entirely new concept for the industry."

The company already has two other material handling devices in the deckRailXtra range - the DRXmulti and DRXplus - both can be fitted to other compact lifts.



The DRXmicro can support loads up to 40kg.



US-based Manlift Manufacturing offers the SHU-30 attachment that can be swapped with a standard roll-out deck extension on a 19ft Genie GS1930, to offer a 750mm step up (Single Hop Up-30inch) for use to gain access through false ceiling panels etc.

Wurlitzer scissor stack appeal

At the end of 2014 an appeal went out on Vertikal.net for a second-hand scissor stack to be used for a good cause. A restored cinema - the 85 year old Royalty Cinema in Bowness-on-Windermere in the English Lake District - was one of the few cinemas in Europe with a working and regularly used Mighty Wurlitzer theatre organ but it needed something extra...

Prayers answered

The restoration team had the idea to mount the organ on a scissor lift stack, bolted to the concrete cellar floor so that it could rise from the pit during performances recreating the early movie-going experience of live and often improvised accompaniment.

The restored 1927 Wurlitzer theater organ weighs around 250kg, so they were looking for a unit with around 350kg capacity. It also measured about 1.5 metres square with the seat, so the platform needed to be around that width with a lift height of around three metres or so.

Within a few hours the call for help was answered by both Skyjack and UK access rental company Nationwide Platforms. The two companies quickly agreed to work together on the project with Skyjack donating a modified SJ3215 DC electric scissor lift as part of its 30 for 30 partners campaign, which celebrates the company's 30th year in business. Nationwide Platforms called on its service engineer Steve Reeves and fleet controller Colin Waterfield to design and build a custom power unit and hydraulic control system suitable for the organ's smooth ascent and decent.



The restoration team had the idea to mount the organ on a scissor lift stack, bolted to the concrete cellar floor so that it could rise from the pit during performances



The early stages of installation to elevate the Wurlitzer organ

Nationwide modified the scissor lift, using only the scissor stack and then manufactured a new base plate weldment to bolt the unit to the concrete base and attached a large false wooden floor to a top plate weldment, on which the organ sits. Once operational the customised scissor lift was thoroughly tested and calibrated, then dismantled and transported to the cinema. And following a tricky installation beneath the cinema floor it was then re-tested and the operating speed re-calibrated.

Nationwide Platforms regional director Andrew Briggs said: "The project was more challenging than first thought but was far too interesting not to pursue, and if this group could rebuild the Wurlitzer then the least we could do was make it rise."

A group of volunteers spent five years restoring the large pipe organ which now has all the bells and whistles needed to produce a wide range of sounds from bird calls to the clapping of horses' hooves. And as the 'Flying Wurlitzer' - as it has been dubbed - is now a device for lifting people, it required inspection and certification so that it complies with all relevant directives and standards. This service is being provided free of charge by notified body, Powered Access Certification.

"It has been a unique occasion that saw two completely independent companies from the access sector contact us looking to contribute to our charity events," said Paul

Adorian, managing director of the Association for the Independence of Disabled People (AID), which was launched in 2014 to help raise awareness of the needs of severely disabled individuals. "We are expecting a full-house in the 400 seat theatre on the opening night as so many will be looking forward to seeing the 'Flying Wurlitzer', and we have several surprises lined up for guests."

"The Wurlitzer will be unveiled at a special charity movie night in the coming months, where all funds raised will go towards funding a new drug trial which if successful, will significantly improve the lives of those with Motor Neurone Disease", said AID founder and chairman Ruth Adorian, who herself was diagnosed with Motor Neurone Disease in 2007.

"We are delighted to be a part of this worthwhile project," added David Hall, project and business development manager for Skyjack. "It's great to see this come to life and I am sure it will draw a lot of attention and funds for the charity."

"This has been a great opportunity for industry to get involved with charity and we are delighted with Skyjack and Nationwide Platforms' involvement with the project, allowing the Wurlitzer to finally be used in its original glory, elevated during films to provide live entertainment," said Paul Adorian,

The Association for the Independence of Disabled People welcomes donations to their worthy cause and can be found at www.disabledday.org.

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Still trying to break into the main stream

It is one of the great crane sector mysteries why the self-erecting mobile tower crane is still such a niche product. Its predicament is in many ways very similar to the spider/mini crane in that both offer many advantages more than mainstream mobile cranes that you would think more users would be aware of the benefits add them to their fleets. Fortunately for those companies which have invested in mobile tower cranes, they are still relatively rare - even in countries where they are well established particularly the Netherlands and increasingly the UK. The upside of that is that they still command a good rental return.

In last month's Cranes & Access rental rate guide the average weekly rate for a four and five axle mobile tower was £1,240 rising to almost £2,000 for the larger six and seven axle crane. These rental rates are comparable to All Terrain cranes with capacities of between 95-125 tonnes and 135-200 tonnes respectively. The average

utilisation for the mobile tower also tends to be higher at 77 and 83 percent respectively.

In the mobile tower crane feature a year ago we concentrated on the mobile tower cranes from the two main manufacturers Spierings and Liebherr. There are however, other mobile tower cranes (truck, trailer and tracked) and we will be looking at these in more detail later on.



Liebherr's largest mobile self-erector, the eight tonne capacity MK140



So what are the benefits of using a mobile tower crane and why should they be more popular?

The mobile tower crane offers many significant advantages particularly when space is at a premium. For its reach and lifting capacity, it has a compact chassis with a maximum of 12 tonnes per axle fully equipped and ready to work and able to access restricted spaces and coupled with high road speeds. When it arrives on site it is fully self-contained and can set up in less than 15 minutes by just one operator using a remote control.

The operator's cab can be raised up the tower to a point above the building's façade and get a prime view of the lift, particularly when working on roofs and lifting over buildings. The cranes have fast work cycles and are substantially more fuel efficient and therefore environmentally friendly than the equivalent larger All Terrains - a big advantage with the increasingly stringent engine emission regulations in major cities. One man can erect and operate the crane and there is no need for additional transport, keeping costs to a minimum. And finally they are very quiet when in operation and have



This City Lifting Spierings demonstrates how the vertical tower allows set-up alongside a multi-storey building

built-in work lights on the boom and jib making night lifts relatively easy. The downside? Well the cranes are more complicated to operate and maintain and finding experienced

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An early Monta-Rent truck mounted self-erector

seven axle cranes. City Lifting was possibly the first company in the UK to truly appreciate the potential of a mobile tower crane when it purchased its first - a Spierings - in 2002. The crane was the 10th unit the specialist Dutch manufacturer had ever built. It has gone on to sell around 900 units since then all over the world. Although outside of Europe they are still a rare sight.

Another UK company to adopt mobile tower cranes in a sizeable way is Ainscough Heavy Cranes which purchased its first mobile towers in 2004 for a Hathaway Roofing contract. At the time Ainscough had more than 500 All Terrains in its fleet and soon added 12 mobile tower cranes - a mixture of the Liebherr MK80, MK100 (which became the MK110) and the four, five and six axle Spierings cranes.

"We faced the same operational issues as other companies with the new technology and eventually settled on a smaller fleet of the MK100/MK110's," said Andrew Winter, Ainscough Heavy Cranes general manager. "They have proven to be reliable machines and we currently run five in the fleet."

At Bauma 2013 Liebherr launched its biggest MK mobile tower crane - the five axle MK140 with an eight tonne maximum capacity and a maximum reach of 65 metres with an additional jib head.

"When we heard about the new MK140 we were keen to get our hands on one and find out its full capabilities," says Winter. "We were attracted by the 65 metre luffing jib, and Liebherr being a proven partner, the operational compatibility and a maximum hook height of 95 metres with one-man operation."

The UK and the Netherlands have however tended to prefer Spierings, with the company being the dominant supplier. Ainscough says that it is taking delivery of a Spierings SK 1265AT this month and looks forward to running it against the MK 140 to see which one has the stronger performance.

"Ainscough operates the mobile tower cranes on a nationwide basis, but for us, the mobile towers are predominately a city centre crane due to their compact base and quick erection times. The demand for the product is good but we don't see them as an alternative to All Terrain cranes. They have their own unique place on lighter duty roof-top applications complementing our existing AT fleet."

Market leader

Spierings has been manufacturing mobile tower cranes since 1987 and has launched several new models over the past few years, including the seven axle SK2400-AT7 with 50 metre jib and an updated three axle SK375-AT3 which the company says 'is highly competitive with a 50 tonne All Terrain and will hopefully introduce the mobile tower crane concept to new users'.

It also developed the SK387-AT3 City Boy with electric hybrid drive - first seen at Bauma 2010 - however due to various reasons including financial constraints and difficulties,

drivers can cause a problem, however many companies that operate them train and develop their own operators in-house. Some operators coming from ATs are also not keen on going up in the cab, but remote control is also available. There are many times when a mobile tower crane is the only crane able to carry out a specific lift cost effectively, such as when working in a narrow street and lifting a load (such as an air conditioning unit) on to the roof of a building. Its vertical tower allows it to set up and work right alongside a multi-storey building - one feature an All Terrain crane cannot match. For it to carry out the same lift over a building the AT has to be positioned some distance away which is often impossible in busy city streets. Standing further back, means a greater lifting radius and therefore

a larger capacity, more expensive crane which hits the customer's pocket.

The mobile tower crane's ability to set-up rapidly in tight spaces, carry out the lift and pack up just as quickly means that it causes less disruption to traffic and road closures. This is increasingly important with the difficult and costly process of obtaining permission for road closures so having a crane which can get in and out quickly with minimal disruption is a huge benefit.

Early adopter

The largest fleet of mobile tower cranes in the UK is operated by London-based City Lifting. The company currently has 16 Spierings cranes with a further two - one six and one four axle crane - on order. Its fleet includes almost equal numbers of three, four, five, six and

One of the first, new Spierings SK597-AT4 with 48m jib



its development was put on hold but it looks like it may now finally go into production later this year.

Using the main structural components from the SK365-AT3 the SK375-AT3 uses a new Tier IIIB engine, ZF Intarder transmission and a totally new hydraulic and electric system. The company's strongest crane is the seven axle SK2400-AT7 which is available in two versions with maximum jib lengths of either 42 or 50 metres. The 42 metre version has a load moment of 263 tonne/metres, a maximum capacity of 18 tonnes at 14.6 metres and can lift five tonnes at 42 metres. The long jib crane can lift 2.5 tonnes at 50 metres, but only has a load moment of 149 tonne/metres and a maximum capacity of nine tonnes at 16.5 metres. Maximum lift height is 61.1 metres with the jib elevated to 30 degrees.

The latest Spierings crane launch is the four axle SK 597-AT4 - which replaces the SK 498-AT4 - with 48 metre jib with a jib tip capacity of 1,700kg, along with a new DAF Euro 6 engine. The first few units have just been delivered to Netherlands based Middendorp Montage and Swiss company Voser Transport. The chassis was further developed to be able to handle the increased capacity of the crane, while remaining within the current axle loads. Other new features are disc brakes, two new luffing positions giving 15, 30 and 45 degrees, pre-heating for the truck engine and cab as standard, a completely new design cab interior. Maximum capacity is seven tonnes at just over 14 metres radius and set-up takes one man just eight minutes and requires no extra ballast or jib parts.

Spierings Benelux and UK sales manager Koos Spierings said: "With the new SK 597-AT4 we have a

machine that perfectly serves both the crane rental company as well as the end-user. The radius of 48 metres, combined with the compact overall width of 2.75 metres offers great advantages. The lifting capacity of 1,700 kg at 48 metres and a hook height of more than 59 metres while luffing at 45 degrees give this crane numerous possibilities."

Spierings adds that its cranes are real all-rounders capable of carrying out about 80 percent of all regular lifts - particularly when lifting up to three tonnes and up to 60 metre radius.

Spierings SK 597 v Lieberr MK 88?

Liebherr currently has just two models in its mobile tower crane line-up - the four axle MK 88 and the five axle MK 140. By reducing the range to just two machines it leaves buyers wanting three, six and seven axle mobile towers with very little choice. Does this mean that we might see another addition to the range at Bauma or later in the year?

How the Liebherr MK 88 compares with the new Spierings SK 597-AT4?

	Liebherr MK 88	Spierings SK 597-AT4
Number of axles	4	4
Maximum lift capacity	8,000kg @ 10.0m	7,000kg @ 14.05m
Maximum radius	45.0 metres	48.0 metres
Maximum hook height	59.1 metres	58.1 metres
Tower height	28.8 metres	26.5 metres
Jib luffing angles	15, 30 and 45 degrees	15, 30 and 45 degrees
Outrigger spread	7.3m x 7.5m	6.93 x 7.0m
Max capacity at jib tip	1,850kg at 45m (2,050*)	1,700kg at 48m
O/A L x W x H	15.94 x 2.75 x 4.0m	15.98 x 2.75 x 4.0m
Additional ballast	2 tonnes	-
Travel speed	75km/h	83km/hr
Weight	48 tonnes	48 tonnes

*with additional two tonnes ballast



A four wheel drive Monta-Rent 1064-WDS

The Liebherr MK 88 was launched at Intermat in 2009 so celebrates its seventh birthday this year. Given its age, its performance and features when compared to the new Spierings SK 597-AT4 are still good. Spierings makes a feature of its new disc brakes, the MK 88 already has these, although road speed is a little lower at 75kph compared to the SK 597's 83kph and it loses out in the engine emission stakes against the latest Euro 6 DAF.

The Liebherr also has a tonne more maximum capacity at eight tonnes

- albeit at a closer radius - but can't quite match the Spierings with its maximum seven tonnes at 14.05 metres. The new Spierings does have three metres more jib but with a 2.3 metre shorter tower it loses out by a metre when the jib is luffed to its maximum of 45 degrees. Physical overall dimensions are very similar although the Spiering's outrigger spread is slightly smaller. Which one you go for will probably depend on whether you are a Liebherr or Spierings customer, as it is rare for companies to mix the two. It will be interesting to hear from Ainscough later in the year after it has had time to evaluate the performance of its new Spierings SK 1265AT against its MK 140.

MTC still producing

Another manufacturer of mobile tower cranes is Belgian company MTC - a division of Arcomet which now concentrates on traditional tower cranes. MTC manufactures

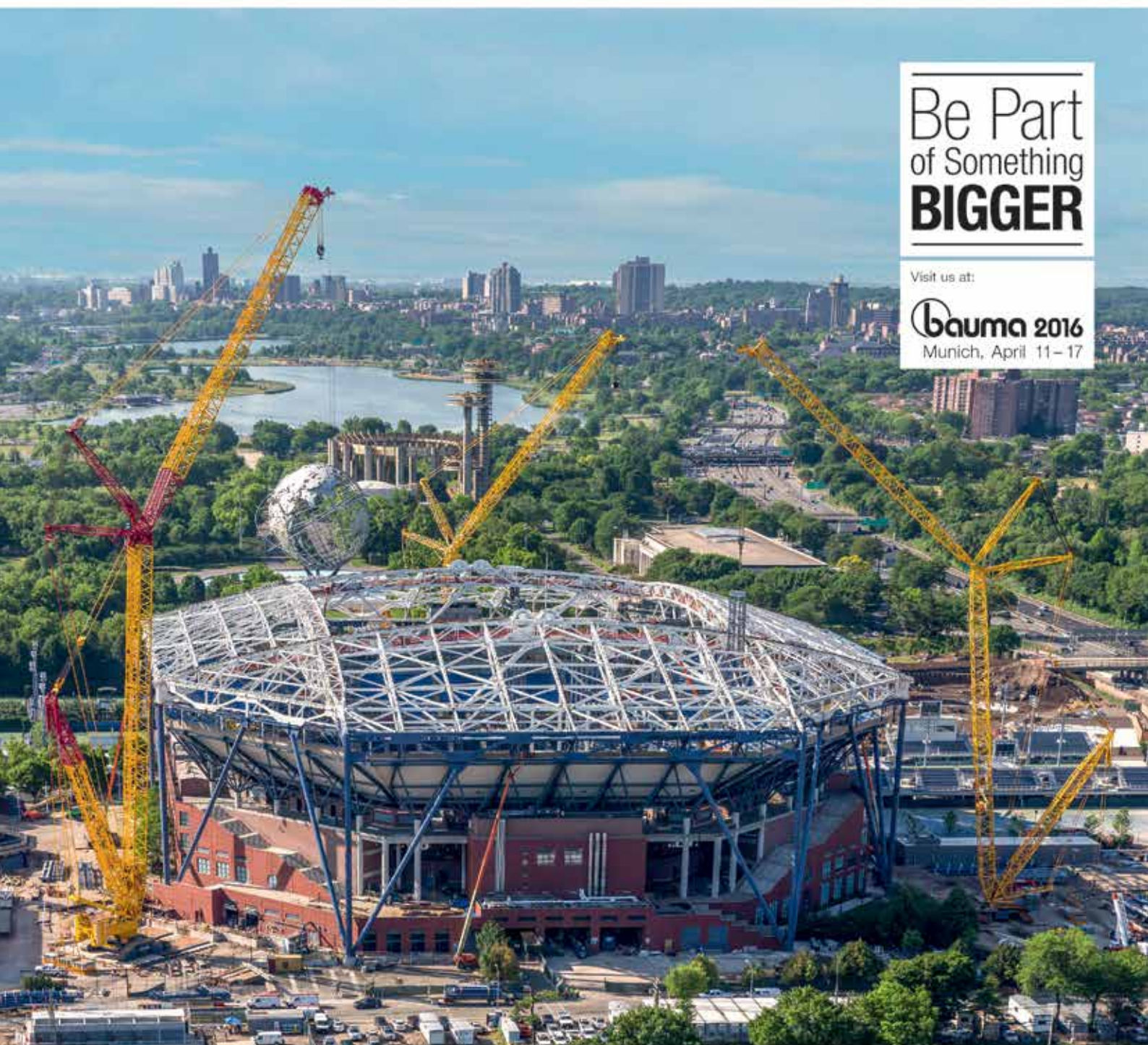


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both truck and crawler mounted cranes - such as the Potain IGO mounted on tracks - as well as a variety of Arcomet self-erecting cranes.

MTC was formed in 1999 when it acquired the previously popular Dutch manufacturer Munsters, a family owned business that dated back to 1898 with Willem Munsters starting as a blacksmith. After the Second World War the company moved into agricultural machinery and then in 1960 launched its first mobile tower crane with a lift height of 12 metres and a 500kg capacity.

The years between 1970 and 1990 were the most successful for Munsters, with crane production growing in importance. After several years of parent company financial problems, Munsters ended up with the Begeman Group and concentrated on mobile tower cranes with production growing year on year. The company was then purchased by MTC in 1999 and then by Arcomet in 2001, which changed the name to Mobile Tower Cranes.

The company did show a new A45D City mobile tower crane at



The six tonne capacity MTC AF38 with 38 metre jib



The tracked MTC CR30-46



Belgium company MTC manufactures both tracked and truck self-erecting cranes

Bauma 2007 but since then new model launches have been scarce. It currently has two cranes - the Faun carrier mounted AF38 and the track mounted CR30-46. The AF38 has a

six tonne maximum capacity and a 38 metre jib. Maximum hook height is 23 metres and maximum jib tip capacity 1,800kg. The 4.4 tonne tracked CR30-46 has a shorter 30

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A Monta-Rent 1064-WDS

metre jib with a 1,150kg capacity at the tip, although the hook height is the same at 23 metres.

The Benelux region has always been a hot-bed of mobile tower crane development and boasts another company - Monta-Rent.

New Monta-Rent crane

Monta-Rent Bouwlogistiek is a small specialised and experienced mobile tower crane manufacturer based in Beverwijk, the Netherlands. With knowledge of the building industry, equipment rental and developing mobile cranes, the company says it is the country's market leader in the sales and rental of regular self-erecting tower

cranes. It claims to have built 108 of its mobile Montalift cranes, mounting an adapted superstructure without ballast from Italian tower crane manufacturer Benezato Gru. Its best year was 2008 when it sold 15 cranes. Its best seller so far is the self-propelled 4-WD(S) model with 24 metre jib, with a total of 26 units delivered in the Netherlands.

The hydraulic self-erecting concept combined with the radio remote control were important developments, but Monta-Rent developed and added the mobility to the tower crane. It also carries out all the engineering and sells the cranes under the Montalift

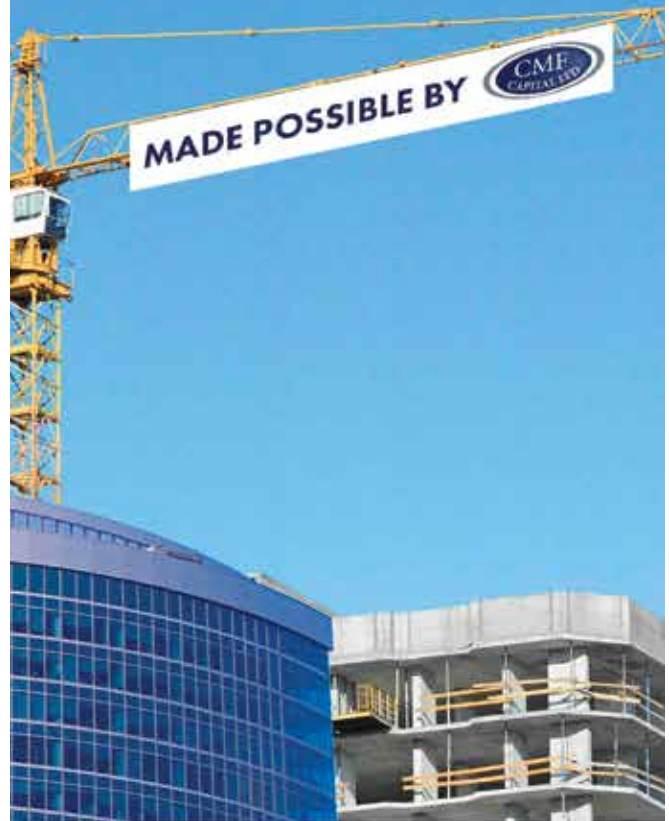


The MONTALIFT 306 self-propelled 4-WDS mobile tower crane delivered last July last year to a client in Denmark. This crane has a maximum capacity of 4,000 kg and lifts 1,200kg at its 28 metres maximum radius



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brand. The company starts by manufacturing the chassis, before assembling and mounting the superstructure.

The first crane it ever produced was a 24 metre truck mounted tower crane in 1995 followed by another road-going solution in 1997 - this time a 21 metre trailer mounted tower-crane, able to travel with full ballast up to speeds up to 80kph. In 1999 it developed the four wheel drive self-propelled undercarriage for on-site mobility, with a 20 metre tower crane, followed by a 24 metre crawler mounted version in 2001.

"All our self-erecting mobile tower cranes have compact dimensions for fast and easy transport," says Monta-Rent's Richard Blokter.

"They can be moved around site without removing any ballast or jib sections which gives the end user greater safety and efficiency and higher productivity with less manpower. Fast set-up is achieved using a fully automatic two-step hydraulic self-erecting system with Hetronic joystick remote controller, used for erection and crane operation. All these features make the Montalift crane ideal for short term hire and suitable for many applications in the building industry."

The company now produces more than eight models with lifting capacities up to four tonnes, including four versions of self-erectors - trailer, truck mounted, self-propelled and crawler. The trailer versions have mechanical or hydraulic jacks and steel ballast and are mounted on fully roadable, two axle trailers with suspension, brakes

and lights. They can be towed behind a truck, agricultural tractor, telehandler or wheel loader and can handle road speeds of up to 80 km/hour.

A few truck mounted versions have been produced over the years, all of them custom-built for clients.

Standard equipment includes hydraulic jacks, and an electric generator to power the crane.

The majority of the cranes produced are the self-propelled two and four wheel drive and can be driven on site even when fully erected. A standard low-loader is used for transporting on the road. Crawler mounted versions - useful for poor ground conditions can also drive on-site in fully erected position.

Monta-Rent is in the process of launching a new crane which it will launch in the UK first, the Montalift 106 4-WDS self-erecting tower crane with self propelled four wheel drive chassis and can be ready to lift in 20 minutes with no additional counterweight required. With a capacity of two tonnes the crane has a 28 metre jib being able to lift one tonne at the jib tip and maximum lift height of 26.5 metres. It has a fixed 14 tonne counterweight with a slew radius of 2.7 metres. The twin axle undercarriage has eight, 9.00 x 20 tyres and four extendable outriggers measuring 3.9 metres square. Overall the total weight is 29 tonnes.

ACE equipment India

Action Construction Equipment (ACE) in India is one of the few other producers of mobile self



In 2001 Monta-Rent built this 193 S on DAF 4 x 2 truck with 22 metre jib, 15 metre lift height with a maximum capacity of 1.200 kg

erecting tower cranes. The company has developed into the largest tower crane manufacturer in India, producing a range of fixed towers up to 230 metres and two types of self erecting models - the MTC 2500, the MTC 2418.

The MTC 2500 is a 23 metre remote controlled tower crane on a towable chassis with a maximum jib of 25 metres at which it can handle 800kg. Maximum capacity is 2,500kg at 7.5 metres. To minimise weight for long distance travel the MTC 2500 has a counterweight box which can be emptied and then refilled on site. Weighing eight tonnes with empty counterweight, it can take nine tonnes of ballast for a total weight of 17 tonnes. With the jib raised it has a maximum hook height of 36 metres. Overall length of the wheeled chassis is 4.8 metres, or 11.5 metres when stowed for transport. Overall width is 2.5 metres and height 3.2 metres.

The MTC 2418 is self propelled mobile tower crane mounted on an articulated dump truck-type chassis which gives a very tight turning radius and easy positioning. The crane has a maximum radius of 18 metres with 550kg capacity. Maximum capacity is 1,600kg at 7.5 metres. With the jib raised 30 degrees the maximum hook height



Monta-Rent also built this 296 S on Terberg 8 x 8 truck with 28 m jib, 19 m lifting height and maximum capacity of 2.000 kg

is 24 metres. A towable trailer version (the MTC 2418T) is also available.

Like the MTC 2500 the crane has a built-in generator driven by the chassis engine making it totally independent of an outside electrical source. Using only part of the supply it can be used to power other electrical equipment on site such as mixers, vibrators and job site lighting systems. The company says it has the capacity to produce more than 500 tower cranes each year.

Models for all applications

The range and levels of price and sophistication of mobile tower cranes is varied but all achieve the prime objective of a quick set-up alongside a facade. The fact that there are so few mainline manufacturers of this equipment provides a clue as to how popular (or not) these cranes are in comparison with All Terrain or Rough Terrain cranes. However as mentioned earlier, they are often the only crane capable of carrying out particular lifts cost-effectively. Countries like the UK and USA have never taken self erecting tower cranes to heart on jobs such as residential estates, unlike Continental Europe, probably due to their preference to rent what was available or use other methods, such as telehandlers etc.... Whether this will be the case in the future remains to be seen. Surely it is only a matter of time before crane users around the world start to appreciate the undoubted benefits of the mobile tower crane?



The new Montalift 106 self erecting tower crane on a four wheel drive chassis



ACE has two self-erectors including this MTC 2418 on a ADT-type chassis

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Almost but not quite...

Elsewhere in this issue of **Cranes & Access** we feature a niche product that has not reached anywhere near its full potential - mobile tower cranes. Unfortunately, mastclimbers also fall into that 'almost but not quite' category.

Like the mobile tower cranes - and also spider cranes - the benefits mastclimbers can provide those that work at height on certain types of construction or refurbishment projects are enormous, yet all too often more traditional forms of access equipment such as façade scaffold or swing stage suspended platforms are used - even when the mastclimber could transform productivity, safety and convenience. Mostly this is due to a lack of knowledge or lack of available equipment.

Perhaps one reason they are not as popular and more widely used is that some people view mastclimbers with suspicion - assuming that they are overly complicated or too expensive. Nothing could be further from the truth. A mastclimber is simply a platform with one or two masts and a rack and pinion drive system that could save the client - those two magical words - time and money.

Not even scratched the surface

If we look at the UK for example, while the handful of rental companies offering mastclimbers have seen a noticeable improvement in the awareness and usage over

the past few years, there is still a long way to go. The sector has only made a fractional percentage of penetration into the façade access market. Historically poor rental returns in the sector led to a general lack of investment in new equipment, along with a lack of the engineering skills required to plan and adapt equipment to the varying size and complexity of many building designs.

The decision on whether to use scaffolding, hoists or mastclimbers is never straightforward and often results in a combination of two or all three being used. Crash decks and pedestrian access cover at street level can be easily carried out with scaffolding, but then a choice of scaffold, mastclimbers or suspended platforms could be used above that. Providing the best mastclimber/scaffolding combination depends on height, length, contract time and schedule of work. There is never a straightforward solution. And far from being only ever used on straight façades, mastclimbers can be adapted to go round corners as well as on curved and circular structures.

When to use a mastclimber?

There are no fixed rules on which



c&a

mastclimbers



type of access to use for a particular contract. Some companies say mastclimbers should be used on projects more than 20 metres high, however façade scaffolding is generally considered to be cost-effective up to 45 metres. Obviously the taller the project the more the advantage swings towards the mastclimber.

We have used this example before but it does illustrate the possible benefits: When constructing a building 100 metres long and 25 metres high i.e. 2,500 square metres the mastclimber solution is said to offer a cost saving in the region of 60 percent. Alternatively, construction time may be the crucial deciding factor. For example, if the contract needs the access system for more than 20 weeks then façade scaffold might prove to be more cost effective (depending on the type of construction and scheduling of the works). It should always be remembered that higher scaffolding usually requires a hoist to move people and materials from ground to platforms, along with an operator all of which has to be factored into the costings. Also a method of distributing the materials once they are delivered to the correct floor.

When all is taken into consideration the 20 week contract length tends to offer the most accurate decider.

Other factors such as aesthetics or security

Even after all this there are still other factors that may affect the choice including the aesthetics of the building which can be very important during refurbishment work particularly on large residential tower blocks and historic or landmark buildings. The more discreet mastclimber is infinitely more preferable than looking at a scaffold-clad building for weeks or months on end. Whereas when the mastclimber platform is usually parked in the lowered position when not in use, it is often difficult to see the masts on the building elevations.



Mastclimbers use a platform, one or two masts and a rack and pinion drive system

Mastclimbers also have another advantage in that there is less repair work to the building after the masts have been removed because of the reduced number of anchor points. Where space on the ground around the building is in short supply, mastclimbers can use a cantilevered gallows bracket allowing them to be positioned further up the face of the building - say on floors one or two - leaving the ground clear. A mastclimber also leaves the building more secure overnight than a scaffold which provides access to upper floor windows.

One platform or two?

Double stacking platforms on the same mast or masts is also possible but often not as appealing as it might at first seem. Not a common sight it can only be used on relatively tall buildings where different trades are working at different levels at the same time. However, platforms must be at least three metres apart and the lower deck must have protection from falling materials from above. Add in how you get materials to the upper platform and often there are more

cost effective and efficient solutions. It is also usually better to have several machines along the building facade rather than fewer longer platforms. More machines allow different trades to work at different speeds, with a great deal more flexibility than tie every one up on one long platform and reducing efficiency.

Not a regular rental machine

But perhaps one of the main restrictions to the growth in mastclimber availability is the amount of support and back-up they require. It is not a piece of equipment that can just be hired out - there has to be an approved design, and erection and dismantling by trained operatives. This is also true of traditional scaffold, but a substantial infrastructure and industry is already in place and ready to compete with anyone looking to muscle in with mastclimbers.

Mastclimbers are more popular in certain regions and countries. North America has always been keen, with a strong tendency towards all

forms of powered access, so too the Netherlands, Scandinavia and surprisingly Eastern Europe. In Western Europe main contractors are still learning although this is improving as they move between projects and see more of them in action or experience their benefits directly.

A range of duties

As mentioned at the beginning mastclimbers are relatively simple machines, however given their wide variety of applications they are used for, from bricklaying and cladding to painting and fixing windows - several types are available, including heavy, medium and light duty. The difference in 'duty' indicates the platform capacity that each can handle, particularly when heavy materials such as bricks are stacked on the platform.

As in many industries there is also a wide variety in purchase price



Mastclimbers provide far better building aesthetics and security than scaffold

and quality, growing even wider as Chinese-built machines become available. However most established rental companies/mastclimbing contractors are not tempted because the cost saving can be quickly eaten up by poor quality and reliability.

The following three job stories illustrate a range of solutions found to carry out specific tasks. There is often far more than one solution for a project but sadly too many contractors stick with the method that they have always used rather than risk trying something new. As with all equipment choices, an open mind may well be the best way forward.



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Brogan at Battersea

UK based Brogan Group is currently providing an all-encompassing access solution incorporating mastclimbers, scaffolding and goods/passenger hoists on Phase 1 of the Battersea Power Station development on London's south bank.

Circus West, designed by Simpson Haugh Architects and de Rijke Marsh Morgan, consists of two blocks - known as RS-1A and RS-1B - which include a mix of 866 apartments including 11 penthouses, retail facilities, theatre space and business studios. The blocks vary in height from eight storeys at the southern end of the site to 18 storeys at the north and are built on a podium with two levels of basement parking.

Brogan - in conjunction with Carillion and Network Rail - designed the scheme and erected a large gantry to support the various mastclimber platforms used for cladding the elevation that runs parallel to the Battersea Park station to Victoria rail line. Mastclimbers were chosen for this task because of the close proximity of the building perimeter to the rail line, as well as the programme schedule, safety (the avoidance of anything falling from height onto the railway line) and to minimise risk of distraction to train drivers.

A combination of twin and single mast machines have been installed, several of which have sliding platforms to allow those using them to navigate past protruding balconies. The building also curves slightly so the mastclimbers were

erected to follow the line of the building. As standard mast ties would have interfered with the fixing of the glazing and copper façade panels, specially fabricated brackets that rake down to the top of the balcony locations were designed and installed as an alternative.

Brogan has also supplied 17 hoists to feed both RS-1A and RS-1B blocks. The hoists tie into the recessed fissures in the staggered buildings enabling works to continue on the surrounding facades. With maximum payloads of 2.7 tonnes and various car sizes and capacities ranging from 3.2 to 3.8 metres in length, the hoists allow for the fit-out on all floors. Several of the hoists are brand new, have recently been purchased as part of the company's renewal and update investment plans to offer the latest generation of equipment.

Kenny Ryan, Carillion project director on site said: "Brogan won the contract through a competitive tendering process showing innovative solutions to the interfaces between the concrete frame and external cladding. We carried out a factory visit to view the proposed new hoists prior to placing the order and believe that we have bought an excellent product with good run time. Brogan Group is a collaborative



Mastclimbers and hoists at Battersea Power Station

contractor which works well with other contractors to achieve project success."

Brogan's design and fabrication team has provided innovative solutions compared to conventional systems, with significant programme enhancements and cost savings thanks to the combination of mastclimbers and scaffolding. For example on Archway Tower - a 17 storey tower refurbishment project that sits directly above the live Underground Station at Archway, North London - Brogan is providing five, double-stacked mastclimbers mounted on heavy duty scaffold gantries. The platforms are operated independently on twin masts. Due to the location, the platforms could not be built from ground level or from the existing station roof. To overcome this, Brogan designed a cantilevered soldier bracket system fixed to the building façade - located above the station roof - which supports the mastclimbers at four separate locations.

Each mast location required bracket supports to accommodate the four tonne mast loads with fixings back to the structural columns. In addition, the absence of cranes on site required a full deck to be erected across the elevation over the roof, using the same soldier system. This enabled the mastclimber units to be driven into position before being erected to the façade's full height, with an additional function of providing a protection and access deck over the station roof. The stacked platform mastclimber configuration allowed two crews to work simultaneously on the same elevation.



On the 17 storey Archway Tower which sits directly above the live Archway Underground Station Brogan is providing five, double-stacked mastclimbers mounted on heavy duty scaffold gantries.

Over the last 12 months, Brogan has seen a substantial increase in demand for mastclimbers and hoists and is continuing to invest a substantial proportion of its capital expenditure in fleet expansion. The company is also looking to recruit additional staff such as contracts manager, fitters and installers as part of this expansion, while maintaining its zero Accident Frequency Rate achieved throughout 2015 in both the UK, Ireland and the UAE. To date it has clocked up more than 1.2 million man-hours without a reportable accident.



A cantilevered soldier bracket system fixed to the building façade - located above the station roof - supports the mastclimbers at four separate locations.





**Double Stacked Mast Climbers
Archway Tower**



**Heavy Duty Mast Climbers
Tower West, Liverpool**



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Spider solution in New York

Seattle-Spider - a division of SafeWorks - provided a complex access solution for the challenging façade installation on Columbia University Medical Centre's new, 14 storey art education centre in Washington Heights, New York.

The building's unusual architectural design consists of irregularly stacked glass panels supported by delicate glass fins on the south end and an aluminium curtain wall on the north end. The building is made up of a number of concrete floors interconnected by stairs and ramps, creating a vertical campus within the building. To accomplish the design's long cantilevers, the floors are formed of bonded post-

ensioned concrete slabs with a slab void former system used to reduce the self-weight of the slabs.

In the early planning stages of looking for an access solution, specialist cladding designer and manufacturer Josef Gartner USA - part of the Permasteelisa group - contacted Spider to meet all of its rigging and access requirements.

The building's complexity inspired the development of Spider's System Group, a team of suspended access experts which manage complete solutions from concept to completion on the most challenging jobsites. The group - led by Clint Ramberg - worked closely with its engineering team, local New York operation centre and the customer to design a complete access solution.

A custom porch design was constructed on the building's south end for the installation of the large glass panels. Then a monorail system with swing-stage, outrigger suspension and 900kg capacity



CUMC during construction



A monorail system and a material hoist worked in conjunction to safely manoeuvre the panels into position

material hoist worked in conjunction to enable the crews to safely manoeuvre the panels into position while overcoming the multiple, random overhangs of the structure. Three additional custom monorail systems - ranging in length from six to 18 metres - were installed and equipped with material hoists for the curtain wall installation on the north end.

Because of its location on the

windy west bank of the Hudson River, Spider engineered custom catch baskets for electrical cables and double wire rope winders that eliminated the need for safety lines. These features simultaneously protected workers and the delicate façade from dangling equipment. The solution also included eight SC1500 traction hoists, gantries and a custom trolley for the material hoist controller.



Spider's solution included eight traction hoists, gantries, max reach assemblies, OBS frames, and a custom trolley for the material hoist controller.

Alimak at 3WTC

Fourteen Alimak passenger and materials hoists will be used during the construction of Three World Trade Centre (3WTC) - a skyscraper under construction as part of the rebuilding of the World Trade Centre site in Lower Manhattan, New York City. The project needed the largest high speed hoists available and lifting heights of up to 318 metres. The 80 storey building - to be completed in 2018 - is to be 329 metres high and has already reached the 20th floor level.

Of the 14 Alimak construction hoists, six dual hoists are installed with access to shared custom-built aluminium towers. Two of the dual hoist systems are configured with different car sizes to offer the maximum versatility. One car primarily for staff measures 1.5 x 5.0 x 2.3 metres while the larger car on the opposite side of the tower measures two by five by 2.8 metres is mainly for materials but can also carry people during peak start and finish times, helping improve productivity.

3WTC is the first project in the world to use Alimak's specially designed Scando 650 FC-S 32/50 large, high-speed construction hoist. The 100 metres a minute speed reduces the time spent transporting people and materials, particularly beneficial towards the upper floors. Its 3,200kg capacity and extra-large five metre car length means that it can cope with almost all load requirements.



Three World Trade Centre will use 14 Alimak hoists during its construction

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Bauma - the big one

Once every three years the industry gears up for the world's biggest equipment show - Bauma in Munich, Germany. The show is more than twice the size of Conexpo and Intermat and some stands will take months to build. Once again Cranes & Access will be there with our usual stand at the entrance to the main crane and access exhibit areas. In this issue we highlight some of the new products that you can expect to see, with a second instalment in the March issue.

Bauma is quite significant for the Vertikal Press as it will be celebrating the 15th anniversary of both the leading website www.vertikal.net and the Vertikal Bauma guide magazine which is distributed free at the show. Both were launched at Bauma 2001. As in most years it is the crane and big truck mounted lift manufacturers which make the most of Bauma and this year is no exception with most of them planning major new product launches. For several such as Manitowoc, Bronto and Terex it will be their first major show with new owners or managers and so a good chance to meet and size them up.

So is it worth attending? Well a place to stay can be an issue with even the dingiest dives costing a king's ransom. The public transport and road traffic are a nightmare, and once you are on site the crowds can be oppressive - well over half

a million visitors are expected to attend along with more than 50,000 exhibitor staff so you are facing around 600,000 people on site and sometimes it seems as though they are all there at the same time! Having said all that if you like big and unusual equipment and really want to shop around there is nothing else like it. So get booking!

A few practical details

Getting there

Flights are plentiful with Munich airport well-served by domestic and international airlines. Additionally rail connections from Frankfurt and Stuttgart airports are also good.

From Munich airport you will find a shuttle bus to the showground - or Messe Gelände - or you can take the U-Bahn from the airport with one change or direct from the central station. Be warned though - mornings until around 10 can be a challenge to squeeze on board. Take the second showground station for the crane and access areas.



What to see

Manitou

Manitou will show several new telehandlers including the new six metre/2.5 tonne MT625 HA with two work platform options - a 365kg/two metre and more compact 200kg/1.2 metre model. Also two new 360 degree telehandlers - available later this year - the MRT 2150 and the MRT 2550 which have increased capacities of five tonnes and lift heights of 20.6 and 24.6 metres respectively. Improvements include a new cab with better visibility thanks to a lower boom position and a new outrigger design. The MT Easy range will have two new additions, the 10 metre/3,000kg MT1030 Easy with Deutz power and

Hotels are a real challenge and be careful booking with on line agencies. Last show several companies paid over their money only to find they had no rooms and the agency was nowhere to be seen. So book through an agency you know or direct with the hotel. Or if you are buying a new crane or access equipment you might get help from the manufacturer?

Getting in

Everyone has to pay to get in at Bauma, even exhibitors only get a few free staff passes. They can and do buy tickets for their guests, so it is worth checking with some of those you plan to visit. Otherwise:

Prices:	Online	At the gate
One-day ticket	€22	€32
Three-day ticket	€47	€64
Permanent pass	€59	€79

Students, pensioners, unemployed - €16 for a day pass



Manitou MT1030 Easy



MT 625 HA

autumn availability, and the larger 17.55 metre/4,000kg MT 1840 Easy later in the year. For those interested in mast-type forklifts a new two wheel drive, seven tonne capacity M70-2H will be on the stand.

No information is being released on new aerial lift launches, but technology geeks will like the new on-line Reduce TCO (Total Cost of Ownership) which shows the various elements of buying and running both a telehandler or access platform. Also check out two new concept machines including the hydraulic hybrid MLT 960 a joint project between Manitou and Dana.

Terex Cranes

Terex Cranes will show several new cranes although it is keeping any details firmly under wraps until the show. We can however reveal that new models will be from the Explorer range - one entirely new and one upgraded - as well as a new mid-range Rough Terrain crane. Terex will also use the show to promote its Boom Booster kit for the Superlift 3800 and the IC-1 Plus control system which calculates lifting capacities whatever the set-up.

Genie

Celebrating 50 years in 2016, Genie will have four new models on the stand including two new different sized Genie Z articulated boom lifts, a new compact GTH telehandler and a redesigned Genie mast lift - more details will be unveiled closer to the show, possibly at the upcoming Rental show in Atlanta.

Merlo

Merlo is due to ship its 100,000th telehandler this year, since production started in the 1980s - will the timing be right for Bauma? The company is not saying. Three new models will be on the stand,



Merlo will unveil its largest Roto telehandler

as well as another four with engine upgrades.

Merlo has been building its Roto 360 degree telehandlers since the 1990s and will use Bauma to unveil its largest yet with a lift height of more than 30 metres. More details to follow. It will also show its first modular machine in the Panoramic range which covers lift heights with stabilisers up to 17 metres equipped with Euro 3B engines. The TF 38.10 TT Hybrid - derived from the TF 42.7 Hybrid - has a 10 metre lift height. Also on the stand is the new MMC - a light duty tool carrier.

Wolffkran

The German tower crane manufacturer will have two new cranes on display - the Wolff 7534 Clear its biggest flat-top crane to date and the 275B luffer which replaces the model 224. The new luffer offers a compact 6.78 metre tailswing, has a maximum capacity of 24 tonnes and can lift 2.4 tonnes to a radius of 60 metres. The Wolff 7534 Clear has a maximum 75 metre jib, 16.5 tonnes maximum capacity and can handle 2.9 tonnes at the jib tip.

Also on the stand will be the smaller of its two US luffers. The 28 tonne Wolff 355 B comes with jibs with optional auxiliary hoist and fly-jib adapted to meet US regulations. Wolffkran returned to the US market in 2015 after an absence of nearly 40 years, opening a branch near New York City.

Manitowoc Cranes

Manitowoc will have a packed stand with 13 cranes on display, with several new products including a new 90 tonne GRT8100 Rough Terrain crane which introduces the GRT - Grove Rough Terrain - nomenclature. The new model features a 47 metre boom, plus a range of bi-fold extensions and inserts, including a hydraulic luffing or manual offset extension. A total boom/jib combination of up to 77 metres is possible. While the new boom is longer, the company says it is lighter and stronger with a better load chart throughout the range. The crane also features the group's CCS Crane Control System which is now being rolled out across all Grove, Potain and Manitowoc cranes.

Little is known about a brand new Grove All Terrain crane slotting somewhere between the 250 tonne GMK5250L first seen at last year's Vertical Days and an upgraded 100 tonne, four axle GMK4100L-1 which will feature a single engine rather than two allowing more counterweight to be carried. The upgraded 100 tonner is also more compact at 2.55 metres wide and half a metre shorter.

Potain tower cranes will include the Igo M 14 self-erector and the European debut of the 24 tonne MR 418 luffing jib crane with 60 metre jib. The new MDT 389 is the first of a new line of Topless - flat top - cranes. At 16 tonnes capacity it is



Wolffkran will have two new cranes

the largest in the new CCS Topless range, all of which are fitted with the Crane Control System.

Another interesting exhibit will be the CabLift tower crane elevator, developed in conjunction with Alimak and shown on the MDT 219. It can be installed inside all Potain K-mast systems, and doubles as a work platform for erecting the tower. Sadly no Manitowoc crawler cranes will be on display but expect several other innovations to be unveiled. And don't forget that for most visitors this will be the first opportunity to meet the new management team.

Wacker Neuson

Wacker Neuson will show its new 2.7 tonne capacity 2706 compact telehandler which replaces the 2506. Two cab options are available with overall heights of 1.98 or 2.1 metres. The 2706 has the same six metre lift height as the 2506 and features a new hydraulic system, electro-hydraulic pilot controls and LUDV load-independent flow distribution. A new generation of its 'Smart Handling' overload system will also be highlighted, now with three operating modes (bucket, forklift and manual).

Tadano

The star of the Tadano stand will be the production version of the new 600 tonne tri-boom ATF 600. The company will also feature a new 60 tonne three axle ATF 50 and a new



Kramer 2706

The star of the Tadano stand will be the new 600 tonne tri-boom ATF 600



GTC Mantis 800 telescopic crawler crane. All other AFT models except for the ATF400 will feature Euro 4 engines and completing the stand will be an HK65 truck mounted and GR 1450 Rough Terrain crane.

Sennebogen

Sennebogen will show two new lattice crawler cranes - the 300 tonne 6300E and the 125 tonne 3300E - as well as its 50 tonne 653E telescopic crawler unveiled at Vertikal Days 2015. The 6300E duty cycle crawler is aimed at the dredging, quarrying and civil engineering sectors. The unit has an 80 metre boom and a track width of 6.8 metres. With a 350 bar hydraulic pressure, a 2,000 litre hydraulic tank and oversized hydraulic lines and valves, it can power a number of major hydraulic attachments.

The 3300E has a variety of attachments and is powered by the latest Tier 4f CAT engine. Its Star Lifter undercarriage is just 3.2 metres wide, extending to 5.8 metres on site. Boom lengths range from 13.1 to 94 metres.

The new 50 tonne 653E telescopic crawler crane has a 30.4 metre four section full power boom plus a 6.5 to 13 metre offsetting swingaway extension for a maximum tip height of 45.4 metres. The crane - which is sold in the Americas as the Grove GHC55 - has load charts for working on inclines up to four degrees and can pick & carry its full capacity.



Liebherr LR 1500



Liebherr L1-24



SoLITE fibre-rope from Liebherr

Liebherr

With the biggest stand at Bauma by far, Liebherr will have a full array of new cranes including an eight-axle All Terrain, a new self-erector range and a prototype 100 tonne crawler crane. The company is keeping details of the new AT - possibly a 600 tonne capacity? - under wraps but it will probably use the carrier from the 500 tonne LTM 1500-8.1 and have a very long boom. Will it be single or twin engine and a new Superlift system? We will have to wait until the show.

Two other cranes - the five-axle single engine, 250-tonne LTM 1250-5.1 with Variobase and ECOmode, and the 500 tonne LR 1500 crawler crane - seen for the first time in Echingen last autumn will also be on show. Liebherr says that the LR 1500 delivers the capacities of a 500 tonner with the dimensions and component weights of a 400 tonne class crawler crane.

Liebherr will also unveil its new L1 series of self-erecting tower crane, headed by the L1-24 with a maximum capacity of 2,500kg, a hook height of 19.2 metres and with a radius of either 25 or 27 metres. It is available with a standard concrete or optional steel ballast which can be carried on the crane. The crane's footprint can also be kept under four metres.

The new 100 tonne LR 1100 crawler crane will be available this summer and features a 71 metre boom, 66.8 metre luffing jib or 32 metre fixed jib for a maximum combination of 104.8 metres. Capacities are said to be better than its predecessor and can be improved by around 20 percent with optional hydraulically suspended counterweight.

Liebherr will also show a new high-strength fibre-rope named SoLITE developed in conjunction with Austrian rope manufacturer Teufelberger. Field tests are currently underway, with the new rope said to be 80 percent lighter than an equivalent wire rope, while offering twice the capacity with a claimed lifespan 10 times longer. The new rope incorporates colour change wear indicators to highlight when replacement is coming up or due. After seven years' development work the rope should be on the market in two to three years.

Atlas cranes

Three new loader crane models will be on show, the 66.3E four section 2.8 tonne articulated crane with a maximum reach of 11 metres, the 152.3 with up to six hydraulic sections and a maximum reach of 16.7 metres, and the largest new crane on the stand, the 206 VE construction crane with a 14.3 metre reach and 1,160kg capacity

at maximum radius. At 2.4 metres it can lift 4.8 tonnes.

IPAF

The International Powered Access Federation will use the exhibition to focus on the safe loading and unloading of various types of aerial work platform. On the stand will be probably be a low loader with demonstrations on the correct methods to load and unload safely.

Deutz engines

In addition to its Stage V ready product range, Deutz will launch several new engines including a new three cylinder 55kW TCD 2.2 diesel, but most interesting of all is that the company will show an LPG gas variant of the new engine, the first in Deutz's otherwise diesel only range. The company's new gas engines are its entry into a sector that it says offers significant future potential as they meet EU Stage V standards without the need of an exhaust after-treatment system.



Deutz G29



Sennebogen 6300E



Details of Liebherr's new eight axle AT are firmly under wraps

Enerpac

Heavy lifting and hydraulics specialist Enerpac will show several new products, including the SHAS (Series Synchronous Hoist System) a below-the-hook attachment that enables a single crane to precisely position unbalanced loads. The device includes double-acting hydraulic manipulation cylinders



Enerpac SHAS attachment

with an integrated pump and remote controls, this allows a single operator to control the precise final positioning from a safe distance. The system can perform several types of movements including synchronous lifting and lowering, balancing and tilting, all of which can be pre-programmed.

Enerpac will also show a new MBL hydraulic gantry, its latest jack-up systems and a mini Self Propelled Modular Transporter with reduced height and slim design.

Palfinger

With two stands - one for loader cranes and one for aerial work platforms - Palfinger will have a wide range of products on display. A new crane series will be launched with the new heavy-duty PK 165.002 TEC 7. Designed for chassis up to 32 tonnes the new crane has improved capacities, yet is 800kg lighter than its predecessor the PK 150.002.

Other new models, will include the PK 17.001 SLD 1, the PK 17.001 SLD 3 and the PK 19.001 SLD 5 Solid models, replacing the PK 16.001, PK 16.001-K and PK 18.001 EH. A new Solid Compact crane series will also be unveiled, as will an HPLS

crane in the seven metre range. The company also says that it will have a new fall protection system for loader cranes.

Palfinger Platforms

Palfinger Platforms unveil its largest Jumbo NX truck mounted platform - the 75 metre P 750 - with 39 metres of outreach. The platform features the innovative X-jib and 400 degrees of platform rotation. The company will also launch a new range of track mounted spider lifts alongside the latest models in its Low Smart Series.

Skyjack

Skyjack will launch two new products the 40ft SJIII 4740 DC slab electric scissor lift and the 30ft SJ30 ARJE battery powered articulated boom with rotating jib. The SJIII 4740 is the highest narrow aisle electric scissor lift Skyjack has ever produced. With its 14 metre working height and the compact dimensions of the SJIII series. Platform capacity is 350kg and overall width just under 1.2 metres. The SJ30 ARJE has a working height of 11 metres and maximum capacity of 227kg. It is an industrial boom, with short dual risers, two section telescopic boom and



Palfinger PK19.001 SLD 5



Skyjack SJIII 4740

articulating jib. Deliveries are expected to start in the third quarter. The new boom has been designed along the same principles as other Skyjack booms, with a focus on being simple to maintain, repair and operate.

Alimak Hek

Two new mastclimbers and an upgrade to its Scando 650 hoist will be the highlights on Alimak Hek's stand. The new Hek MC 650 and MC 450 platforms will be easy to operate and price competitive. Both are available in single or twin mast configuration with adjustable platform lengths and widths. The



Alimak will show two new mastclimbers



Alimak Scando 65-32

MC 450 has a capacity of 4,500kg with platform lengths from 10 to 30 metres, while details of the larger MC 650 will be announced later.

The Scando 650 hoist upgrade is said to offer improved safety, productivity and ride comfort. A new 10 inch control panel display, provides real-time hoist information on payload, current landing location, fault status and improved fault tracing. High wind speed warnings can also be specified.

Other features include larger - 200mm higher - stronger car doors and strengthened aluminium flooring, allowing for larger car sizes up to five metres long with higher capacities up to 3,200kg. An extension option in the hoist roof allows items up to four metres long to be carried.



Palfinger PK 165.002 TEC 7



Scando 650 control panel



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Dana Rexroth
HVT R3.

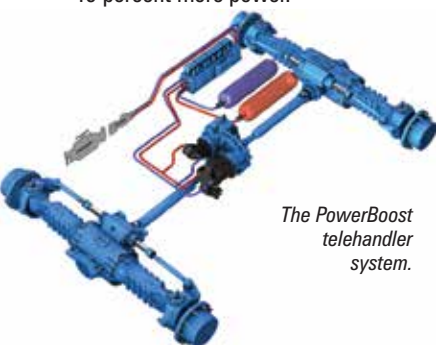
Dana Rexroth

The 50/50 Dana Rexroth joint venture will unveil the R3 version of its hydro-mechanical variable transmission (HVT), with production expected later this year. The HVT concept combines a hydrostatic and a direct gear transmission to provide fuel savings at higher speeds of up to 25 percent compared to a torque converter, while offering the slow speed precision of a hydrostatic. Engines can also run at a constant RPM for maximum efficiency. The HVT has so far been used on reach stackers and wheel loaders and the company is now looking at the telehandler market.

Dana

Dana will launch its Spicer Smart Suite, which converts operating data from the drivetrain for enhanced productivity, safety and reduced operating costs. This includes an integrated axle overload sensor which is fully proportional and fully enclosed and not subject to distortion on slopes or when rear wheels are turned. Prototypes will be available by year end for testing and are expected to provide very accurate load weighing and overload protection.

Dana will also have a telehandler driveline layout complete with hydraulic hybrid attachment on the Manitou stand. The Spicer PowerBoost hydraulic-hybrid powertrain is said to consume 15 percent less fuel and provide up to 45 percent more power.



The PowerBoost
telehandler
system.

Ausa

Ausa has no telehandler launches planned, but will show the production version of its tiny T 144, unveiled at Intermat last year and the 2.3 tonne capacity T 235. Also look out for its Urban truck with attachments such as a work platform made by Movex and a Palfinger crane.

Haulotte

Haulotte will show the final production version of its new Star 6 12ft mast lift, now fitted with active pothole protection and indoor/outdoor ratings. Compared to the prototype, the platform is 100mm longer, has a saloon style gate and the option of a 400mm roll-out extension. The chassis has both lateral and longitudinal fork lift pockets for easier loading/carrying and a larger on-board diagnostic screen. In addition the company will unveil two totally new aerial lift prototypes for comment and input, possibly a compact hybrid RT scissor lift?

Haulotte will also introduce a new three model HTL heavy load telehandler range, the smallest of which is the 5.2 tonne/10 metre HTL5210, an all-new Haulotte designed and built model which can also handle 3.5 tonnes at 5.8



Haulotte Star 6



Haulotte HTL5210

metres forward reach. Stabilisers and hydrostatic transmission are standard, with power coming from a Tier 4i/ Stage IIIB-compliant Perkins for Europe and a Tier 3-compliant Perkins 95 for the Americas, Asia-Pacific, Russia and the Middle East. The two larger telehandlers in the range, the 6.5 tonne/eight metre HTL6508 and 7.2 tonne/10 metre HTL7210 are designed and built by Dieci at its plant in Italy and branded for the Haulotte sales and support network.

Omme Lift

Denmark's Omme Lift will have two new platforms on display including the new 13 metre 1300E telescopic trailer lift which replaces its current 1250 E. In addition to an extra 300mm of platform height, the 1300E is 750mm shorter when stowed, has half a metre more outreach at nine metres and a stronger, more rigid three section boom. Power comes from a 24 volt 139Ah battery pack with built-in charger, capable of charging the batteries whilst the platform is in use. Hydraulic outriggers and two step dual controls are standard.

The second new model is the 37 metre 3710 RBDJ spider lift, which replaces the 3700RBDJ. A key change is the new seven section boom with a six-sided profile to help improve strength and rigidity, topped by a 130 degree articulated jib. Maximum platform capacity is now 250kg, while maximum outreach is 14.2 metres. Boom elevation and telescope can be



Omme trailer lift

operated simultaneously to help speed the time taken to reach full height. Overall length is eight metres or 7.4 metres with basket removed, while the width is 1.1 metres for transport, extending to 1.5 metres for additional stability on site.

Hinowa

Italian platform manufacturer Hinowa will launch an all-new 15.4 metre spider lift the Lightlift 15.70 Performance IIS, which will replace the Goldlift 14.70. The fourth and smallest model in the Lightlift

Lightlift 15.70



Performance IIS range, its main feature is its compact size - as little as 3.4 metres overall length - and weight of less than two tonnes. Outreach is 6.6 metres with 230kg unrestricted capacity, while the maximum outrigger footprint is 2.8 metres square. Three power packs are available - a Hatz diesel, a Honda petrol and/or lithium-ion battery pack. Upgraded versions of the 17 and 20 metre Lightlift 17 and 20 will also be on the stand.



Dino 220XSE

Dinolift

Dinolift is continuing to develop its 22 metre 220XSE boom lift with new features including a large 1.3 x 2.4 metre basket with 350kg unrestricted capacity and a remotely controlled telehandler with 500kg capacity. The basket is mounted on the boom with forks that feature a safe, quick-release mechanism. The unit on show will have optional outriggers that can level the machine on slopes of up to

12 degrees. Secondary guarding is also standard.

A battery powered 12 metre 120TB trailer lift will also be on show together with the lightweight 240RXT semi self-propelled boom lift with improved steering and built-in compressor. The 190XTE trailer lift has a larger platform and increased 250kg capacity.

Jekko

Jekko will have three new models, the SPK60 crawler crane with 17.7 metre five section boom, plus a four section telescopic luffing jib for a



Jekko MPK50

maximum tip height of 28 metres. The jib can luff down from zero to horizontal with a maximum radius of 19 metres. Weighing 12.5 tonnes with counterweight, the track width extends from 2.3 to 2.9 metres at which it can handle six tonnes free on tracks.

Other new products include the new five tonne MPK50 pick &



Jekko SPK60

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carry crane, a larger version of the popular two tonne MPK20 fitted with radio remote controls, slewing superstructure and front outriggers. Also look for the new 2.5 tonne MPK25 - the fully radio remote controlled evolution of the MPK20.

Kobelco

Sharing the stand with Kobelco Construction, the cranes division will have a 90 tonne CKE 900G and 250 tonne 2500G on show and may well announce details of a new larger crane.

Luigong

While Chinese manufacturer Luigong is expanding its crane and aerial lift product lines, it has no plans to show any of them on its Bauma stand.

JLG

JLG will exhibit a lighter weight version of the Toucan 10E, for easier transport, the trade-off is that its outside rating is now for one person rather than two. However the heavier counterweight version will still be available.

The company will also launch the all new 10 metre/3.5 tonne full specification 3510H telehandler with an all-new cab new covers and new styling. Full details of this new model are not yet available yet. JLG will also highlight its customer support offering throughout the life of its products with demonstrations of smart equipment and the latest in hybrid technology. A pioneer with hybrid drive platforms, the company is bringing all such models under the 'Inner city Eco solutions' branding.

Power Towers

Sharing a JLG stand for the first time since the company acquired it, Power Towers will display a selection from its range of low level push around and self-propelled lifts.

Fassi

Fassi will launch three new 'light' cranes, two models from its middle



Fassi F545RA

range and three in the heavy range including its new flagship, the 136 tonne/metre F2150RAL, with up to 41 metres of reach. Derived from the F1950, the F2150 has 16 percent more lifting performance in the RAL version.

Other new cranes include the F710RA in the XHE range and the F545RA - a 53 tonne metre, 24.9 metre crane in the XE series fitting between the larger F560RA and the smaller F485RA but with significantly increased performance. Fassi says that its dimensions are compact enough for a three-axle chassis. Also in the XE range are the new F305A and F255A.

In the 'small' crane sector Fassi will show the new F65B and F70B, using ultra-high strength steels they are lighter than other cranes in the six to seven tonne/metre class. The light crane range is completed with the new compact F40B with up to 9.5 metres reach – ideal for 3.5 tonne chassis.

CTE

CTE will show off its new B-Lift truck mounted platforms with an innovative S3 (Smart Stability System) stabiliser system. The new range will be represented by a 39 metre B-Lift 390 High Range, the smallest model in the High Range - topped by a 61 metre unit – which



A lighter weight Toucan 10E will be unveiled



Grove GRT8100

has a 600kg platform capacity.

Niftylift

Nothing new yet but the boom and trailer lift manufacturer will highlight its highly successful HR28 Hybrid which has sold exceptionally in Germany, but most important of all will be an all-new product which it is keeping quiet until closer to the show.

Orlaco

The Dutch camera system manufacturer will launch a new digital camera system with internet

connectivity at the show. A full working system will be fitted to Liebherr's big crawler crane. The new system will allow the remote monitoring of a lift as well as the ability to recording it. Plenty of new and improved compact hoist view cameras with wide view functionality and new rear view systems will also be displayed.

Bronto

While no details have yet been provided, expect to see a new truck mounted lift in the 70 to 75 metre range to top out the company's XR range.



Teufelberger/Liebherr SolITE fibre-rope.



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UK Apprenticeship Levy - the story so far...

In spite of some basic principles being confirmed in the chancellor's Autumn Statement in November, there is still very little information available from UK government on the Apprenticeship Levy and its impact on the Construction Industry Training Board (CITB) and smaller companies. In December, CPA attended a meeting between the CITB and trade associations to hear the latest information, and discuss the possible effect on the CITB. A summary of the main points follows.

What we DO know..

The Apprenticeship Levy will be set at half a percent of PAYE payroll.

There will be an annual allowance of £15,000. This means that employers will start to pay the Apprenticeship Levy on payrolls over £3,000,000, regardless of the number of employees.

The Apprenticeship Levy is due to start in 2017.

What we DO NOT know yet..

At time of writing, information on the issues below has not been released by the Treasury.

Age limits or the form of the 'Apprenticeship' that can receive funding from the Apprenticeship Levy.

How funding will work in Scotland and Wales; or for national employers. This is in part a matter for the devolved governments.

The interaction of the Apprenticeship Levy with Trailblazers, and any funding caps imposed on Trailblazers.

The formation, governance or operation of the Institute of Apprenticeships, and its function in quality assurance.



CITB into the future...

It is apparent that the Treasury is expecting the CITB to adapt to the Apprenticeship Levy, with the support of the construction industry. There will be no adjustment or accommodation within the Apprenticeship Levy for construction employers.

The CITB is intending to bring the date of consensus one year early. This is to avoid any overlap of the CITB levy with the Apprenticeship Levy (for those firms paying it) when the Apprenticeship Levy starts in 2017. It is possible that any new CITB Levy Order will wholly or partly exempt firms that are paying the Apprenticeship Levy. The CITB acknowledges that forming a consensus will not be straightforward, as discussion needs to take place in 2016, when it is probable that full information on the Apprenticeship Levy will still not be available.

The CITB intends to provide individual statements for each Federation - including CPA - on the effect of Apprenticeship Levy. It will also forecast the potential effect of the Apprenticeship Levy on its own operations, based on the current estimate of the amount that it will remove from the current CITB levy income.

The CITB will provide a list of Frequently Asked Questions for employers on apprenticeship issues, including the Trailblazers, Apprenticeship Funding and the Apprenticeship Levy. The list of questions is likely to be subject to continuous development as more detail is released. The CITB will also run workshops to look at issues such as priorities for employer funding including apprenticeships.

The CPA will update Cranes & Access readers as more information is released.



Stars of the Future Awards 2016

The CPA has announced that the fourth annual Stars of the Future Awards will be held at Vertikal Days, Haydock Park on Wednesday 15th June 2016. Hosting the awards and talking about his experiences is none other than Nicolas Hamilton, a racing driver in the BTCC and the brother of F1 driver Lewis Hamilton.

Hamilton will talk to the students about his strive to become a successful racing driver and continuous battle against Cerebral Palsy - he is a prime example of 'you can do anything if you put your mind to it' - making him the perfect host for the Stars of the Future event.

The Stars of the Future competition is an annual award scheme, devised by the CPA to recognise talented youngsters on plant mechanic apprentice schemes in colleges across the UK.

The awards recognise and reward outstanding apprentices who not only bring ability and commitment to their learning and work, but who possess additional capabilities that mark them out. In 2015 there were almost 900 entries - this year the sky's the limit!

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New technical manager for ALLMI

ALLMI has appointed a new technical manager, Keith Silvester. Taking over from Alan Johnson he will be responsible for all technical aspects of the association's activities. Silvester joins ALLMI from portable storage provider, Mobile Mini, where he was lifting operations manager, he brings a wealth of knowledge and practical experience, as well as a strong desire and commitment to be a key part of the association's mission to raise standards and provide an exceptional service to the industry. He comments: "I am delighted to have taken on this role for ALLMI. My job will involve working closely with the various committees, as well as its membership and training network, to address relevant technical issues and to help drive the association forward on all fronts. Whilst ALLMI has made significant progress over the years, there is always more to be done, so I am excited to have joined such a dynamic organisation and to be a part of its undoubted future success."



Keith Silvester

ALLMI chief executive Tom Wakefield, added: "We are very pleased to have secured the services of someone as experienced and competent as Keith in what is a crucial role, and we know that his appointment will help us to extensively build upon the advances we have made during recent years."

Chairman, Mark Rigby, said: "We would like to sincerely thank Alan Johnson for the outstanding job he did in the technical role, and for the many ways in which the association and the wider industry benefited from his hard work, knowledge and expertise. We wish Alan all the very best for his next position within loader crane manufacturer HMF, and we are very pleased that he will be helping with the introduction of Keith to the role by working for ALLMI on a part time consultancy basis for a short period."

ALLMI joins Build UK

ALLMI has joined Build UK as a trade association member. Created as a result of the merger between the National Specialist Contractors' Council (NSCC) and the UK Contractors Group (UKCG) in 2015, Build UK provides a collective voice for the contracting supply chain in construction and ALLMI's membership forms yet another strong link between the two organisations. ALLMI's Tom Wakefield, said: "We are delighted to have joined the Build UK membership. Both ALLMI and Build UK share the same objective of improving safety and raising standards, and so we look forward to continuing our work with them on key industry issues."



BS7121 Part 1 publication

The revised version of "BS7121 Code of Practice for the Safe Use of Cranes - Part 1: General" has now been published. The Standard has been updated to reflect the various and, in some cases, significant changes to equipment, as well as the evolution in working practices, including levels of expectation in relation to lift planning and management. It remains a generic and overarching introduction to the BS7121 series, and establishes a broad set of principles, whilst making reference, where appropriate, to the applicable part of the series in relation to crane-type or industry specific requirements.

For further information on the Standard, please contact ALLMI.



2016 course dates

ALLMI has now released the new course dates schedule for 2016. Whilst Lorry Loader Operator and Slinger/Signaller courses are delivered by the ALLMI training provider network, the association also offers a range of training programmes on a direct basis.

ALLMI is the UK's only accrediting body to provide specialist training for each member of the lorry loader lifting team, as well as engineers, instructors and managers. Courses are delivered to the highest standards, with the content meeting the normative requirements of BS7121 Part 4: 2010, as well as the broader 7121 series where applicable.

Courses available from ALLMI, as well as the process for booking, are as follows:

Booked through an ALLMI Training Provider:

- Lorry Loader Operator
- Slinger/Signaller

Booked through ALLMI directly:

- Crane Supervisor
- Appointed Person
- Thorough Examiner
- Manager - PUWER 9.2
- Instructor

Course information and dates can be found by visiting www.allmi.com and clicking on "Training", or by contacting the ALLMI Office.



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All training centres above offer IPAF/PASMA approved and audited courses. European directives require that all staff are fully and adequately trained in the safe use of the equipment they operate.



Innovative penalty for fatal overturn

The US Occupational Safety and Health Administration (OSHA) has agreed an unusual settlement with Mass Bay Electrical, following a fatal overturning incident in 2014 that resulted in the deaths of employees Joseph Boyd and John Loughran both aged 34. The two men were installing a new high tension power line from a platform mounted to an Elliot 20142 boom truck. They were around 43 metres up when its outriggers sank into the sandy ground causing the machine to overturn. The two men were harnessed in, but died on hitting the ground.

The company has accepted a reduced fine of \$136,000, but also agreed actions to help prevent future accidents including training of management and employees on crane and aerial lift operations, committing to regular independent safety audits, developing an in-house safety committee and requiring field managers to be trained as linesmen. The company will also set up an endowment fund in the men's name to provide scholarships to train new recruits in line construction project management and safety. The company will contribute at least \$3,000 a year to the fund for the next 10 years and at least \$5,000 a year for 10 years after that. The fund will be administered in cooperation with union, IBEW Local 104.

£10,000 fine for Anglian

In June 2012, Anglian Windows employee Alan Campbell, 47, fell while loading an easi-dec system onto the roof of his van at a home in Linlithgow. He suffered two bleeds to the brain and was kept in an induced coma for three weeks. A metal plate was required to reshape his face and he now suffers epilepsy and is unable to drive.

The investigation found that Anglian had failed to provide sufficient information, instruction and training to employees who were required to load and unload equipment from van roofs. As a result it was fined £10,000.

HSE inspector Ritchie McCrae said: "Loading and unloading of materials and equipment from van roofs should be properly planned and appropriate control measures identified and employed. On this occasion, Anglian Windows failed to control the risk of falls from van roofs as the company was entirely reliant on an instruction which was not properly communicated and was not monitored to check compliance. As a result this entirely preventable incident occurred and an employee sustained serious and life changing injuries."



New apprenticeships from GAP

UK rental company GAP Hire Solutions has introduced a new Hire Desk Operatives Apprenticeship and opened new apprenticeship assessment centres to help recruit new candidates. The Hire Desk Apprenticeship will be delivered in conjunction with the CITB and Hire Association Europe at six of the company's depots. Candidates will gain an NVQ Level 2 qualification by working directly in the depot and completing external training blocks.



Lack of guardrails costs £113,000

Three companies have been fined a total of £90,000 plus £23,000 in costs after a man fell six metres from an unguarded platform.

In May 2013 two workers were dismantling an industrial unit at a construction site in Westferry Road, London.

One of the men slipped and fell over the side of the platform, hitting the wall and then landing on the concrete floor six metres below. He sustained multiple injuries including internal bleeding, a collapsed lung, and fractures to his pelvis and right arm and has been left unable to work.

Principal contractor Meta Management Services - trading as Aktrion - of Edinburgh, was fined £9,000 with £1,942 in costs. Goss Graphic Systems of Preston was fined £27,000 with costs of £7,000 and Beck & Pollitzer Engineering of Dartford, Kent was fined £54,000 with costs of £14,000.



Who trained them then?

Spotted in the UK and Spain, contractors working with boom lifts half on the road, half on the pavement and using different ways to level up, in one case over pedestrians.





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Free safety posters

Free safety poster artwork is now available for download by any company that uses aerial work platforms in their daily operations. Part of IPAF's latest Andy Access campaign, the posters promote the safe use of aerial work platforms.

The posters originated as a means of communicating the valuable learning outcomes identified by the IPAF accident reporting project (www.ipaf.org/incident), and as a means of reinforcing the key messages covered in its training programmes. The posters are available in several languages and artwork can be downloaded from www.ipaf.org/andyaccess

Ideas for more Andy Access safety themes can be e-mailed to technicalofficer@ipaf.org



New ways of learning

IPAF's operator training programme has taken a major step forward with a new generation of learning tools. For the first time, PAL Card trainees have the option of completing the theory part of the course via an interactive, state-of-the-art eLearning module. The module can be completed online - anytime, anywhere, on any device, at the trainee's own pace.

Trainees who continue to opt for the instructor-led theory course, will also benefit from the new same state-of-the-art graphics, animations and learning techniques, but will also have the advantage of interacting with an instructor and fellow students in a classroom setting. The new tools follow two years of research, testing and a significant investment. They are intended to deliver flexibility and interactivity, with the same emphasis on practical training.

No matter whether trainees complete the theory part of the course, via the eLearning module or an instructor-led course, they must still pass a supervised theory test at an audited and approved training centre. They will then proceed to the practical session and must then pass a supervised practical test

conducted by an IPAF-certified instructor. As in the past, successful trainees then receive a Smart PAL Card (Powered Access Licence) as proof of operator training.

There are now over half a million valid PAL Cards worldwide. PAL Cards can be verified online at www.ipaf.org/checkpal



The IAPAs judging panel (left to right): Shawn Ong of Galmon, Andy Studdert of NES Rentals, Martin Vögli of SkyAccess, Ivan Papell of Liftisa, Mark Atkinson of Clugston Construction and Euan Youdale of Access International.

IAPA shortlist revealed

The shortlist for this year's International Awards for Powered Access (IAPAs) has been revealed, following the judges' meeting on 28 January in Basel, Switzerland.

The winners will be announced at the dinner and awards ceremony on 17 March 2016 in Madrid, Spain. More than 100 entries were received for the 13 award categories in this year's awards. A panel of five judges make their decisions based on the merit of each entry and are excluded from entering their own company for any awards.

The judges are:

- Mark Atkinson, health & safety manager, Clugston Construction, UK
- Shawn Ong, chief operating officer, Galmon, Singapore
- Ivan Papell, managing director, Liftisa, Spain
- Martin Vögli, chief executive, SkyAccess, Switzerland
- Andy Studdert, IPAF president, and chief executive, NES Rentals, USA
- Non-voting chairman: Euan Youdale, editor, Access International

The awards dinner follows the annual IPAF Summit. To see the shortlist and book your place at the summit visit www.iapa-summit.info

Are you loading machines safely?

IPAF's stand at bauma this April - N1115 in the outdoor area - will highlight the safe loading and unloading of aerial work platforms, demonstrate good practice, while highlighting the findings from IPAF's accident reporting project. The stand will also provide a meeting point for members to meet and discuss issues affecting the industry.

Almost a third of all aerial lift related incidents reported by rental companies, as part of the accident reporting project, involve delivery drivers loading and unloading machines. As a result the federation is running a campaign to improve the safety of routine loading and unloading. The campaign highlights the importance of planning and management of the delivery and collection processes. It also clarifies the responsibilities of different parties - including end-users, rental companies, haulage companies and drivers - to communicate and cooperate to ensure the work is done safely and effectively.

IPAF has called on all members exhibiting at bauma to observe safe loading and unloading practices in conformity with recommended guidelines. IPAF-approved training centres also offer a course on the loading and unloading of platforms, which will soon be available in several languages.

The IPAF Stand Reception at bauma will be held on Wednesday, 13th April, from 17:00 to 18:00. All IPAF meetings during bauma will be listed at www.ipaf.org/events



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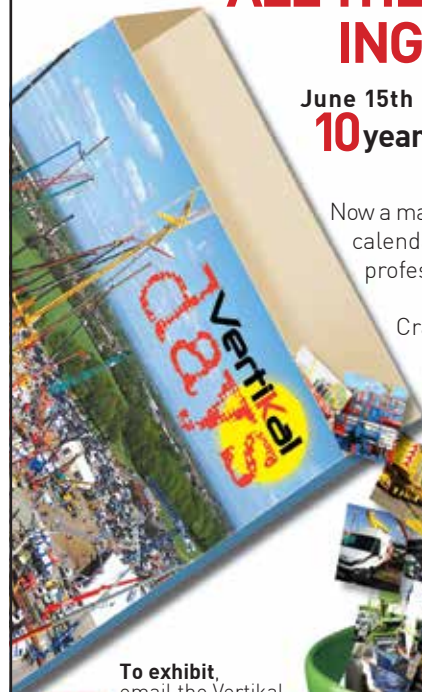


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PASMA and HAE forge closer links



PASMA and the Hire Association Europe (HAE), the trade association for the tool and general equipment rental industry, have signed a Memorandum of Understanding which formalises and extends their existing working relationship. A key aim of the agreement is to develop HAE's SafeHire standard of assessment and audit to satisfy PASMA's strict criteria for its Hirer/Dealer members.

Developed by HAE for the hire and rental industry with the assistance of the BSI (British Standards Institution) - and other organisations including PASMA and the Health & Safety Executive (HSE) - the SafeHire standard sets benchmarks for product quality and service delivery, and includes mobile access towers.



Carl Evans

PASMA will provide HAE and its auditors with a control document specifying the criteria to be met in order to comply with the current requirements of its Hirer/Dealer membership category. Ultimately, PASMA will recognise compliance with the extended HAE SafeHire standard by its members as 'de facto' conformance with these requirements. The memorandum also calls for closer cooperation through the sharing and exchanging of information.

PASMA managing director, Peter Bennett said: "This is a natural and logical extension of a long standing relationship with HAE. Promoting excellence is a common theme of both organisations and one of the reasons why PASMA sponsors the SafeHire category at the annual Hire Awards of Excellence. We were also delighted to present a paper on height safety, and tower safety in particular, at HAE's Hire Convention last year."

"This development is good for towers and good for the hire industry," added HAE managing director, Graham Arundell. "There are many companies who are members of both organisations, and any initiative that seeks to raise and standardise levels of service, performance and safety can only be a good thing. Everyone at HAE looks forward to developing closer links with PASMA during 2016."

Who's who on Council

- Carl Evans, chairman, head of operations, HSS
- Chris Blantern, immediate past chairman, managing director, Hi-Point Access
- Peter Bennett, managing director, PASMA
- John Bungay, vice chairman, business development director, Youngman
- Steve Booker, chairman of Training Committee, managing director, Kentec Training
- Richard Fairfield, chairman of Hire and Assembly Committee, managing director, ET Hire
- John Darby, chairman of Manufacturers' Technical Committee, UK manufacturing manager, Youngman
- Roger Verallo, council member, managing director, Euro Towers
- Gillian Rutter, council member, managing director, Skyward Access Training
- Paul Gallagher, council member, sales director, Pop Up Products
- Hannah Lewis, council member, commercial director, Lyte Industries
- Cathal O'Neill, council member, general manager, Instant Upright
- Stephen Kane, council member, managing director, Ridgeway Plant

When should mobile access towers be inspected?

PASMA is often asked the question "When should mobile access towers be inspected?" The answer is quite simple. They must be inspected as often as necessary to ensure safety.

Where it is possible to fall two metres or more, the association recommends that inspections are carried out after assembly or significant alteration, and before use and following any event likely to have affected the tower's stability or structural integrity. Inspection reports should be completed and issued in accordance with the requirements of the Work at Height Regulations and be re-inspected as often as is necessary to ensure safety, but a least every seven days and a new report issued on each occasion.

A tower from which it is possible to fall a distance of less than two metres has a different inspection requirement. It must be inspected after assembly and before use, and after any event likely to have affected its stability or structural integrity, and at intervals depending on its frequency and conditions of use.

PASMA recommends the use of its Tower Inspection Record which



not only gives a visual indicator of the tower's status, but when fixed to the tower and retained upon completion, satisfies the inspection requirements of the Work at Height Regulations. In addition to the Record, the association has also produced a PocketCard and poster explaining the inspection requirements for mobile access towers. Visit www.pasma.co.uk

Got a story to tell?

Work will start shortly on the 2015/16 annual review. If you have an interesting or unusual story regarding a mobile access tower, then PASMA's Gary Chudleigh, would love to hear about it - especially if you have good quality pictures. The best submissions will be included in the review as examples of the flexibility and versatility of towers.

gary.chudleigh@pasma.co.uk



For details of PASMA standards, guidance and training, including free PocketCards and posters, visit: www.pasma.co.uk

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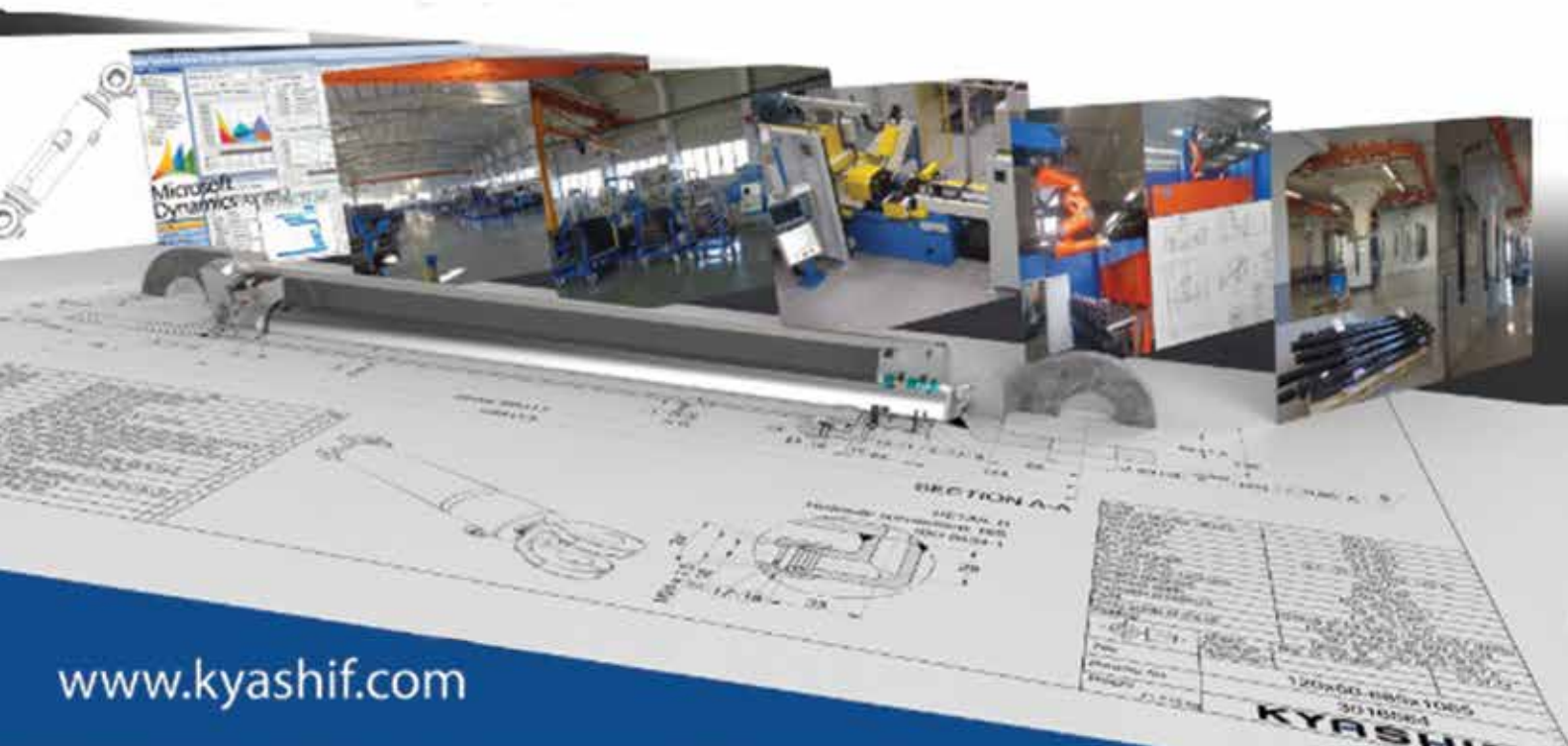
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The system provides a high definition, 270 degree view from each camera.

New rear view system

Safety camera manufacturer Orlaco has introduced the CornerEye camera and monitoring system for trucks and large vehicles. The new device aims to provide the driver with a good view of blind spots around the vehicle. The system, which Orlaco claims is "unique" combines the latest digital technology with an effective application solution and uses an advanced High Definition monitor along with a heavy duty camera to provide a 270 degree field of vision that more than satisfies the criteria of vision classes V and VI.

The system's wide angle lens and high resolution equipment, combines with the latest low light technology to provide an extra pair of eyes that stay sharp in the dark and during bad weather. The new system is designed to function well in the most extreme cold and volatile conditions. The camera is waterproofed to IP69K and is shock and vibration-resistant. Orlaco claims that the in-cab view is so good that it qualifies the vehicle to an exemption from pavement and front view mirror requirements in accordance with mirror directive R46.

The system is produced in accordance with quality standards ISO/TS 16949:2009 and ISO 9001:2008 and all relevant CE standards. It is also approved under the R10 criteria. The system does not interfere with driver concentration and is not subject to electromagnetic interference.



Lower friction bearings

SKF has upgraded its range of small-size sealed Explorer spherical roller bearings, to offer lower friction, reduced operating temperatures, higher limiting speed ratings and reduced maintenance.

The new bearings use a novel seal design - dubbed 'RS' - which reduces overall friction in the bearing by up to 20 percent. This can translate into annual energy savings of up to 292kWh while the reduced friction provides lower temperatures, permitting maximum operating speeds of up to twice those of existing sealed SKF spherical roller bearings. Lower operating temperatures extend the life of the grease, doubling the lubrication intervals and allowing more applications to be considered lubrication-free.

The new RS seal is designed with an optimised lip pressure reducing seal friction by up to 50 percent while a redesigned outer ring groove provides more reliable sealing and secure retention. A rubberised side face also resists scratches and corrosion more effectively than metallic designs.



SKF has introduced a new range of small sealed, ultra-low friction roller bearings.

New Danfoss motors

Danfoss Power Solutions has launched the H1B210, a new frame size for the successful H1B bent axis range of hydraulic motors. The new frame features a more compact design, higher rotating and acceleration speeds than the H1B250 and integrated controls for better performance and reliability, while providing greater overall efficiency.

The H1B210 frame offers the same option package as other H1B motors in the family but is intended for applications with high installed power, such as crawler/track mounted equipment. The new frame size also enables a cost-efficient drop-box transmission to be used for high corner-power applications, including wheel loaders and telehandlers.

The motor is available with DIN and SAE flanges and has a rated high-speed capability of 3,850 rpm at 20 percent motor displacement. Maximum working pressure is 450 bar. The new frame also offers competitive shaft speeds, an integrated loop flushing device and an optional integrated speed sensor. Other benefits include:

- External accessibility of the shaft seal for easier service/replacement, common parts and a common control interface for all H1B frame sizes simplifying motor conversion.
- Zero-degree capability allows OEMs to develop software-based anti-slip control for multi-motor transmissions, resulting in reduced ground damage, increased traction control and improved machine controllability for the operator.
- Two-edge spool design of the 3/2-way valve spool also increases efficiency due to low volumetric losses and reduced hysteresis for better controllability.
- Strong synch joint can withstand high acceleration and deceleration and one-piece housing means fewer potential leak paths.

The new Danfoss H1B210 series of motors are more efficient, compact and controllable.



enquiries

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To have your company's new product or service featured in this section, please send in all information along with images via e-mail to: editor@vertikal.net with 'Innovations' typed in the subject box.

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GOING UP IN THE WORLD

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

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

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

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

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

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The Terex Superlift 3800

The full size Terex Superlift 3800 crawler crane was introduced at Bauma 2013, and has a maximum capacity of 650 tonnes, allowing it to erect wind turbines up to 170 metre hub height. This 1:50 scale model by Conrad is painted in the colours of Franz Bracht, the German heavy lifting and transport specialist.

It comes with a 24 page colour manual, and the assembly is described with a series of staged photographs. Full assembly takes several hours. The model parts fit together very well with just the occasional removal of excess paint from some connection holes required.

The track frames on this version of the model are improved and narrower than previously. They look very good and roll well. There are four outriggers with jacks for lifting the base crane - carbody and superstructure - off of a transport trailer.

The crane superstructure and cab are nicely decorated with Bracht graphics which are very sharp. The metal boom and jib sections are heavy, very strong and robust. Geometrically perfect, they fit together extremely well. Mesh walkways can be fitted as can a safety line system which has a realistic fine steel cable.

All of the sheaves are high quality metal, although the pendant bars are strong, robust plastic. However the colour match with the metal parts is a little variable and they do not represent the true detail of the real crane's pendants.

All three hoist drums are operated using keys which push through holes in the crane superstructure,

they also have a slotted end so that they can be driven using a powered screwdriver. The three hoist drums mounted in the boom and derrick sections are operated similarly so that all the functions of the real crane can be replicated. The boom hoists are pinned in position and are removable. The hook is modular and mainly metal.

The suspended ballast frame is attached to the crane horizontally with two working winch lines. The height is controlled by two hydraulic cylinders which are operated by rotating the jackets which unscrew the pistons and it works very well.

This is a very well made and strong model. It is a fully flexible with many configurations possible, including just using the major components as transport loads. Overall this is another impressive heavy crawler crane model from Conrad. It costs around £500 from dealers.

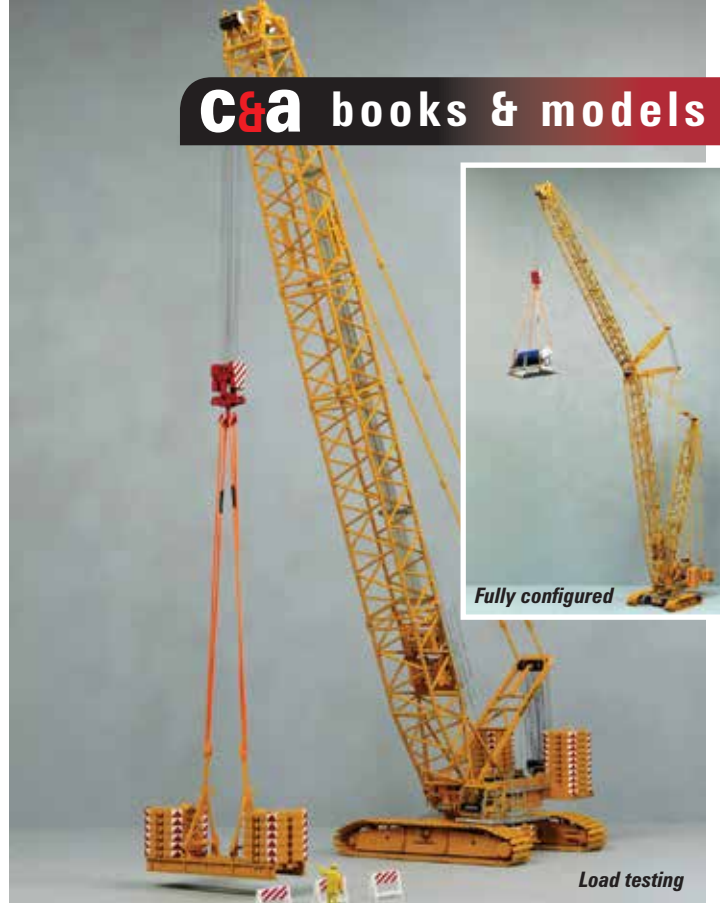
To read the full review of this model visit www.cranesetc.co.uk

Cranes Ect Model Rating

Packaging (max 10)	9
Detail (max 30)	27
Features (max 20)	17
Quality (max 25)	22
Price (max 15)	10
Overall (max 100)	85%



The crane on the road

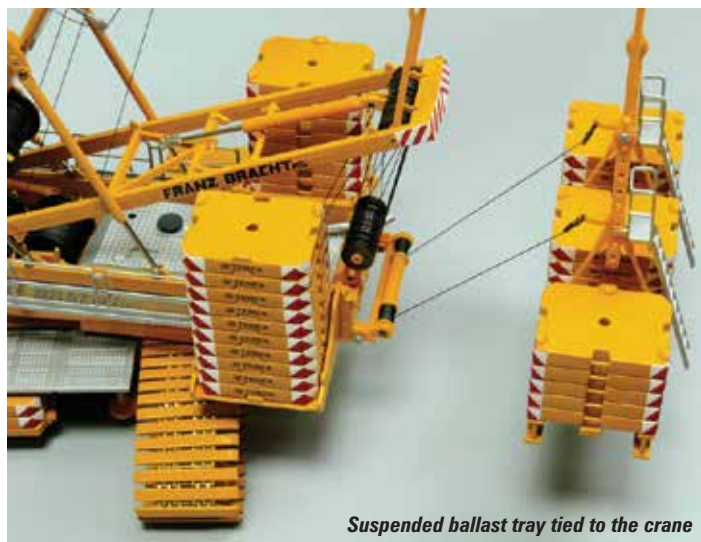


Fully configured

Load testing



Walkway and safety line on the boom



Suspended ballast tray tied to the crane

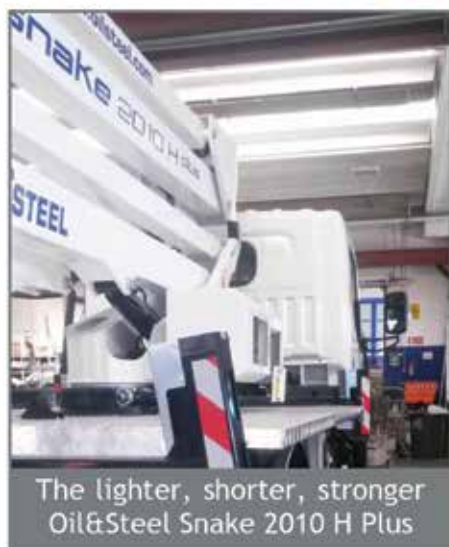
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New chairman for FASET

Rob Harris has been appointed as the new chairman of FASET, taking over from Paul Martin at the association's recent Annual General Meeting in Daventry.

Involved in the work at height industry for over 20 years, he was instrumental in founding FASET, and has been a major contributor to its progress and development ever since. He also retains his role as chairman of the FASET training committee.

Harris is managing director and owner of Buckinghamshire-based training company 3 Education, and is actively involved in various industry working groups. He has also created a series of FASET training courses.

Speaking of his appointment he said: "As one of the architects of the association, and someone who has been actively involved in its direction and growth, I am delighted to have the opportunity of working with members to further improve standards and best practice across the industry. In particular, to advocate the benefits of only using FASET member organisations."



FASET award winners

FASET, the trade body representing the safety net rigging and temporary safety systems industry, has announced the winners of its first annual awards. In each case, the independent judging panel, which included a representative of the Health and Safety Executive, was impressed by the commitment, innovation and concern for safety demonstrated by the winners.



Health and Safety Initiative of the Year: Sponsored by Smart Scaffolder, this category was won by PMC Safety Netting - a FASET member company - which the judges thought made an outstanding contribution to the work and role of the association by contributing time, knowledge and expertise to the development of FASET training and best practice.

In the same category, Structural Metal Decks was 'highly commended' for its commitment to prioritising health and safety, including training, within its business.

Operative of the Year: Sponsored by GAP Tool Hire, the winner of this category was Scott Campbell of Onestop Safety Netting and Edge Protection. Having experienced a tragic accident involving a colleague at work, the judges were particularly impressed with the way in which he dealt with the tragedy, re-built his confidence and went on to positively develop his work at height skills and experience.

Callum Greenaway of StaSafe was 'highly commended' for his consistent and conscientious approach to working at height.

Member Project of the Year: This award, sponsored by CSCS (Construction Skills Certification Scheme), went to PMC Safety Netting for a project that the judges considered as having specific challenges requiring an innovative but painstaking approach. The project was completed successfully on time, to budget and without incident.

The 'highly commended' award was split between two companies for specific projects: Nationwide Safety and Safety Net Services.

FASET
Fall Arrest Safety Equipment Training

SSIP accreditation for FASET

FASET has been successfully audited and assessed as meeting the core criteria of Safety Schemes in Procurement (SSIP) - the Health & Safety Executive supported certification scheme, which is intended to cut health and safety costs and bureaucracy.

It means that any organisation planning to secure the services of a FASET member company, can do so confident in the knowledge that the company has the necessary skills, knowledge and experience to satisfy the prequalification stage of procurement as specified in the new CDM 2015 Regulations.

FASET's Tony Seddon said: "Accreditation by SSIP demonstrates the scope and thoroughness of the FASET audit, the process by which prospective members are admitted into the association, and then assessed on an ongoing basis to ensure their continued compliance with the strict membership criteria."

"Safety nets are an integral part of saving lives and reducing injuries. It is therefore essential that the companies that supply and install them use only approved products to industry standards, employ recognised testing and maintenance regimes, and install them with FASET trained safety net riggers."



New website launched

The new FASET website is now live. With several new sections, it provides access to 21 technical bulletins ranging from joining safety nets together and the testing requirements for safety net attachment devices, to the testing of safety nets for UV degradation and the tagging of safety net repairs. There is also a useful 'Top 10 dos and don'ts for safety net use.'



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Letters



Dear Mark Darwin,

Feb 4th 2016

Just received through the letter box, the attached Gem! Darlington has a vast number of industrialist persons who appear to have free range on assisting the public to carry out second storey roof maintenance. Small driveway costs are about £20 a square metre and you may note our man on the roof charges from £650.

Two points here - Never pressure wash tiles, and secondly these people request the use of the home owners electricity supply and water (We are on the meter) for the pressure washer. They may even request free use of the phone when they fall off the roof!

Please omit my name and address on this letter as I wish to visit Vertical Days at Haydock this year and these fellows play rough.

Yours Sincerely

Name withheld as requested - not that we think he is at risk

Clearly there has been an explosion in recent years of companies offering to wash your roof, the majority of them seem to have little idea about safe work at height, it is surprising that we do not hear of more falls?

Dear Sir,

January is when we look back over the year that's just ended, weighing up our achievements and asking ourselves what we could have done better. But at the same time, we keep our eyes fixed firmly on the future.

In terms of organisation, production and sales, 2015 was a particularly challenging year for us. Firstly, several people who played an important role in our company's history left us to take different directions. We were able however to turn this to our advantage by using it as a stimulus to carefully analyse our corporate strengths and weaknesses, and to find new resources and channel our energies with greater effectiveness. So all considered it was a very positive year, which in terms of production saw the launch of the new B200PX, and in commercial terms the confirmation of GSR's capacity to build proactive long-term business relations and partnerships.

The B200PX made its world debut at the Platformers' Days event in Hohenroda, where it was an immediate success. Greater compactness and greater power, vertical stabilisers, a basket capacity of 300kg in all work positions. 2016 will be a very busy year for GSR. In addition to finishing our internal reorganisation, we are already booked for two major trade shows, Bauma and Vertical Days, events we want to arrive at in tip-top condition. At the same time, we'll certainly be dedicating great attention to our telescopic products, and we'll also be completing our EURO 6 project. I'm confident that in 2016 we'll be able to put all the positive energies we were able to successfully generate last year into focus in the best possible way.

Piero Palmieri,
Product manager
GSR, Rimini

Dear Sir

When my Grandfather Elio Largura bought this American 5299 crane in 1971 he told his boys "this crane is big and strong enough to take the company anywhere". The rig had sat dormant for the last 25 years in our Gary, Indiana yard with every year the discussion coming up of why haven't we sold it or scrapped it? Well after a touch up and some love it is back to its past glory and now will sit proudly in front of our new office in Northwest Indiana.



Nick Largura

Superior
Construction
Indiana

The American 5299 was in production for many years from the 1960s to late 1970s. The 50 ton crane could be rigged with up to 150ft (46m) of main boom and if the heavier boom was specified you could add up to 40ft of jib - it had up to 50ft of jib - all on this little crane. There are still plenty of them at work and in the not too distant past one dating from 1966 fetched \$40,000 at auction! How's that for a return.

Dear Leigh,

I'm contacting you with regard to the Ainscough pay dispute because there is a lot of angst and uncertainty within the workforce - people are scared and are not able to speak their minds out of fear, and what isn't helping is that on your website one person, who is basically a troll, is being very abusive and stirring up an already inflamed situation. People have lost their jobs in the run up to Christmas and he has been very abusive and generalising with his comments. This is not helping the situation. He is an outsider to the company and doesn't know what is really happening within.

In regards to my views on the strike action, I am totally against it, like you said Leigh, only competitors benefit. Yes, I work for their competitors, but I am also a realist. The industry is still fragile from the recession no matter what anyone seems to think. Ainscough took either a very brave, or very foolhardy decision to try to expand during this time, without forethought as to what would happen once other companies began to recover and gain confidence.

You now have the likes of Hewden trying to get back into the heavy crane sector, not massively, but they are also haemorrhaging contracts to smaller crane companies.

I'm now with a company that I would not have thought I would have joined, but it has made a massive investment in regards to safety standards, and has a solid forward thinking plan in regards to corporate development which will see them emerging as a force within the industry in the near future. (last paragraph edited to protect the writer's identity)

I would be grateful if you did not make reference to me publicly.

Many thanks.

Hello

I am reading the letter from the man in Glasgow who wrote a letter about talking to people doing crazy things at height (Cranes & Access December/Jan) and saying that they get aggressive. I have found exactly the same here in Belgium, I also agree with him that most types you see like this are making possibilities for Death Wish pictures, are people working for the local communes/towns on street work or public buildings. And if you stop to tell them what they are doing wrong that it might end up badly, you take a big risk they easily get angry with you.

So I never stop and speak to anyone who is a lot bigger than me, unless he is up out of reach and I then make sure that I keep the car close by ready for an escape. I did almost have a fight with one of these people and have learnt not to take a risk like this again.

The magazine is great, and maybe you can send me one that is printed? I like the online but when possible would like to have a paper one.

W. Verstraete

Dendermonde

Anthony Michael (Tony) Green 1933 - 2016

Born in London, raised in Northern Ireland and Birmingham, and educated at King Edwards School in Birmingham, Tony Green always maintained that his spiritual home was South Wales where in the late 1950's he first became involved in what turned out to be a lifelong connection with the Lighthouse Club.

In his youth, he played rugby, cricket and tennis with some distinction, was a good golfer and also a driving force in the King Edwards Old Boys Association and hosted many 'O B' reunions with fellow classmates with whom he maintained contact over 60 years

His career in cranes and plant spanned some 50 odd years - with companies such as Roads & Runways, Rush & Tompkins and then Richards & Wallington soon to become British Crane Hire, which brought him eventually to Somerset. In 1977 he started his own crane hire company which he ran until selling it in 1990, to continue with Mendip Mini Excavators and latterly, Taunton Lifting Services - which is still in operation and will continue under family control.

Tony never did anything by half measures - he was truly an 'all or nothing' chap. A treasured husband, father and grandfather. A charismatic character who will not be forgotten and very much missed.

During Tony's time in Wales he started to get involved



with the Lighthouse Club and when he moved to Somerset he helped in setting up a branch there which eventually became known as the Western Branch. He became treasurer of the branch right up to when he had a stroke in November 2014 which hit him very hard. He became a National council member for the Club and when other branches were struggling Tony was the first to volunteer to go and help out to re-establish the branch. He took on the roll keeping all the branches in the South and Wales up to date with General Council information. He also made a point in attending their functions always there to give support Tony will be sadly missed by all of us within The Lighthouse Club

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Valla	www.valla-cranes.co.uk
Wolffkran	www.wolffkran.de
Zoomlion	www.zoomlioncranes.co.uk

Lorry/Truck Loader Cranes

Atlas Cranes UK	www.atlasgmbh.com
Effer	www.effer.it
Hiab	www.hiab.com
Palfinger	www.palfinger.com
PVM Cranes	www.pm-group.eu

New & Used Cranes

AGD Equipment	www.agd-equipment.co.uk
Cotac Oy	www.crane.fi
Cranes4Cranes	www.cranes4Cranes.com
Cranes UK	www.cranesuk.net
Crowland Cranes	www.crowlandcranes.co.uk
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Electrogen Int	www.electrogen.ie
IMC Cranes	www.imc-cranes.com
Jones-Iron Fairy	www.jonesironfairy.co.uk
Kobelco	www.kobelco-cranes.com
Leader	www.leader-piatt.it
Maeda	www.maedaminicranes.co.uk
Mantis Cranes	www.mantiscranes.co.uk
M. Stemick	www.stemick-krane.de
NRC	www.nrcplant.co.uk
P.V. Adrighem BV	www.adrighem.com
Rivertek Services	www.rivertekservices.com
Terex Demag	www.terex-cranes.com
Transloader Services	www.transloaderservices.co.uk
Hird	www.hird.co.uk

Heavy Lifting Equipment

Lifting Gear UK	www.lifting-equipment.co.uk
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Furniture Hoists

The Furniture Hoist Co	www.furniturehoists.co.uk
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Crane Hire

AB2000	www.ab2000.co.uk
Ainscough	www.ainscough.co.uk
Berry Cranes	www.berrycranes.co.uk
Bob Francis Crane Hire	www.bobfranciscranehire.co.uk
Cork Crane Hire (Liverpool)	www.corkcranehire.com
Crane Hire Ltd	www.cranehireltd.com
City Lifting	www.citylifting.co.uk
Emerson Cranes	www.emersoncranes.co.uk
J&M Crane Hire	www.jandmcranehire.co.uk
John Sutch Cranes	www.johnsutchcranes.co.uk
King Lifting	www.kinglifting.co.uk
Ladybird tower crane hire	www.ladybirdcranehire.co.uk
Mantis Cranes	www.mantiscranes.co.uk
McNally crane hire	www.cranehire-ireland.com
NRC	www.nrcplant.co.uk
Port Services	www.portservices.co.uk
Heavy Crane division	

Mini Crane Hire

Easi Up Lifts	www.easiuplifts.com
Easy Reach Scotland	www.easyreachscotland.co.uk
Emerson Cranes	www.emersoncranes.co.uk
GGR	www.unic-cranes.co.uk
Hire Maeda	www.maedaminicranes.co.uk
JT Mini Crane Hire	www.jtminicranes.co.uk
Lift Limited	www.liftminicranehire.co.uk
NRC	www.nrcplant.co.uk
Hird	www.hird.co.uk
Tracked Access	www.trackedaccess.com

Self Erecting Tower Cranes

City Lifting	www.citylifting.co.uk
Electrogen Int	www.electrogen.ie
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King Lifting	www.kinglifting.co.uk

Ladybird tower Crane Hire	www.ladybirdcranehire.co.uk
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J&M Crane Hire	www.jandmcranehire.co.uk
London Tower Cranes	www.londontowercranes.co.uk
Mantis Cranes	www.mantiscranes.co.uk

Tower Cranes

Electrogen Int	www.electrogen.ie
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Heavy Lift Management

DWLS	www.dwls.co.uk
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Heavy Lift Planning & Risk Analysis

DWLS	www.dwls.com
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HLC Consulting	www.hlconsulting.com
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Ancillary Equipment

TMC lifting supplies	www.tmc-lifting.com
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Battery Suppliers & Manufacturers

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Insurance

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Online Technical Help

Crane Tools	www.cranetools.com
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Outrigger Pads, Mats & Roadways

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Marwood	www.marwoodgroup.co.uk
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Mat & Timber Services	www.sarumhardwood.co.uk
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Welex Rental	www.welexrental.co.uk
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Parts & Service Suppliers

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Davis Access Platforms	www.davisaccess.co.uk
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JLG	www.jlgeurope.com
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Replacement Filters

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Safety Equipment

AGS	www.ags-btp.fr
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Heaton Trestle	www.heatonproducts.co.uk
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Scaffold Towers	
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Marwood	www.marwoodgroup.co.uk
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SMIE	www.smie.com
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Software

Higher Concept	www.higherconcept.co.uk
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inspHire	www.inspire.com
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Matusch GmbH	www.matusch.de
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MCS Rental Software	www.mcs.co.uk
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Structural Repairs

Avezaat Cranes	www.avezaat.com
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Crowland Cranes	www.crowlandcranes.co.uk
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John Taylor Crane Services	www.jtcranes.co.uk
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Training Associations & Networks

ALLMI	www.allmi.com
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AWPT	www.awpt.org
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IPAF	www.ipaf.org
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NASC	www.nasc.org.uk
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Pasma	www.pasma.co.uk
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Training Centres & Trainers

Access	www.accessplatformsdirect.co.uk
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Astra Access	www.astratraining.co.uk
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IAPS	www.iapsgroup.co.uk
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Active Safety	www.activrentals.co.uk
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Advanced	www.accessplatformsuk.com
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Access Platforms	
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UTN	www.utntraining.co.uk
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Ainscough	www.ainscoughtraining.co.uk
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AJ Access	www.accessplatforms.com
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Approved Safety	www.approvedsafetytraining.com
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GT Access	www.gtaccess.co.uk
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Lift-Manager	www.lift-manager.com
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LTC Training Services	www.ltctrainingservices.co.uk
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Nationwide	www.nationwideplatforms.co.uk/Training
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Platforms	
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SGB	www.sgb.co.uk
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Smart Platform Rentals	www.smartplatforms.com
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Transloader Services	www.transloaderservices.co.uk
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Safety Training

Atlas Cranes UK	www.atlasgmbh.com
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Avon Crane	www.avoncrane.co.uk
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Brogan Group	www.brogangroup.com
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Davis Access	www.davisaccess.co.uk
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Easi-UpLifts	www.easiuplifts.com
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Emerson	www.emersontrainingservices.co.uk
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Training Services

Facelift	www.facelift.co.uk
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HCS	www.hydrauliccraneservices.co.uk
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V18946 - Genie GS2032 - 2003
Electric - 8,1 Mtr. - 705 Hrs.
€ 3.500



V17591 - Mec 3247ES - 2009
Electric - 11,75 Mtr. - 183 Hrs.
€ 6.500



V19131 - Hollandlift X105EL16 - 2007
Electric - 12,5 Mtr. - / Hrs.
€ 8.500



V18448 - Liftlux SL 110-20E - 2003
Electric - 13,3 Mtr. - 1656 Hrs.
€ 3.950



V18953 - Hollandlift N140EL12 - 2011
Electric - 16 Mtr. - 252 Hrs.
€ 35.000



V17383 - Upright SL30SL - 2007
Diesel 4x4 - 11 Mtr. - / Hrs.
€ 10.500



V18131 - Genie GS3384RT - 2004
Diesel 4x4 - 12,06 Mtr. - 1736 Hrs.
€ 9.950



V17359 - Mec 3772RT - 2007
Diesel 4x4 - 13,28 Mtr. - 1120 Hrs.
€ 10.500



V18436 - JLG 4394RT - 2005
Diesel 4x4 - 15,11 Mtr. - 1982 Hrs.
€ 13.950



V18878 - Skyjack SJ9250 - 2003
Diesel 4x2 - 17,2 Mtr. - 2320 Hrs.
€ 9.950



V18152 - Grove Toucan 800A - 2004
Electric - 8,2 Mtr. - 977 Hrs.
€ 5.500



V19145 - JLG Toucan 1010 - 2006
Electric - 10,1 Mtr. - 853 Hrs.
€ 8.500



V18832 - Manitou 105 VJR2 - 2004
Electric - 10,3 Mtr. - 838 Hrs.
€ 6.950



V16761 - Genie Z30-20N - 2000
Electric - 11,14 Mtr. - 968 Hrs.
€ 9.500 - New wheels



V18769 - Genie Z45-25JDC - 2000
Electric - 15,8 Mtr. - 2603 Hrs.
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V18743 - Genie Z45-25RT - 2000
Diesel 4x2 - 15,9 Mtr. - 3594 Hrs.
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V18754 - JLG 510AJ - 2008
Diesel 4x4 - 17,81 Mtr. - 1850 Hrs.
€ 25.750



V18270 - JLG 600AJ - 2007
Diesel 4x4 - 20,29 Mtr. - 2761 Hrs.
€ 31.500



V18844 - Manitou 200ATJ - 2010
Diesel 4x4 - 20 Mtr. - 1059 Hrs.
€ 38.500



V17237 - Haulotte HA41PX - 2006
Diesel 4x4 - 41 Mtr. - 2658 Hrs.
€ 52.500



V18835 - JLG 6605J - 2008
Diesel 4x4 - 22,32 Mtr. - 2662 Hrs.
€ 35.000



V18380 - Haulotte H25TPX - 2009
Diesel 4x4 - 25,3 Mtr. - 1971 Hrs.
€ 26.500



V17507 - Genie 585 - 2004
Diesel 4x4 - 27,9 Mtr. - 3713 Hrs.
€ 31.000



V17550 - JLG 8605J - 2005
Diesel 4x4 - 28,21 Mtr. - 3945 Hrs.
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metre

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hours

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4WD

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 diesel



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metre

2000
hours

12
units
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4WD

Skyjack SJ-9250 RT

2007 €17500

 diesel



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metre

400
hours

11
units
available

4WD

Genie GS-2646

2004 €6900

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15.54
metre

3000
hours

8
units
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4WD

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 diesel



14.00
metre

400
hours

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units
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21.80
metre

5000
hours

2
units
available

Tracked

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 hybrid energy



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metre

1500
hours

4
units
available

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metre

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