

cranes & access

August □ September 2006 Vol. 8 issue 6

UK/Ireland
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30
Rental Companies

Truck & Van Mounted Lifts

Vertikal Check 2006 Small Spider Lifts

Company Profile

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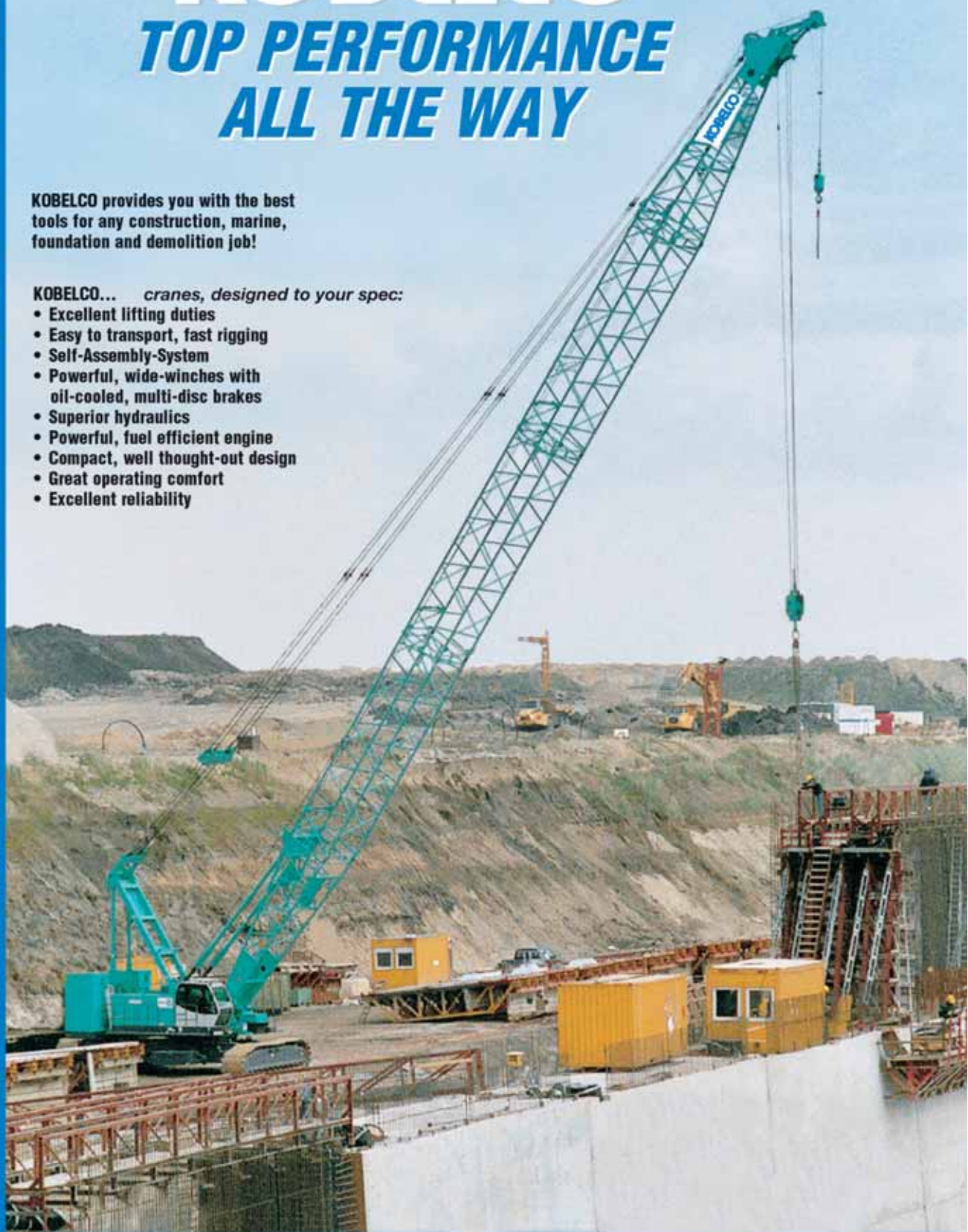
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The Facelift team took first prize with the Barrel-Picker

The Barrel-Picker takes first

Powered access specialist Facelift Access Hire took first prize in the 'Paddle around the Pier Brighton' charity event in aid of The Rocking Horse Appeal, RNLI and Surf Aid. The company won with its unique raft come platform labelled the Barrel-Picker.

(for full story see vertical.net)

Access Link appoints two new members

Access Link, the national network of independent rental companies, has approved 2 Cousins Access of Oxford and Glo Hire of Dartford in Kent as new members. The companies - together with recently appointed Light Hire of Exeter - help to fill some of the locations lost through the departure of Panther and AMP following their acquisition by the Lavendon Group.

The Platform Company opens in Leicestershire... and Scotland

The Platform Company has opened a branch in Cosby, Leicestershire. The company expects to be running more than 250 machines from the 750 square metre (8,000 sq ft) purpose-built facility by the end of the year.

The company has also ventured north of the Border for the first time, opening its 10th location in Wishaw, south Glasgow. Slightly larger than the branch in Cosby, it will be the home to more than 200 machines over the next four months. Both depots will also be IPAF approved training centres.



The Platform Company now has 10 locations



Higher LPG

Higher Platforms of Cannock, has purchased a number of new lifts for the industrial, handling and storage industries.

The order includes six Genie 3384 propane powered rough terrain scissor lifts. With a 1134kg lift capacity, cleaner LPG power and white non-marking tyres the lifts have been targeted at heavy duty racking installation. Higher Platforms now has more than 40 LPG units - one of the largest fleets in Europe. It also purchased three JLG Liftlux 180-12 electric scissor lifts.

Higher Platforms operates one of the largest LPG access fleets in Europe



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New depots opening...

Youngman opens in Glasgow

Youngman, the alloy tower and ladder producer, has opened a new logistics and training centre near Glasgow. The facility which includes offices, warehouse and a new training centre covers 1,250 square metres (13,500 sq ft) and is sited on the Cambuslang Investment Park, eight miles south of Glasgow centre.

AFI moves into Bridgewater

AFI Aerial Platforms has opened a new South West depot in Bridgewater, Somerset, its 16th location. The new operation opens with a fleet of 120 boom and scissor lifts which, AFI says, it plans to expand significantly over the next 12 months. The depot offers full hire, sales, service and training facilities.

Ainscough opens in Cambridge

Ainscough Crane Hire, the UK's largest crane hire company, has opened its 24th depot in Cambridge - the first all new depot that the company has opened in years. Managed by Bob Harvey, the depot is already open for business with mobile cranes of up to 100 tonnes. Ian Carradice has been appointed as contract lift manager.

Access Rentals opens in Cumbria

Access Rentals has opened a new depot in Tebay, Cumbria, its 10th and the third this year. The company has continued to invest heavily in new equipment - primarily from Haulotte. Mike Wishart, managing director told C&A that the company is looking to add a few more depots and further develop its customer base.

Palazzani launches new Ragno XTJ48

Palazzani has divided its Ragno range of spider type machines into two ranges - the telescopic main boom and articulating jib (TSJ) and the shorter main boom and telescopic jib (XTJ). Palazzani has already shipped the first 'R' wheeled versions of this new model, while the first 'C' crawler models will be available at the end of September.

The first of the new models is the XTJ48 which features a platform height of over 46 metres with 14.5m maximum outreach. The telescopic jib offers up to 4.5 metres of horizontal



The JLG order includes JLG-LiftLux 245-12 heavy duty scissors

A-Plant to spend £80 million

A-Plant, part of the Ashtead Group, has announced that it is doubling its investment in new equipment for 2006/07 to £80 million. Almost half the total has already been committed to 20 manufacturers.

The powered access division is spending a total of £8 million of that and has £1.5 million with Nifty Lift to renew and update its trailer lift fleet and £5.5 million with JLG for booms and scissors. The company says that this year's orders are only the first phase of a three year, £32 million investment to expand and update its powered access rental fleet.



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The new Wolff 4517 City, the first of a new range of Wolff city type tower cranes



The Wolff 4517 City, note the maintenance basket on the hook trolley

Wolffkran launches all - new Flat Top

Wolffkran has launched a new easy to erect flat top tower crane, the 4517 City, to replace the WK 71 SL and the WK 91 SL. The new crane was unveiled at an open day at the company's Heilbronn plant and is the first since the company was bought out from the MAN group by Dr. Peter Schiefer and Dr. Hans-Peter Koller.

The new model is the smallest crane in the company's current product range, but can utilise all of Wolff's latest components. The crane has a maximum jib length of 50 metres and capacity of 6 tonnes. The company says that this is the first of an all-new city crane range.

The key modules on the new crane allow a 4517 City configured with 35.5 metres of height under hook and 45 metre jib length, to be transported on just two trucks. Once on site, the easy-connect electronic components and the new sub assembly design, significantly reduces erection and commissioning times.

The cranes winches are located within the jib structure allowing the crane to be fully reeved while on the ground for greater speed and improved safety. It also acts as a built-in protection guard. An automatic re-reeving device allows rapid switches between two and four fall operations. The seven counterweight sections are all identical eliminating the risk of mixing up counterweights, and each is under three tonnes in weight.

A full erection sequence for the 4517 City can be seen on <http://www.vertikal.net/en/stories.php?id=2756> or type Wolffkran in the search box.

Ashtead buys Nations Rent

The Ashtead Group, owner of A-Plant in the UK and Sunbelt in North America, has acquired Nations Rent, currently the world's fifth largest equipment rental company. Ashtead's bid is worth just over \$1 billion, with a future payment of up to \$89 million, contingent upon Ashtead's share price performance.

The merger has propelled Ashtead into equal second place, roughly level with RSC, both of which are well behind the world's largest rental company United Rentals. Ashtead is raising £150 million through a rights issue with new debt funding the balance. Nations Rent has revenues of \$716 million and a rental fleet worth a \$1 billion dollars at initial purchase prices. The acquisition adds 267 locations to Ashtead's North American coverage, taking it up to 477 outlets. Both companies have extensive powered access fleets.

New 1,000 tonne AT from Terex-Demag

Terex-Demag is developing a new 1000 tonne capacity All Terrain crane. The nine axle, AC1000/9 will be available during the first half of 2008.

Klaus Meissner, Terex-Demag director of research and development, said that the design objective was 'to produce a machine similar to its 700 tonne AC700 - plus 50 percent'. He said that the crane will have a maximum load moment of 3000 tonne/metres and will be designed around the 'boom on concept'. In fact it will be the largest mobile crane that can travel with its boom

in situ, something the company currently claims for the AC700. The main boom length will be 50 metres, with a 100 metre boom option for buyers interested in a 'boom off' version, where the boom is removed for transport. The maximum luffing fly jib will be 126 metres. The nine axle unit will offer 12 tonne axle loads with 16.00 x R25 tyres, the 50 metre main boom and front outriggers installed. The outrigger base will range from 10.0 x 10.0 metres up to 13.5 x 13.5 metres.



The New AC1000/9 will be similar to the AC700 plus 50%

Grove to offer longer boom on new GMK4100

Grove says that it will offer a long-boom version of the new Grove GMK4100 All-Terrain crane that it launched at Intermat earlier this year. The long-boom version will feature a 60 metre seven-section main boom, which will telescope to its maximum length in less than nine minutes. The GMK4100-L, as

it will be called, uses the same 10 to 17 metre swingaway as the standard crane, offering an 83 metre tip height when the five metre insert is added. 12 tonne axle loadings will be achievable with 6.3 tonnes of counterweight, 16.00 tyres and a 20 tonne hook block.



The Grove GMK4100 was announced at Intermat

Boom lift demolishes bridge

A JLG boom lift being transported on an A-Plant low loader caused rush-hour devastation in Plymouth on July 20th when its lower boom hit a footbridge and tore it in two. Drivers and pedestrians watched as a 20 metre section of the bridge in Saltash Road, Plymouth was torn down and dragged more than 50 metres, blocking all four lanes of the road. An 18-year-old woman suffered minor cuts and grazes as the bridge fell, but was the only person injured

in the incident. Plymouth City Council has said the remains of the bridge will be pulled down.



A raised riser brings down the footbridge

Liebherr crane sales top €2 billion

The Liebherr Group has confirmed revenues for 2005 of €5.3 billion, an increase 15.6 percent on 2004. Mobile cranes sales totalled 1,100 units, representing 21 percent of group revenues at €1.14 billion -15 percent up on 2004. The tower crane division, improved 26 percent

to €501 million, while dock, ship and container crane sales increased by 21 percent to €330 million. Crane sales in 2006 are set to easily top €2 billion, (\$2.6 billion) while group revenues are likely to exceed €6 billion.

Paus appoints GGR-Unic crane for UK

Paus, the German based crane and access manufacturer has appointed GGR Glass-Unic as the UK distributor for its Skyworker, self erecting aluminium trailer cranes. GGR launched the Paus line at a series of open days celebrating its 10th birthday on September 14th and 15th. The 1.2 tonne capacity Paus Skyworker has been developed for lifting applications in areas where space or load bearing capacity is severely limited. Its 2.1 metre wide chassis has drive assist for easy manoeuvrability and has a fully equipped GVW of under 3,500 kgs.



The Paus Skyworker trailer crane will be sold in the UK by GGR-Unic

Palfinger sales up 14%

Palfinger, the loader crane producer, has announced record first half revenues of €289 million, up almost 14 percent on the same period last year. Organic growth was just over nine percent with the balance from the Ratcliff acquisition. Net profits rose by 3.4 percent to €28.5 million. The European crane business continues to be the driving force behind the results, but Palfinger says that crane sales and profitability growth and has been restricted by production capacity limitations and material supply bottlenecks.

Hewden slips back

First half revenues at Hewden Stuart were £145 million, marginally down on 2005. Weaker sales were blamed on continued competitive pressures in the UK rental marketplace, lower sales of used equipment (Hewden's big used equipment auction was in July) and a restructuring of the sales force. The restructuring was intended to improve efficiency, but has, the company says, had a short term negative effect on revenues. First half earnings, before interest and taxes, dropped by almost eight percent to around £8.4 million. The decrease is due, says the company, to lower recovery of consumables and fuel costs compared to the same period last year along with increased SG&A costs.

Tadano boosts sales by 14%

Tadano has announced its first quarter results, to the end of June 2006. Revenues increased to 30.7 billion yen (\$265/£140 million) 14 percent up on 2005 with exports representing 40 percent of sales.

Operating income increased by 45 percent to 2.88 billion yen (\$25/£13 million) - nine percent of revenues and net income by 55 percent to 1.98 billion yen (\$17/£9 million). Tadano has revised its estimates for the full year, forecasting revenues to rise by 12 percent and net income by 20 percent to 6.7 billion yen (\$58/£30 million).

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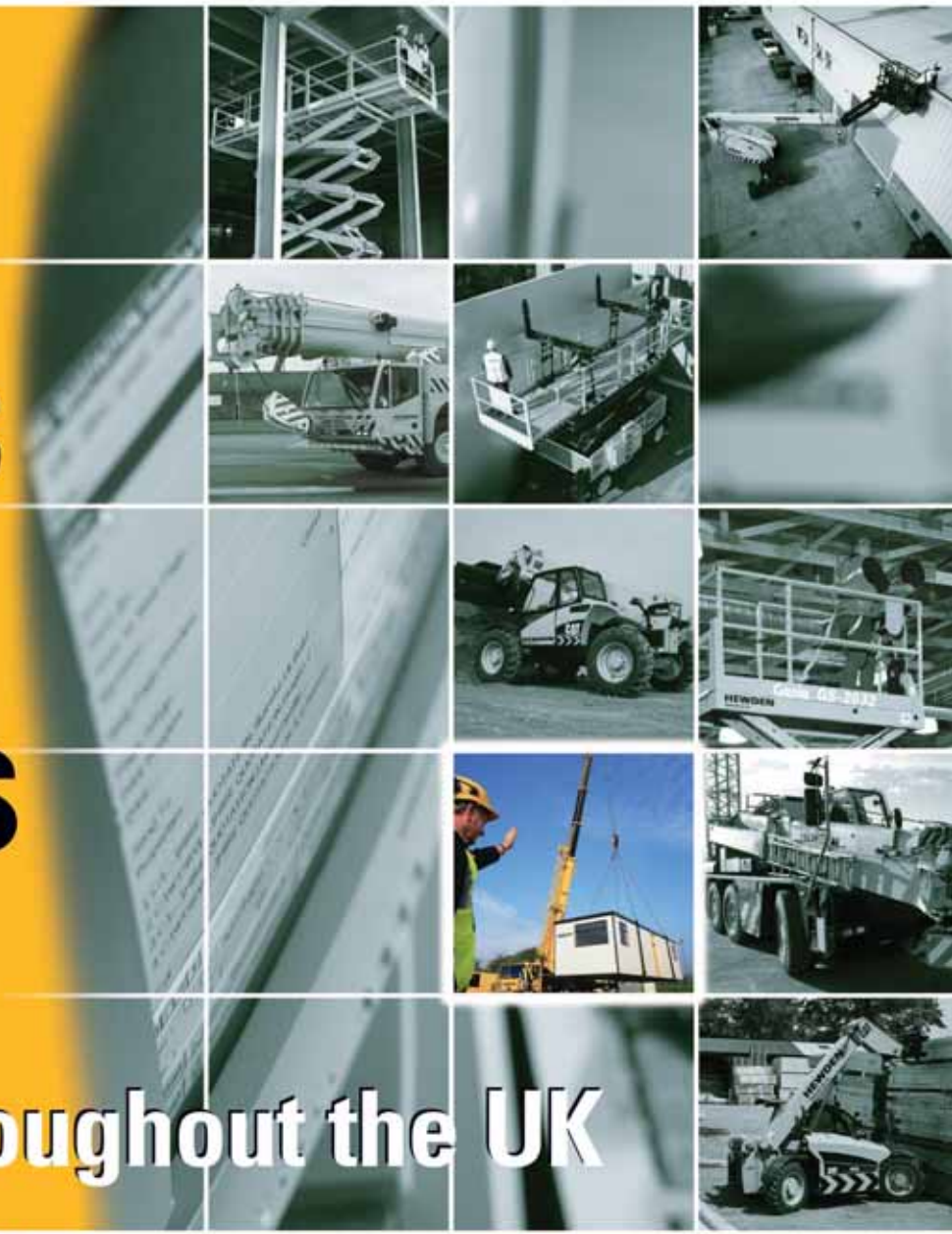
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Ormig's compact new 16 tonne 16TM

New yard cranes launched From Ormig...

Both Ormig and Grove have expanded their ranges of small industrial, pick and carry cranes. Ormig's 16TM is a compact unit that can lift 2.1 tonnes at seven metres radius. With an overall height of 2.37m and a crank angle on the rear steering wheels of 70 degrees, the unit is capable of operating in space restricted areas. The full powered main boom provides a maximum hook height of 12 metres with a 16 tonne maximum lift capacity. Attachments, such as forks, a hydraulic fly jib or a manually offset fly jib can also be added.

And Grove...

Grove has updated and expanded its line of YardBoss industrial cranes. The 20 tonne capacity YB7722 and YB7722XL 'beefed-up' versions of the 18.1 tonne 7720/7720XL models with the same 13.1 metre, three-section and 20.4 metre, five-section booms, plus optional 5.2 metre offsettable jib. The eight tonne YB4409-2 is a new addition to the product line, created by taking the chassis of the 7.7 tonne YB4409 and matching it to the superstructure from the 9.5 tonne YB4411. The three-section 9.5 metre



The new YardBoss 4409

main boom and the offsettable jib provide up to 14.6 metres of reach, which Grove says gives the YB4409-2 a 2.5 metre advantage over its nearest competitor. All three models are built for Grove by Shuttlelift under the OEM agreement that the companies signed in June 2004.

SkillsDirect launched

The CITB and Construction Skills companies have announced a new faster service to obtain the cards that will be required in the UK on all MCG member sites from the end of this year.

The company says that the new service, called SkillsDirect is a one-stop-service, delivering the three key elements of the CSCS card:

- The CITB-Construction Skills Health & Safety Test,
- S/NVQ assessments, where required, and
- The application process.

A national hotline number will, says the company, automatically select the simplest route to qualify and manage callers through the process.

Vertikal hits new record

In spite of the August holidays, or maybe because of them, Vertikal.net posted a new record with 42,626 visitors, from 23,626 different companies (or servers).

Those visitors chalked up almost 1.2 million hits and viewed over 280,000 pages.

Vertikal
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Genie to open Middle East operation

Genie is to set up a sales and support operation in the United Arab Emirates later this year. To date, the company has sold into the region from the UK and locally through Lavendon's Rapid Access, which has operated as a sales agent particularly for end users. The operation will be headed by recently appointed regional sales manager, Brad Abrahams, who is relocating to Dubai.

Falling load costs Contractor £50,000

Surrey-based Gleeson Construction Services Ltd has been fined almost £50,000 after mortar tubs fell from a crane on one of its sites, injuring a worker below. Self-employed Colin Beamish, 48, of St Neots, Cambridgeshire, was working for Gleeson on the site of a new health

centre in Huntingdon when the incident happened on 31 March last year. The crane was being used to lift empty mortar tubs back to the silo for re-filling when they fell and struck Beamish. He suffered three fractures to his C7 vertebra.

McNally takes first Liebherr LTR1100

Windhoist /Dan McNally Limited, the Monaghan, based crane hirer and wind turbine specialist, has taken delivery of the first 100 tonne Liebherr LTR1100 telescopic boomed crawler crane in the UK or Ireland. The new crane will be employed predominantly to erect the large mobile cranes that the company uses on wind farm assembly work, and as an assist crane for tailing in the longer wind turbine elements. McNally has depots in Dublin, Fermanagh and Irvine in Scotland. Windhoist Ltd was established some eighteen months ago as an offshoot to its crane hire business, specialising in the growing market for wind farm installation work which McNally has been involved with since 1998.



The first LTR1100 in the British Isles

Accident triggers recall

A man from Lymm, Cheshire was killed in late August when the jib collapsed on the truck mounted lift he was using for street light maintenance, in Princess Way, Seaforth, Merseyside. The lift - a Versalift VST4000 - was owned by Highland Access. Versalift UK told C&A that it has not yet determined the exact cause of the accident, but as a cautionary measure notified all owners of lifts with a jib of a similar design to take them out of service while it investigated the cause. A total of 18 units worldwide were initially thought to be affected however this quickly reduced to five units, including one which had been scrapped and the accident unit. The remaining three were being inspected as C&A went to press. The lifts affected were all sold between 10 and 14 years ago.



Jim Sutherland (L) and John Morrison directors of SMS Ltd

SMS wins offshore crane contract

Specialist Maintenance Services Ltd has renewed and extended its crane contract with Mobil North Sea Ltd. Under the new contract, SMS takes complete responsibility for Mobil's crane and lifting operations, including onshore management and offshore crane maintenance.

SMS has provided such services on the Beryl platforms in the northern North Sea of the UK continental shelf under an earlier contract. The new agreement extends this to nine, southern North Sea platforms plus three in the Norwegian sector. John Morrison, joint managing director of SMS, said the firm is currently recruiting additional personnel to service the extended contract.

Two men and a dog

Trevor Chinn, Grant Rogers and dog Meg of access company LTC Specialist Scaffold, are walking from Lands End to John O'Groats in Scotland. As C&A went to press, the trio had passed Bristol and were heading towards Shropshire.

Having covered 181 miles in the first 10 days the two were slightly behind their own schedule to complete the charity walk. In total they will cover 1,300 miles (2,100 km) in aid of cancer charities and a local hospice.

If you would like to help by sponsoring them you can reach Katie Chinn on 01752 480400. Or pledge on line via: http://www.justgiving.com/lands_end_to_john_ogroats



Harness could have avoided fatality

A window cleaner died after the truck mounted aerial platform he was using, was struck by a delivery vehicle, his colleague survived. The two window cleaners were working on the façade of the Nord LB bank building in Hanover, from a 7.5 tonne Sigma-telescopic truck mount at a height of around 20 metres when the accident happened.

The impact from the truck caused the platform to tilt sideways breaking a street lamp and hitting a facade in the process. The lift righted itself but catapulted one of the men out of the basket to the ground. The man, a father of 49,

appears to have died on impact. His 24 year old colleague managed to maintain his grip on the guardrails and remained in the basket. He was later rescued by the fire department.

In this particular case if the man had worn a harness he would most likely have survived totally unharmed.



Street crane moves into China

Street crane - the UK based overhead crane and hoist manufacturer - has agreed a licensing deal with Nanjing Hoisting Machinery General Works Company Ltd to produce Street cranes for the Peoples Republic of China. The deal covers the complete line of Street electric overhead travelling cranes from two to 25 tonnes extending to 50 tonnes in 2008/9. A new 145,000 square metre production facility is under construction beside the Yangtze River and will include workshops for machining, hoist assembly, steel structures, motor manufacture and metal treatment.

HSE says cut the paperwork

The Health and Safety Executive has urged businesses to spend more time on putting practical risk assessment actions into effect and less time on paperwork.

To help companies achieve this, it has revamped its risk assessment guide featuring examples that spell out, in plain English, what is and what is not expected. The guidance 'Five Steps to Risk Assessment' has been revised and re-written for normal business people and not just health and safety experts.

The guide is available free online at: www.hse.gov.uk/risk.

Al Laith adds self propelled access rental

Al Laith Scaffolding, the sales and rental company based in Dubai, is entering the local rental market next month and has placed start-up orders for a range of self propelled lifts with heights of up to 35 metres. The purchases include nearly 40 Skyjack scissor lifts, 30 Genie booms and 10 Snorkel straight booms, including the 66ft and the new 85ft models. The balance is split between UpRight AB38 and Nifty Lift HR15 Bi-Energy units. All lifts have been ordered with CE specifications. Initially the company will focus on its home market, Dubai.

Remote control Potain for Chernobyl

A Potain MD 3200 tower crane owned by Kiev-based UTEM is being used for the reinforcement of a collapsing wall at the Chernobyl nuclear power plant. The crane is lifting steel elements to reinforce the existing wall and roof of Nuclear Reactor Number 4 - the location of the major accident 20 years ago.

The crane's operators are located 100 metres from the reactor and operate the unit by remote control from an anti-radiation shelter. Cameras attached to the crane allow the operators to monitor lifting operations, while feedback screens show the precise position of the load. The MD 3200 travels to and from the power plant wall on a 15 metre wide, 100 metre long track. The MD 3200 has a hook height of 72 metres and can handle up to 80 tonnes on six falls of cable, with a capacity of 39 tonnes at the tip of its 70 metre jib.



From a distance - the Potain MD 3200's operators are in an anti-radiation shelter 100 metres away

- **HTC Plant Ltd**, the Sheffield based tower crane hirer, has received the HealthSure Healthy Workplace award in acknowledgment of its on-going commitment to the health and well-being of its employees.
- **UpRight** Powered access equipment, has appointed **Holger Johan's Powerlift** as the master dealer for its products in Germany.
- **Paul Nolan**, CEO of **HSS** and a member of the 2004 Management Buy In team, has left the company and been replaced by **Chris Davies** who joins the business as CEO.
- **Anthony Lazenby** has joined **Manitowoc** Crane as its sales manager for the states of New South Wales, Victoria, and Queensland in Australia
- **Alimak Hek** has purchased the rental assets of **Conrent**, the Australian mast climber business, from **Coates Hire Ltd**.
- **Erik Olsson**, chief operating officer of **RSC** has replaced **Tom Zorn** as president and CEO.
- **Finning** has announced that it has sold the business and assets of its UK material handling division to **Briggs Equipment UK Ltd** for around £85 million. Finning says that the Material handling business, which includes Lex-Harvey, no longer fits with its focus on construction and that it will concentrate on Hewden and CAT distribution.
- **Oshkosh Truck** has acquired **Iowa Mold Tooling - IMT**, the American loader crane producer
- **Madame Andréé Braud**, mother of **Marcel Braud**, grandmother of **Marcel Claude Braud**, died earlier this year aged 96. She played a major role in the development of **Manitou**. *See more details of her incredible story on www.vertikal.net*
- **Tat Hong Holdings Ltd**, the Singapore-based crane rental company has announced the establishment of a joint venture crane hire business in China - **Shanghai Tat Hong Equipment Rental Co** its partner is **Shanghai Zhao Mao Mechanical Engineering Co**.

- **JLG** is planning to add four new 1/32 scale models to its current seven model line up. The new models will include one of the first scale models of a trailer lift and a mast type stock picker lift. The new models are: the 860SJ telescopic boom lift; the 10MSP vertical mast stock picker; the T350 TowPro trailer lift and the JLG Lifluxe 260-25 heavy duty scissor lift.



The first JLG scale model - a 60F - is dwarfed by the latest 1:32 scale JLG3394RT scissor lift.

- **Andy Pearson** managing director of AMP Access Ltd of Taunton, completed the UK Iron man Triathlon at Sherborne Castle in Dorset on the 20th August. The event involved a 2.4 mile swim followed by a 112 mile cycle course and a 26.2 mile run. Pearson finished the race in 11 hours 59 minutes, raising over £1,500 in aid of The **Lighthouse Club** (South west).



Iron Man Andy Pearson crosses the line after 140 miles

- **Andie Ross**, a veteran used crane and access trader, and a regular on the auction circuit died in a shooting accident in Scotland on September 2nd, he was 68.
- **Arcomet**, the Belgian based tower crane company, has taken on the distribution of **Potain** tower cranes in Ireland. The agreement covers sales and service of Potain top-slewing and self-erecting cranes.
- **Brian McFarland** has joined **Equipment Parts Wholesale** in Fresno, California, as the new general manager
- **Malcolm Bowers** is joining the **Lavendon** group on the 1st October 2006, as a consultant to 'support' its new regional businesses.
- **Jim Pearson** has been appointed as the operational director for **A-Plant Powered Access**, following **Steve Shaughnessy's** recent promotion.
- **Craig Paylor**, currently responsible for North American sales, marketing and product support at **JLG** has been promoted to senior vice president, marketing, taking on these duties on a worldwide basis...

-At the same time **Timothy Morris** has been promoted to vice president, North American market development and sales, essentially taking over a good portion of Paylor's current role.
- The **Construction Clients' Group** has backed plans by the **Major Contractors Group** to only allow approved card holders on its member's sites from the end of the year.
- One of the oldest active directors in the specialist access world, **Herbert Bird**, chairman of the **Delta Group**, celebrated his 80th birthday in August. His 60 year career was honoured with a celebration at Manchester's Bridgewater Hall.

- **Jonathan Till** of GT access was married on August 19th
- **Manitowoc** has confirmed that it will not proceed with its takeover bid for UK based food equipment company, **Enodis**
- **Tanfield**, owners of **UpRight Powered Access** has appointed **Ken Taylor** as the quality manager for its massive new facility in Washington on Tyneside.
- A crane caused **Tokyo** to lose most of its power supply during the rush hour on August 14th. The crane was being transported by barge down the Kyo Edo river while rigged with 33 metres of boom, when it struck two main overhead cables.
- **Favelle Favco Bhd**, the Malaysian based crane manufacturer was officially listed on the Malaysian stock exchange in mid August.
- **Wolffkran** the tower crane manufacturer has opened a sales and service operation in Sint-Amands, Belgium.
- **Safeworks**, the parent of **Power Climber** and **Spider** has been sold to **Wynnchurch Capital Partners**, a Chicago-based private equity firm
- A **Unic** mini crane has become embroiled in a local dispute over the safety of Hastings pier in the UK.
- **Ranger Equipment**, the UK distributor for **Teupen** access platforms, has appointed **Jamie Francis**, a qualified tree surgeon, to help promote its product to the arborist market. Ranger has also launched **Ranger Financial Solutions** to assist its customers with funding arrangements.



Jamie Francis

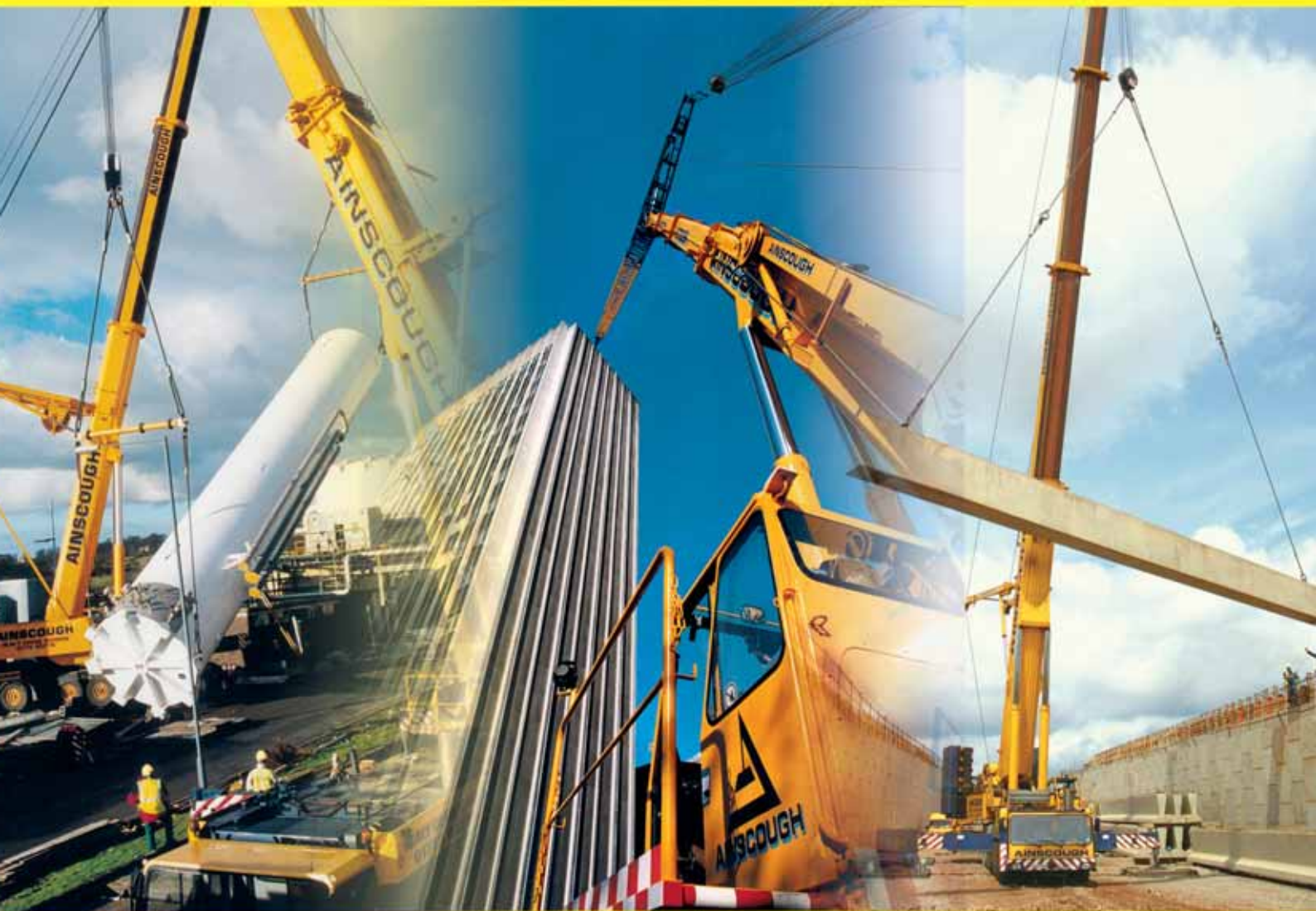
- The **Manitowoc Crane Group's** Asian-Pacific operation in Singapore has relocated to new premises
- **Hire Association Europe's** managing director, **Kevin Minton** has announced his intention to step down from the post he has held since March 2003. He will remain with the association returning to his previous duties.

See www.vertikal.net news archive for full versions of all these stories

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LIFTING STANDARDS NATIONWIDE



Top 30 Crane, Access and Telehandler rental companies 2006

Now in its eighth year, the Cranes&Access Top 20 rental companies has expanded yet again and now becomes the Top 30. Here we take a look at the leading crane and access rental companies in the UK and Ireland for 2006.

This year more than 100 companies took part in the final stage of our survey - most returning their forms in full, but as usual, one or two had to be estimated. In these cases we have checked our estimates with suppliers and competitors in an effort to ensure accuracy. Where a respondent appeared to have made a 'poetic error' we have questioned and challenged. On the whole we believe that the vast majority of respondents have treated the survey with respect and been honest and open. We thank all of you who participated at each stage.

Cranes

The Top crane hire listing has changed very little since last year. The larger companies have slimmed their fleets slightly, choosing to update rather than expand. The biggest change is the loss of Quigley, 20th in 2005, following its failure earlier this year.

Mobile cranes

There is no significant movement in the top half of the chart, although the two largest companies, Ainscough and Hewden, both reduced their fleets for the second year in succession while investing in new cranes to maintain or reduce their average age.

Companies are positioned in terms of their mobile crane fleet, but for interest we also show crawlers and have added tower cranes this year as more hirers add self erectors to their fleets.

Crawler cranes

While the market in the UK has improved in the past year or two, mainstream crawler crane hire remains a very specialised business. By adding in minis this year, the top six becomes the Top 10.

Tower cranes

Arguably the most dynamic sector of the UK/Ireland crane hire market our top tower crane listing has been extended to ten. The biggest news is of course the arrival of Arcomet in the UK rental market.

TOP 30 MOBILE CRANE HIRERS

Company	Mobile	Crawler	Tower	Total
Ainscough	448	0	7	455
Hewden	228	0	0	228
Quinto	83	0	0	83
Marsh Plant	75	0	0	75
William O'Brien	65	6	5	76
Bronzeshield	63	0	2	65
King Lifting	62	0	2	64
Baldwins	58	6	0	64
Emsley	52	0	0	52
James Jack	52	0	0	52
Terranova	45	0	0	45
Kavanagh	45	0	0	45
GBK	42	0	0	42
Mamoet UK	38	0	0	38
MSD	38	1	0	39
Nationwide	36	0	0	36
McNally	35	2	0	37
Brynn Thomas	34	2	3	39
Sparrows	33	15	18	66
Crane Hire Dublin	32	0	0	32
Abba/APH	31	0	0	31
Winter Lift	30	0	0	30
Southern Cranes	28	0	1	29
Select Plant	25	35	317	377
Bob Francis	24	11	0	35
NMT	25	0	0	25
John Sutch	25	0	0	25
Kier Plant	20	20	40	80
Beck&Poltzer	23	0	0	23
Dewsbury & Proud	20	0	0	20
The National Crane Group	600	150	0	750



TOP 10 CRAWLER CRANE HIRERS

Company	Full size	Minis	Total Crawlers
Wedex	138	0	138
AGD	65	50	115
NRC	52	16	68
Select	35	0	35
BPH	30	0	30
Kier Plant	20	0	20
Bob Francis	10	1	11
Baldwins	6	0	6
GGR-UNIC	0	42	42
Sparrow	0	15	15

TOP 10 TOWER CRANE HIRERS

Company	Total Units	Top slewers	Self Erectors
Select	337	337	0
HTC	210	210	0
Arcomet/MidlandAirtek	170	45	125
City Lifting	94	69	25
Kier Plant	90	90	0
Mantis	85	73	12
Ladybird	67	0	67
Falcon*	35	20	15
Irish cranes & Lifting	30	30	0



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LARGEST CRANES MOBILES

Company	Model	Capacity in tonnes
Sarens	Demag PC9600	2,000
McNallys	Demag TC2800-1	1,000
Ainscough	Liebherr LTM11000DS	1,000
Baldwins	Liebherr LTM11000DS	1,000
Weldex	Liebherr LR1750	800
Nationwide	Liebherr LTM 1500-8.1	500
Port Services	Liebherr LTM 1500	500
Winterlift	Demag AC500-1	500
Brynn Thomas	Grove GMK7450	450
James Jack	Grove GMK7450	450
William O'Brien	Liebherr LTM1400	400
GBK	Liebherr LTM1400	400
Terranova	Demag AC350-1	350
NMT	Demag AC350-1	350
Kavanagh	Demag AC350-1	350
Bronzeshield	Liebherr LTM1300/1	300
Hewden	Demag AC300	300
King Lifting	Demag AC250-1	250
BPH	Kobelco CKE2500	250
John Sutch	Demag AC250	250
NRC	Sumitomo SC1500SL	230
Southern Cranes	Demag AC200	200
Emsley	Liebherr LTM1200/1	200
Abba/APH	Liebherr LTM1200-5.1	200
Quinto	Liebherr LTM1120	120
Marsh Plant	Liebherr LTM1100-5.1	120

COMPANY DETAILS AND INVESTMENTS

Company	12 Month Investment £	Depots	Employees
Ainscough	38,900,000	22	919
Weldex	9,000,000	4	150
HTC	7,500,000	2	325
Arcomet	7,000,000	4	15
McNally	5,500,000	3	-
GBK	5,200,000	3	58
William O'Brien	4,100,000	4	95
Nationwide	3,750,000	1	63
NMT	3,500,000	1	40
Hewden	3,100,000	22	371
Marsh Plant	3,100,000	7	145
Bob Francis	2,700,000	3	57
King Lifting	2,650,000	8	140
Terranova	2,000,000	2	80
City Lifting	2,000,000	2	65
AGD	2,000,000	1	75
Kavanagh	1,930,000	4	70
Port Services	1,800,000	3	80
Quinto	1,750,000	6	163
Bronzeshield	not disclosed	3	80
Emsley	not disclosed	2	79
Baldwins	not disclosed	6	100
Sparrow	1,600,000	4	58
NRC	1,250,000	2	55
Brynn Thomas	1,000,000	3	67
Winterlift	1,000,000	2	50
BPH	1,000,000	1	-
Southern cranes	not disclosed	2	45
Abba	not disclosed	1	-
John Sutch	not disclosed	2	38
James Jack	not disclosed	6	90



LARGEST CRANES CRAWLERS

Company	Model	Capacity in tonnes
Weldex	Liebherr LRT1750	800
BPH	Kobelco CKE2500	250
NRC	Sumitomo SC1500SL	230
AGD	IHI CCH1200	120

LARGEST CRANES TOWERS

Company	Model	Capacity in tonnes
Select	Comedil CTL630	630
HTC	Wolff 600EC	600
Arcomet	Potain MD365	365
City lifting	Comansa LC290	290
Mantis	Potain NDT 178	178

TOTAL FLEET COMBINED BOOM LENGTHS

Company	Total Boom length in metres
Ainscough	17,620
Hewden	10,710
Weldex	8,950
Nationwide	3,785
Marsh	3,690
William O'Brien	3,600
NRC	3,400
Baldwins	3,300
AGD	3,250
King Lifting	2,950
Bronzeshield	2,900
Emsley	2,600
Quinto	2,500
Mamoet	2,400
Terranova	2,000
Crane Hire Dublin	2,000
Kier Plant	2,000
Kavanagh	1,930
GBK	1,850
Brynn Thomas	1,800
BPH	1,800
McNallys	1,750
James Jack	1,700
Bob Francis	1,300
Winterlift	1,125
Sarens UK	1,100
Sparrow	1,100
Beck&Politzer	1,000
City Lifting	772
Dewsbury&Proud	700



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Access

It has been a long time since we have seen so much change among the Top 10 access rental companies in the UK and Ireland. Nationwide of course remains firmly on top, with a fleet twice the size of its next competitor. Parent company Lavendon has increased its market leadership with the acquisition of Panther Platform Rentals, AMP and Kestrel giving the Group a UK fleet of around 8,500 units.

The most dramatic activity is occurring in the battle behind Nationwide. Hewden, for many years the main challenger, has slipped out of the top three, leaving The Platform Company and AFI battling it out for second place.

Hewden, however, has certainly not given up on a leading position and its fleet may well reflect the fact that it typically runs at higher utilisation levels than most. A-Plant has also announced a major new investment programme in powered access, while Panther and Access Rentals are both growing very rapidly.

An amazing feature of this year's Top 30 is the number of companies with more than 300 units in their fleet. It was not so long ago that fleets of this size could be counted on one hand.



TOP 30 ACCESS COMPANIES

Company	Total Units	Booms	Scissors	Special	Truck Mount	Trailer Mount	Van Mount
Nationwide	5,880	2,670	3,032	3	170	5	0
AFI-Upift	3,306	1,191	2,112	1	0	2	0
Platform Company	2,886	1114	1762	0	0	10	0
Hewden	2,670	1,258	1,380	0	0	32	0
Easi-UpLifts	2,047	1,216	683	60	29	39	20
A-Plant	1,986	835	992	117	0	39	0
HSS	1,869	281	887	457	0	244	0
Access Rentals	1,684	571	1,065	48	0	0	0
Panther	1,564	295	1,188	48	22	5	6
Loxam	1,500	600	650	0	100	0	150
Hi-Reach	1,205	424	740	0	0	41	0
GPT	1,110	450	650	0	0	10	0
Wizard Workspace	1,109	230	1,109	0	0	0	0
UK Platforms	1,093	599	494	0	0	0	0
Kimberly Access	867	314	553	0	0	0	0
Charles Wilson	725	300	425	0	0	0	0
Skylift Hire	671	350	300	15	0	6	0
SGB*	650	300	350	0	0	0	0
Higher Access	576	204	356	10	3	3	0
AMP	558	186	339	15	3	10	5
Universal *	550	225	290	15	20	0	0
Aerial Platform Hire	530	210	320	0	0	0	0
EPL	399	97	50	2	110	0	140
Highway Plant*	390	120	230	15	10	15	0
Kestrel	362	96	250	0	1	6	9
GT Access	347	104	222	16	0	5	0
Facelift	344	95	98	16	63	47	25
Manlift	258	115	119	7	11	6	0
AJ Access	213	96	103	11	1	2	0
Venture Access	200	110	90	0	0	0	0

Telehandlers

This is the third year that we have included Telehandlers in our look at the major rental companies. At the top Hewden has widened its lead, expanding its fleet to just under 2,000 units, while Fork Rent moved smartly from seventh to fifth place as it ordered over 1,000 units from JCB, over a two year period.

The majority of the telehandler rental market remains in the hands of general plant hire companies, with a few specialists, such as UK Forks and Fork Rent and an increasing number of powered access companies now expanding their telehandler fleets. We touched upon the number of aerial lift rental companies entering the market last year. The biggest news since then is The Platform Company's order for over 70 more JCB telehandlers, taking its fleet up to 120 units. At the same time Fork Rent came from the other direction, adding 25 Manitou ManiAccess Rough Terrain boom lifts to its fleet.



TOP 10 TELEHANDLER FLEETS

Company	Total Units	Largest Fixed	Largest 360	Main Brand	Depots	Employees
Hewden	1994	17m	0	CAT	360	3,600
UK Forks	1170	17m	25m	JCB	6	100
GE Capital	750	17m	21m	JCB	26	300
A-Plant	652	17M	0	JCB	193	2,068
Hessle	540	17m	25m	Manitou	3	50
Fork Rent	505	17m	0	JCB	1	20
GPT	500	17m	21m	Manitou	10	150
Charles Wilson	285	17m	21m	Manitou	11	205
Easi-UpLifts	264	17m	21m	Manitou	5	135
Hawk Plant	250	17m	18m	Terex	4	400



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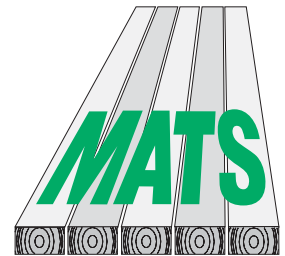
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Heavy and alternative Lifting

The 110 tonne Lorain MC9115, in 1962 the worlds largest mobile crane

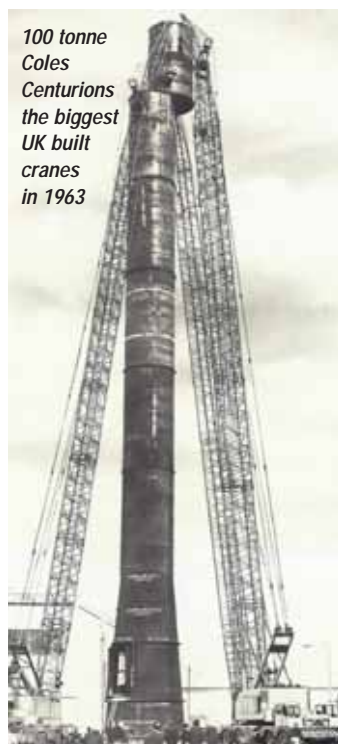
The lifting of heavy loads always attracts a great deal of interest. Everyone, even non-crane people, loves to see the world's largest cranes being set up and doing their stuff. Lifting professionals also admire a clever alternative solution to lifting very heavy loads, whether employed to save money or because a crane could physically not get close to the lift.

The world's largest mobile cranes are now concentrated in the hands of a few specialist crane hire companies and the business has become very international. It has to be in order to keep the largest cranes busy. Yet 27 years ago, all of the big UK crane hirers were bickering publicly over whose big Gottwald would be delivered first, and which would have the best duties. Hewden Stuart had an 850 tonne on order and Sparrows a 1,000 tonner, then up popped Scotts claiming that the all-new Gottwald AK680GS it had on order would not only out lift the other two but would be delivered first, in April 79. Gottwald, stuck in the middle, had to try and keep all three happy. So sensitive was the issue that Scotts while advertising it as a 1,000 tonne class machine refused to disclose its real nominal capacity, it was in the end 850 tonnes but has since been upgraded to 1,200 tonnes. The crane, which is still working in the UK (See Bridges to the west, Bridges to the north page 29) was eventually delivered almost a year later in the Spring of 1980.

Such public one upmanship seems far away these days, along with the frenetic purchasing of such big cranes. Yet the majority of calls we receive following the publication of our annual Top 20 crane hirer survey, are not to complain that we have a company's details wrong, but to complain that a competitor has exaggerated the size of his largest crane.

Nothing changes.

What is interesting and often forgotten, is that what qualifies



100 tonne Coles Centurions the biggest UK built cranes in 1963



as a big crane has changed over the past 40 years or so.

In 1962 the 110 tonne Lorain MotoCrane MC9115 (a four axle truck crane) was looked on with awe... as was the 1963 100/105 tonne Coles Centurion. Today a 100 tonner is almost considered a taxi crane! In 1966 the 45 ton Grove TM425T was the world's largest telescopic crane with a 32 metre main boom it was initially mounted on five axle carrier in the UK.

In the 1970's German engineering began to take over. The 500 tonne Gottwald AK600 was such a mind blowing product, that it featured on the television programme, Tomorrow's World. Could cranes ever get larger than this?

Today at least UK nine companies operate cranes of 500 tonnes or more, most of them telescopic. So what constitutes a heavy lift crane today? Well when Hewden recently announced that it will officially pull out of heavy cranes from next month, it was referring to cranes of over 100 tonnes. Most crane companies would consider anything below 160 tonnes as a day to day crane these days, while cranes over 200 tonnes are definitely considered as large.

In a regular look at the subject we cover lifts with large cranes as well as a few alternative methods for lifting, whose use appears to be on the increase.

Alternative solution for setting vessel

When a 70-tonne high-pressure steam vessel needed to be installed at a leading chemical plant in the north west earlier this year, local firm Ainscough Heavy Cranes was asked to plan and design a safe lifting solution. It soon became apparent that it was impossible for the necessary cranes to gain access without significant disruption to the working environment and incurring great expense. Sister company Ainscough Vanguard, which specialises in alternative lifting methods, was called in.

The K.E.D. gantry system and a Versa-Lift riggers' forklift carry the 70 tonne vessel (out of shot on the left) to the installation point.



The planning engineers soon reached the conclusion that the safest, cheapest and thus most effective solution was to use hydraulic jacking gantries, together with a heavy-duty riggers' forklift.

When the vessel was delivered to site, a K.E.D 450 tonne hydraulic gantry system lifted the unit from the trailer and lowered it to the ground. Two of the four gantry system jacks were removed, and using Versa-Lift 60/80 riggers' forklift at one end and the track-mounted K.E.D system on

the other, they carried the vessel to its installation point. It was then lowered onto supports and the K.E.D. jacks removed.

To raise the vessel from horizontal to vertical and place it in position, a second gantry system was set up on three metre high rails that ran at 90 degrees to those of the K.E.D gantry. The second jacking system comprised four J&R 400 Series Lift-n-Lock gantry legs, set up in pairs, with a cross-beam between each pair with two beams on top of these to support the lifting beam. The J&R system was able to

extend to the full 12 metres height that was required.

The top end of the vessel was attached to the J&R gantry using Vanguard's 150-tonne spinning hook attachment, while the Versa-Lift was used for tailing in. The J&R system was extended upwards to the 12 metres required to bring the vessel fully vertical.

The Versa-Lift was then detached and thanks to the spinning hook and the side shift skate system, the Vanguard crew was able to position the vessel precisely without any further rigging.



The J&R 400 Series Lift-n-Lock gantry system raises the vessel to vertical and installs it.

ALE's long haul

Abnormal Load Engineering (ALE), has recently completed the installation of four huge components each weighing well over 300 tonnes at an 800MW power station in Turbigo, to the west of Milan, Italy.

The Staffordshire based company, which carries out alternative lifting and heavy transport projects all over the world, had to install two

generators, each weighing 318 tonnes, and two gas turbines, each weighing 310 tonnes.

However, before work could start on site, ALE had to transport the huge components from their port of arrival in Italy, Porto Marghera, to the site several hundred kilometres away.

The cargo was carried, one element at a time, on a specialised river vessel, through the Venice Lagoon and via canals and the Po River to Mantova, a distance of a couple of hundred kilometres.

At Mantova each load was transferred using quay cranes to ALE's 30-axle transporter frame trailer. The road route to Turbigo was 180km and took 14 days for each convoy.

On arrival at Turbigo, self-propelled trailers were used with the transporter

frame to allow the convoy to manoeuvre through an old arch bridge and onto the site.

Once on site, the components were installed using ALE's 500 tonne capacity strand jack gantry.

The 318 tonne generators were transported from Venice to Turbigo



ALE's jacking system installs one of the gas turbines over the generator foundation at the power station in Turbigo, Italy



Installation and final rough set of a generator.



An overview of the drained dock site in Rotterdam

Extending a cruise ship

One of the most fascinating heavy lifting projects of the past year was the lengthening of the cruise ship 'Enchantment of the Sea' by inserting a new middle section.



The new mid section weighed 2,800 tonnes

The ship's length was increased by 22.2 metres to 301.8 metres. The new mid-body section, which weighed 2,800 tonnes, had to be loaded out and transported from Turku in Finland to Rotterdam in the Netherlands where the surgery took place.

ALE Lastra devised a hydraulic skidding system to insert the new mid-body section



The ship was docked on a skidding system specially developed by ALE Lastra and the 10,200 tonne bow section was moved forward a distance of more than 29 metres. The mid-body section was then inserted between the fore and aft ends of the vessel using a hydraulic skidding system.



The new section waits to be inserted...



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Bridges to the West Bridges to the North

The wide variety of bridge contracts - new build, refurbishment and replacement - means that large cranes are ideal lifting tools, keeping disruption to a minimum. Here we report on one crane carrying out two very different jobs.

New bridge for Newport

Phil Bishop reports on the heavy lifting required for a new footbridge that officially opens this month.

One of the UK's most iconic lifting machines is the Newport Transporter Bridge across the River Usk in South Wales. Opened on 12 September 1906, its centenary is being celebrated this month. To coincide with these celebrations, another bridge is being officially opened that its developers hope will become just as much a landmark for Newport.

symbolise cranes and reflect the site's earlier use as a trading wharf. One is 80 metres long and the other is 69 metres. Each mast is anchored by 120mm diameter cables. The five metre wide deck stands 4.1 metres above the water at mean tide.

The masts were assembled on site in three prefabricated sections and then raised into position by crane. The bridge deck was constructed in five sections, installed in sequence by crane and then welded together.

Main contractor was Alfred McAlpine and Newport-based

weighed 238 tonnes while the front one weighed 318 tonnes. Ainscough supplied the cranes however the largest crane in its fleet, the 1,000-tonne Liebherr LTM11000DS telescopic, could not manage this job. So it cross-hired Sarens' 1,200 tonne Gottwald AK 680 lattice boom truck crane.

of Fagioli PSC's 300 tonne capacity strand jacks, set on top of the temporary RMD structure. The strand jacks then lowered the front mast to an angle of 25 degrees. At this stage, the main cables were attached and the front mast lowered to its final angle of 65 degrees.



The front mast is lowered into position

The new bridge is for pedestrians and cyclists to access the retail centre of the city. It is part of Newport's multi-million pound regeneration programme and is a joint project between urban regeneration company Newport Unlimited, the Welsh Assembly and Newport City Council.

The 145 metre span steel structure is supported from the west bank by two A-frame masts, designed to

Rowecord Engineering the structural steelwork contractor. Lifting the deck into place was a key part of Rowecord's contract and for this task was assisted by heavy lift specialist Fagioli PSC and Ainscough Crane Hire.

Site assembly of the bridge began in January and all the lifting was carried out in just two weeks at the start of May. The masts were the heaviest components, the back one



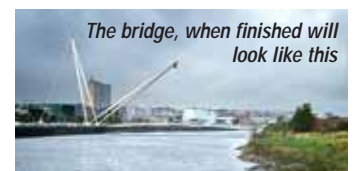
The Gottwald worked at up to 102 metres radius with 34 tonnes to place the deck sections

The Gottwald arrived in Newport on 48 trucks and took six men four days to put together, with the help of an assist crane. The Gottwald was rigged with 600 tonnes of counterweight and 77 metres of boom. The Gottwald lifted the back mast at a radius of 57.6 metres, putting it within three percent of its limit. The heavier front mast, was almost as tight, at a radius of 43.4 metres it had four percent in hand. In each case, an Ainscough 500-tonne Liebherr telescopic acted as tailing crane.

The back mast was initially placed at nine degrees off vertical and then lowered to 15 degrees against an RMD Kwikform temporary propping system.

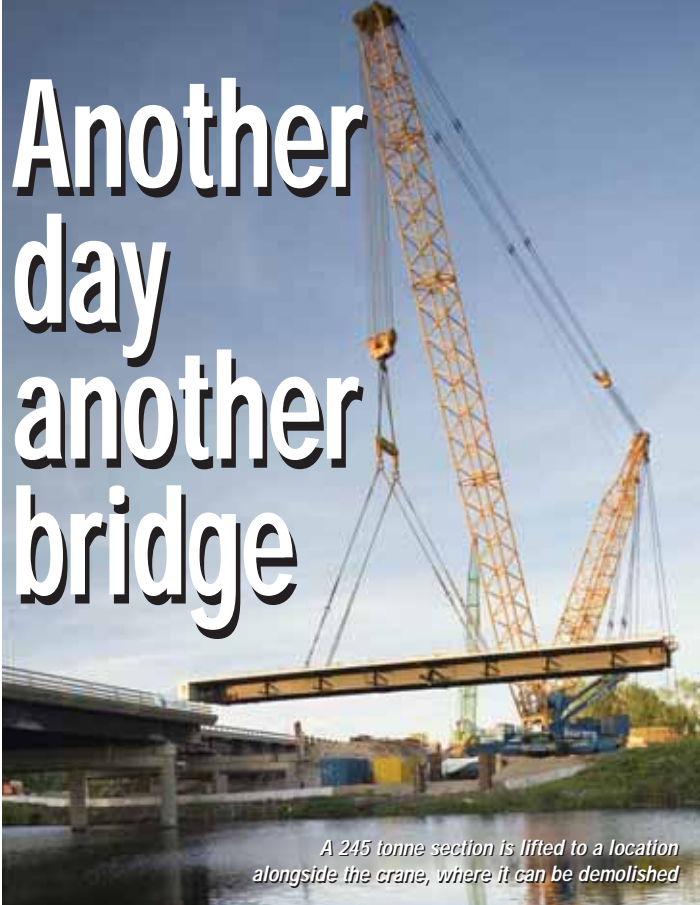
The front mast was placed at 11 degrees and then attached to pair

With the masts anchored in place, it was time to install the five deck sections. The first two sections on each side (sections one and five) were placed easily enough using a 400 tonne telescopic crane on one side of the river and a 500 tonner on the other. The three centre sections were trickier, however. The Gottwald was re rigged with 107 metres of boom, its maximum length. Deck section two weighed 34 tonnes and was relatively easy as was the centre section, which was the heaviest at 68.7 tonnes. The 34 tonne section four however required the cranes maximum radius of 102 metres.



The bridge, when finished will look like this

Another day another bridge



A 245 tonne section is lifted to a location alongside the crane, where it can be demolished

The 1,200 tonne Gottwald AK680 has completed a series of lifts as part of a £14 million project to strengthen the A66 Surtees Bridge in Teesside. Rigged with a 65 metre main boom, 43 metre back mast and almost 400 tonnes of counterweight, the AK680 removed a total of four bridge sections each weighing between 170 and 260 tonnes.

The AK680-3 initially set up on the Middlesbrough side of the river and lifted the first two sections overnight before moving to the opposite side of the river and lifting the remaining two sections a week later.

Working at a radius of 54 metres, each section was lifted from the old bridge, put down alongside the crane and then demolished using excavator mounted hydraulic breakers. The reconstruction of the bridge will start with new supports in the river, ready for the new deck to be installed by the AK680 at the end of the summer. The crane will then return three months later to remove more of the existing bridge.

The AK680 is owned and operated by the UK arm of Belgium based transport and heavy lifting specialist Sarens. Its UK business is ideally situated in Middlesbrough just three miles from the site.

"There were several reasons for using a truck crane rather than a crawler," said Sarens project manager Paul Weston. "A primary reason is that the Gottwald is based here, but also a truck crane is much easier and quicker to move and this was paramount with a lift each side of the river."

Arun Sahni, project leader for the client, the Highways Agency said: "This is a very significant part of the replacement work on the bridge. With the crane being supplied by a local Middlesbrough company it is a real red-letter day for the area."

In all, four sections of the existing bridge were replaced, the actual lifts taking place between midnight and early the following morning. The bridge was fully closed during the lift for the safety of drivers and also the workforce involved with the lifts.

This new section of the bridge will be completed and open to traffic in the Autumn.



Sarens Gottwald AK680 prepares to remove an old section of the A66

The AK 680

The UK's largest mobile crane that is featured in these pages is one of only two AK 680s that Gottwald ever built. It was delivered to Scotts early in 1980, joining the Grayston White & Sparrow fleet after owners BET acquired Scott Greenham. BET was then taken over by Rentokil, which changed GWS into Initial. When Rentokil finally sold its crane operations, Sarens bought the heavy crane division, while Ainscough took the telescopic fleet.

Sarens had the 26 year old AK 680 substantially rebuilt in 2001 including a new style driver's cab from Demag. (The Gottwald crane business was acquired by Demag in 1987). The crane has worked all over the world and been on contracts as far afield as Thailand and Argentina.

The Gottwald AK680 rolls off the boat at Immingham in early 1980.



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Demag's narrow track version of its 600 tonne capacity CC2800-1 NT is targeted specifically at windmill applications



Terex Demag announces new 1,000 tonne telescopic... and unveils the CC2800-1 NT

At the end of July Terex Demag unveiled the Narrow-Track version of its 600 tonne capacity (at 10 metres radius) CC2800-1 at its Zweibrucken facility. At the same time it also announced that it is working on a new nine axle 1,000 tonne All Terrain crane, the AC1000/9, for shipment in 2008.

Targeted specifically at windmill applications the CC2800-1-NT is designed to lift 75-125 tonne gondolas up to hub heights of between 90 and 130 metres above ground level.

The Narrow Track Kit can be used either with 1.2 metre wide track shoes for the five metres overall width, or 1.5 metre wide track shoes for lower ground pressures. The crane will also travel fully rigged with up to 114 metres of boom on a 2.4 degree side slope. To prove the point, the company demonstrated the crane working on a four degree slope.

Once in position two massive 'flop-down' 'sideways' outriggers are deployed along with jacks at the front and rear of the extended

carbody/chassis. The Narrow Track kit can be used in conjunction with a standard CC2800-1, allowing users to convert between the two formats depending on the application.

Further pictures are published on www.vertikal.net and will also be included in our October issue.

The crane can travel fully rigged - and turn through 360 degrees on the spot



.....And a 1,000 tonne mobile,

Announcing the new 1,000 tonne All Terrain crane, Klaus Meissner, Terex-Demag director of research and development, said that the design objective for the AC1000/9 was to produce a machine 'similar to its 700 tonne, AC700 plus 50 percent'.

He said that the machine should have a maximum load moment of 3,000 metre/tonnes and will be designed around the 'boom on concept' making it the largest wheeled crane that can travel with its boom.

Main boom length in this configuration will be 50 metres, possibly with a 100 metre boom for buyers interested in a 'boom off' version, where the boom is removed for transport. A luffing fly jib of up to 126 metres length will also be available. The nine axle unit will ride on 16.00x R25 tyres and achieve 12 tonne axle loads with the 50 metre main boom and front outriggers in place.

The cranes outrigger base will range from 10.0 x 10.0 metres up to 13.5 x 13.5 metres. It is also anticipated that the unit will be able to operate in wind speeds of up to 15 metres per second. Meissner also asked for feedback and comments on the possibility of mounting the telescopic boom from this unit onto a CC2800-1 chassis.

The crane is currently in the earlier stages of development and will not be ready until 2008.

Manitowoc installs world's largest telescope

When Mexican crane rental company, ESEASA was called to erect the world's largest 'short millimeter wavelength', radio telescope, it chose its 750 tonne Manitowoc 18000 crawler crane for the job. ESEASA configured the 18000 with 73 metre boom and its Max-Er attachment which increases the crane's lift and reach capabilities.

The first task, lifting the 50 metre antenna, was one of the most difficult because it meant lifting a structural component weighing over 480 tonnes to a height of 33 metres and placing it over the telescope's steel support. The most challenging task however was positioning and installing the telescope's satellite dish. Weighing around 500 tonnes, it has a diameter of 50 metres.

The telescope sits at an altitude of 4600 metres on top of an inactive volcano,



The Manitowoc 18000 crawler made light work of the 500 tonne, 50m dish

Sierra Negra, in the Mexican state of Puebla, some two hours outside of Mexico City. The site is prone to high winds and given the size of the dish, not to mention its sensitivity, the lift was a real challenge which required a crane that had some capacity in hand.

The telescope is a US-Mexican collaboration between the University of Massachusetts and the Instituto Nacional de Astrofísica, Óptica y Electrónica (INAOE). Mexican president, Vicente Fox has described it as 'the most important science project in Mexican history'.

ESEASA has been in business for 17 years, has a fleet of 150 cranes and 2000 employees based at three locations, including Brownsville, Texas.

The final bridge

In June the Heavy Crane Division of Ainscough was called on by Steelwork Specialist Fairfield-Mabey to help erect a new Rheola Bridge in Porth, South Wales. Access to the site was very restricted, but Ainscough managed to squeeze its 1,000 tonne Liebherr

11000DS into position to lift the main arch sections into place. The heaviest sections weighed 97 tonnes and were lifted at a radius of 36 metres. The bridge forms part of the Lower Rhondda Fach Relief Road which is due to open in December 2006.

A Liebherr 11000DS was called in to lift the main arch sections on the new Rheola Bridge in Porth



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Keep on truckin'

The truck and van mounted sector in the UK and Ireland which has grown considerably over the last few years is now experiencing mixed fortunes. Mark Darwin takes a look at the main factors and developments affecting each sector.

The growth in open chassis platforms - particularly the 3.5 tonne GVW machines - continues apace helped by driving licence restrictions and the increasing refinement of up and over units with sigma-style risers. The market for larger truck mounted units is still developing but UK end-user demand lags behind the pace of manufacturers' development programmes, with machines now topping 100 metre platform heights. However, it is not all sweetness and light. The van market is suffering this year -

a combination of several factors. Major users such as BT are cutting back on purchases and work, and there is a sizable amount (20 percent of the total new sales) of second hand units from collapsed companies flooding the market. Put these together with the impact of the ever increasing height, reach and drivability of platforms mounted on 3.5 tonne GVW chassis and the van market is having a tough time. According to one major manufacturer, 'it has not been this bad over the last 16 years'.

Feedback from manufacturers on the UK/Irish van market suggests that this year could be down by as much as 25 percent. Versalift, run-away sector leaders with over 50 percent of the market is seeing a marked change in the proportion of van/truck units it builds. In previous years 88 percent of the company's production was taken up with van mounted platforms. This year the figure has dropped to 66 percent. Versalift is fortunate in that it can offer insulated platforms - one area of increasing activity. A recent order included 12 Versalift VOE36MHI insulated units mounted on Unimog U400's for Scottish Power and eight chassis mounts for Scottish & Southern Energy.

LV protection

Versalift says it introduced its full low voltage protection as a result of listening to customers' concerns as to what would happen if the boom touched a live cable instead of just the bucket.

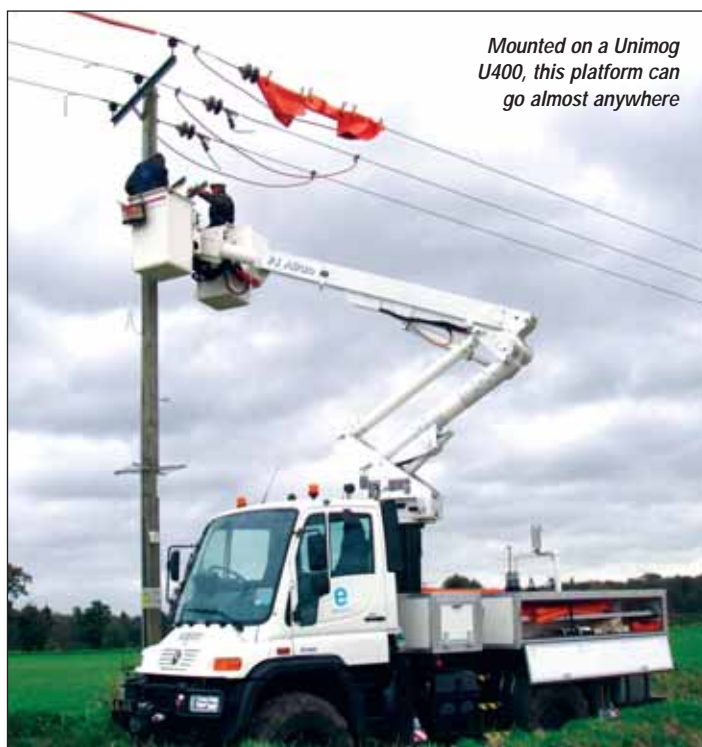
"The LV insulation kit offers up to 3kv operational insulation of the whole platform for working near live electrical equipment such as low voltage power lines and faulty street lamps," says Versalift's commercial manager Steve Kellet. "The full insulation of the boom is critical as it ensures the safety of

both ground and aerial personnel. The bucket is insulated from the boom, the lanyard connection is insulated from the boom, the boom is insulated from the vehicle and the controls are insulated from the platform." According to Kellet, many companies rely purely on the insulation properties of the bucket. He maintains that this is not good practice as it exposes the ground staff or passers by to risk. "We dielectrically test the machine between the boom and bucket, boom to lanyard anchor, boom to turret and the bucket itself," he said. "Testing between two points on the bucket means nothing other than the bucket is insulated if it touches a live contact, and even then, only when it is in a good state of repair."

Versalift's increase in the proportion of truck mounted platforms, reflects the growth in the 3.5 tonne GVW market. The ET32NFXS mounted on a Ford Ranger 4x4 pick up was launched earlier this year and offers an alternative off-road capability to Land Rover based units.



A 90 metre Bronto Skylift S 90 HLA owned by the Finnish contractor Jalo & Jalo was recently used for painting the masts of the full-rigger Suomen Joutsen which was built in France as a freighter in 1902. UK Bronto dealer Blue Line Access says it has interest in a similar sized unit.



Mounted on a Unimog U400, this platform can go almost anywhere

Its 10.5 metre working height is a fair way short of the latest 20 metre plus working heights available on most 3.5 tonne chassis vans, such as the Nissan Cabstar and Ford Transit.

Although CTE offers a closed van mounted platform, it is not for sale in the UK. "The CTE van platform has many good features such as no central column and automatic jacking but offers no cargo payload on 3.5 tonne units, while the larger 4.5 and five tonne vans take you into a very competitive market," said CTE UK's Brian King. "There are developments on the way from CTE in this sector but these will probably not be unveiled until next spring."

There is no question though that the 3.5 tonne chassis sector is currently where most of the action is taking place and CTE says it is taking a good slice of this business. According to King its Z20 offers the right combination of specification and price that attracts customers - particularly rental companies, which take 85-90 percent of its sales. But it is its recent sales to Nationwide - 26 Z20s and Z14s - that it thinks is a sign that the 3.5 tonne market is set for big growth. "Users are realising how easy and convenient it is to use a platform on a 3.5 tonne chassis," said King. "We first brought these units in about four years ago when driving licence restrictions were not as important. Now more and more younger drivers only have the standard licence and companies are unwilling to pay for the additional training to drive larger trucks. This has fuelled the demand for the 3.5 tonne machine." Advances in design means that platform heights are now similar to platforms mounted on 7.5 tonne chassis. Therefore the actual cost has decreased significantly when using the smaller

machines. With a saving of around £10,000 in the cost of the chassis alone, the 3.5 tonners are taking sales from the larger units and offering a similar performance on a sizeable amount of contracts."

Sigma boom

"Our big seller is the Z20 which features the sigma boom giving good up and over reach," said King. "The sigma arrangement also simplifies operation when working on the face of a building or column so that you don't have to be an expert to use it. The Z20's other big feature is zero tailswing which means increased versatility, and the ability to operate with only one lane closure rather than two."

King believes that the growth in 3.5 tonners will continue for a while yet. In Italy - a country that is similar in population and development to the UK - there are about 5000, 3.5 tonne chassis platforms for hire. In the UK King estimates the number at about 500. Italy on the other hand has only about a quarter of the number of self propelled platforms compared to the UK.

"I can see a big shift between the self propelled and 3.5 tonne sector driven by convenience and reduced costs," said King.

Allan Access - currently in the process of moving to larger premises to cope with the increased demand for its products, particularly the 3.5 tonne GVW units - also identifies a change in the market from vans to open chassis units. The company also offers insulated booms through its Altec distributorship and has recently supplied leading arborist company Fountain Forestry with a fleet of specialist insulated booms mounted on Unimogs. "The additional platform height of the open chassis now outweighs the storage capability of the van," said Phil Allan. "For



Skylift has specified CTE Z20's for its self drive fleet.

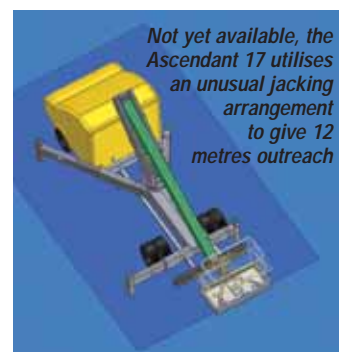
example in tree work, an arborist may be able to carry out 40 percent of his work with a 12.5 metre platform, where as an 18-20 metre platform may allow him to complete 60 percent or more of his work. I think the maximum sensible height for a 3.5 tonner is about 22 metres and this is now impacting on the 7.5 tonne market. With more and more operators passing their driving test after 1997, the demand for 3.5 tonne GVW weight machines is naturally increasing." With the 20 metre plus working height, the 3.5 tonne GVW self drive machine is ideal as it offers users an easy to operate unit with enough height and with the new sigma-style booms, up and over reach without the hassle of say towing a trailer platform behind a car or 4x4.

Transit chassis

Allan Access recently introduced what it claims is the first 20 metre platform mounted on a Ford Transit 350 chassis, the unit was delivered to industrial maintenance company WB Services. The machine - fitted with a fully hydraulic Apache DA20 unit - has an outreach of nine metres with 200kg in the basket. This outreach is improved to 10 metres with a reduced basket capacity.

Another company set to enter the smaller truck mounted arena is British manufacturer Ascendant Access. Based in the North East, Ascendant initially launched a 7.5 tonne truck mount, but sees the potential of the smaller 3.5 tonne market. The driving force behind the company is Steve Dean, previously with Aerial Access and Andy Northwood of Bronto dealer Blue Line Access. "With Bronto focussed on larger truck mounted platforms, we felt that there was a

growing market for machines based on 7.5 tonne GVW and below," said Northwood. "We aim to produce simple, reliable and of course safe machines primarily for rental customers." Its first machine on a 7.5 tonne chassis offered a working height of 22 metres, a working outreach of 17 metres and an enhanced lift capacity of 280kg. One of its key features was its variable jacking facility, offering the choice of outrigger spreads of 4.1 metres and 3.2 metres on one side only, or a 2.2 metre narrow option providing the ability to work in confined spaces. The unit obviously offered something different and one of its first orders was for 10 units to Facelift Access. With this model



Not yet available, the Ascendant 17 utilises an unusual jacking arrangement to give 12 metres outreach

now well established, the company is turning its attention to the growing 3.5 tonne GVW sector. "We have noticed the trend towards self-drive machines over the past 18 months to two years so we have looked long and hard at the competition - the Italians in particular - and what they offer," said Northwood. "We can't compete on price so we decided we had to offer something different." In an effort to offer more lift capacity as well as a 17 metre lift height and about 12 metres of outreach, Ascendant has gone for an unusual outrigger design. The prototype is still a few weeks away, however



Mounted on a Transit 350 chassis, Allan Access claims a first with a 20 metre platform

early details suggest the unit has been designed around a Ford Transit chassis with vertical outrigger jacks on the drivers side and an extended jacking system on the nearside (passenger side) of the vehicle. According to Northwood, this gives a much greater outreach than conventional systems. The design and specifications have obviously impressed Facelift which has placed an initial order for 15 units. Possibly the highest platform on a 3.5 tonne chassis is Teupen's Euro B25T. Mounted on a Mercedes Sprinter chassis, this straight telescopic unit has a working

height of 24.4 metres and outreach of 8.90 metres with 200kg in the basket, with an outrigger spread of just under three metres. Distributed in the UK and Ireland by Ranger Equipment, Teupen says it achieves its additional height through high-quality, lightweight steel.

Although more widely known for its larger truck mounted platforms, Ruthmann Steiger has recently launched the straight telescopic boomed TB180 - an 18 metre working height platform on the Mercedes 3.5 tonne chassis. The unit has a maximum outreach of up to 12.8 metre depending on the cage load and position. Maximum capacity is 200kg and the vehicle has an overall height of under three metres. A major platform manufacturer - the third biggest in the world - but not associated with truck platforms has also entered the small truck mounted platform market. The Haulotte family of three model heights is built around the HTB 180. With an 18 metre working height the unit is not yet available in the UK, - Haulotte preferring to establish a position in mainland Europe first. The Nissan Cabstar 3.5 tonne chassis is currently being used, however by the time it



Ruthmann's tilting superstructure frame claims to reduce tailswing and also allows additional levelling



Teupen's Euro B25T is a straight telescopic unit with a working height of 24.4 metres

does appear in the UK, it may well be on a different chassis. Maximum platform capacity is 200kg and maximum outreach 10.5 metres. Turret rotation is 380 degrees. With H type stabilisers at the rear and wider A frames at the front, the unit has a maximum working width of three metres. By using telescopic booms these three new 3.5 tonners offer good working height and straight outreach, but cannot compete with the sigma-style units' performance when it comes to up and over reach.

Scissor lift

A variation on the 3.5 tonne theme is offered by Platform Sales and

Hire which has launched a new vehicle mounted scissor lift. Called the Flying Carpet V25, the lift can be mounted on most 3.5 tonne chassis cabs including the Mercedes Sprinter, Ford Transit and Mitsubishi. Offering a working height of just under 10 metres, it is supplied complete with roll out deck extension. The first unit has been sold for aircraft service and inspection work and has been designed to give access to both wide and narrow bodied jets. Truck mounted scissor lifts are not new to the UK - UpRight or rather John Rusling - built a similar unit in the late 1980's but it was never produced in volume. A company growing rapidly in the UK truck



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Mounted on a Mercedes chassis, the Flying Carpet V25 has a working height just short of 10 metres

mounted rental sector is Dartford-based company Orion Access Services it now offers a fleet of about 50 platforms with truck mounts up to 46 metres. It also sees a surge in business in the 3.5 tonne sector - and cites tree surgeons as the main users for this type of equipment. "We have a mixed fleet of 50 platforms from 46 metre Wumag truck to 12 metre scissor," said Orion's Paul Chalk. "We have invested in the smaller end of the truck market because of an increase in demand." The company took delivery of six new E198PX platforms from Skyking earlier in the year. Mounted on the popular Nissan Cabstars, the two stage sigma type riser with top mounted telescopic boom provides 20 metres working height. Outreach is up to 8.5 metres even at lower heights combined with up and over reach, zero tailswing and 360 degree rotation. "Our biggest purchase decision is backup and support," said Chalk. "All machines have some problems, so it is how the supplier sorts it out that matters."

The Mitsubishi 4x4 chassis offers off-road capability



"Our biggest self-drive machine is a 30 metre Wumag on a 7.5 tonne chassis," explained Chalk, "however it is not the maximum height that is important, customers are more interested in outreach." Hire rates in the London area have improved dramatically - by as much as 30 per cent - bouncing back after one particular company offering cut-throat rates ceased to trade. "Although rates have generally improved we still struggle with very competitive rates for TV work," said Chalk. "When we start to expand the fleet again we will be looking at a slightly bigger machine - say 52 metres - but it must have good outreach."

Different philosophies

Developments in the larger truck mounted machines have been interesting in the past few years, with companies following different philosophies. Bison Palfinger thanks to its unique counter-rotating superstructure design manages to keep the overall length of its machines to the minimum, while still traveling with its basket over the rear of the truck and maintaining a tight operational tailswing. Its largest unit configured this way is the 61 metre TKA61KS introduced late last year. Ruthmann has recently introduced a different method of stowing the boom's pivot point over the top of the truck cab, and keeping tailswing down. Its T270S and T300 feature a tilting superstructure frame. Not only

does this, like the Bison, use all of the trucks length for the base boom, but Ruthmann claims that it also allows a degree of extra leveling allowing it to work on five degree slopes.

Companies such as Bronto, increasingly prefer stow the main boom over the front of the truck, with the jib folding alongside, so that the basket sits in the centre of the truck bed for transport. The company says that not only does it eliminate superstructure design complexities, but it allows the use of longer jibs, which can provide good up and over capability.

The Bison hi tech concept is clearly very much appreciated in its home market and increasingly in other

says that its customers main criteria is outreach followed by narrow jacking widths. "The van mounted sector is very quiet at the moment primarily because there are too many players in the market," said Graeme Hill, EPL's operations director. "This may change as we head towards winter and street lighting works pickup. One sector that has been busy hiring vans is the forestry, tree and landscapers. Other popular areas are the 3.5 tonne machines and 22-30 metre platforms." It would appear the changes in legislation is resulting in the forestry sector becoming more and more of an influence.

The larger truck mounted platform market in the UK is dominated by



Oil&Steel's latest Eagle truck mounted platforms seen at Intermat - the S2618 on an Iveco Eurocargo chassis and a MAN based S4230

European markets. In the UK however a number of operators prefer a simpler approach in the belief that the more complicated a design, the more there is to go wrong.

One of the few hirers with a fleet including booms, scissors, truck and van mounted platforms - EPL -

the Finish and German manufacturers Bronto, Wumag and Ruthmann. Market-leader Bronto's current popular range is its XDT heavy lift platforms from 37 metres to 70 metres. According to Andy Northwood, the unit's main feature is its 700kg basket capacity. Many of the larger rental companies - such as Facelift and Nationwide - have purchased Bronto machines - particularly in the 46 metres to 52 metres size range.



Neat over-cab storage courtesy of Bison's new counter rotating boom design



Bison's counter rotating superstructure keeps the overall length of the machine to a minimum



This Sorage platform uses a Mercedes Sprinter chassis

Wind farms

"The trend through Europe is to increase the working height of the equipment", said Northwood. "This is primarily a result of the growth in wind farms. If the government presses ahead with more wind farms in the UK then we will see bigger and bigger platforms." Bronto has already sold three of its new 101 metre platforms in mainland Europe. In the UK Northwood has interest in a 90 metre unit and two 70 metre units - all for specific uses. Ruthmann - probably third in UK sales behind Bronto and Wumag - introduced two machines at last month's Platformer Days in Germany - the T300 and the T450. The smaller unit utilises a 7.5 tonne MAN

chassis, the larger an 18 tonne unit. The T300 has a 30 metre working height, four section telescopic boom which features the new Russel jib design that stores over the cab. Its 1.85 x 1.0 metre basket has a maximum outreach of 19.7 metres. The T450 features the same jib and basket but has a 45



Manlift Hire in Ireland has a sizeable truck mounted fleet including this Isoli PNT 205

metre working height and 40 metre outreach. Skyking distributes both Wumag and GSR platforms in the UK and recently added Belgium's SkyHigh range of self propelled, vehicle and trailer mounted lifts. SkyHigh produces pick-up and 4x4 mounted lifts. GSR - the Italian truck mount producer has added to its extensive range of products with the recent launch of the 27.7 metre platform height 290PX. Mounted on a 7.5 tonne Iveco chassis cab the unit uses a sigma style 'Pantel Extra' riser giving the unit more than 11 metres up and over reach and more than 15 metres of unrestricted outreach.

Extending front outriggers are marginally wider than the truck's wing mirrors, whereas the rear vertical stabilisers are within the truck width. GSR claims that the new 290PX outperforms similarly configured products from its Italian competitors. GSR's other recent addition - the 228TJ is a straight telescopic boom plus jib - is also



Recently launched, GSR claims its E290PX outperforms the competition

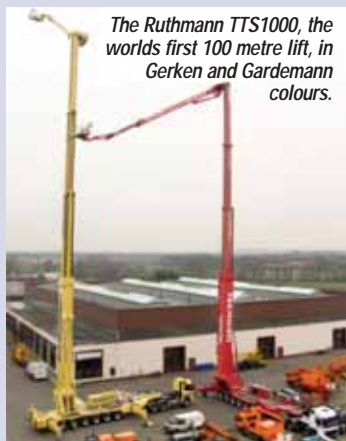
mounted on a 7.5 tonne chassis. Its 280kg of lift capacity and more than 17 metre outreach is proving popular with UK customers. Overall, it is exciting times for the van and truck mounted platform industry. The market is changing significantly with the growth of the 3.5 tonne models but also developments in the van sector and larger truck mounted platforms over the next year or so will continue to offer better solutions and further help to evolve this buoyant sector of the industry.

Up up and over 100 metres

The first 100 metre boom lift, the Ruthmann TTS1000 was introduced at Bauma 2001, leaping well ahead of its competitors in terms of the tallest lift. At the time many considered that there was little point to such a large machine, which could be labelled as the worlds largest trailer lift rather than the largest truck mount, as it is mounted on a special six axle articulated trailer pulled by a three axle tractor unit. With a GVW of around 80 tonnes it was no lightweight. Few could understand where such a platform might be used and it could be argued that the Ruthmann was ahead of its time.

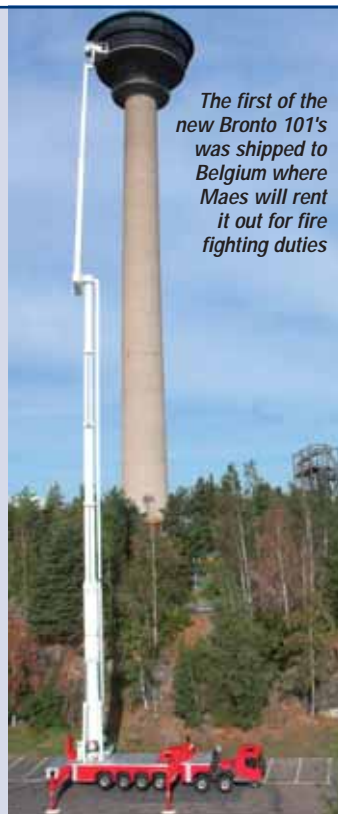
However the arrival of wind farms with ever higher turbine heights is changing all that and fast. Bronto announced late last year that it was introducing a 101 metre platform, taking the 'largest' title away from its

competitor by a whisker. The new 101 does not attempt to match the Ruthmann spec for spec in terms of lift performance and features almost 12 metres less outreach at 28 metres, but then it only weighs 62 tonnes, with 17 metres overall length. It certainly looks as though the compact nature of the Bronto is a more marketable



The Ruthmann TTS1000, the worlds first 100 metre lift, in Gerken and Gardemann colours.

package than the Ruthmann with the first three units already sold. Even before Bronto has shipped the first new machine to Belgian rental company Maes for fire fighting duties, its other major competitor, Wumag, has announced a 100 metre truck mount, due to surface in around nine months time, although we should see more of it at Bauma in April. The Wumag, while being the last big platform from the three, might turn out to be the biggest seller if it can turn its ideas into iron without too many compromises. The new lift will weigh less than 60 tonnes and be mounted on a five axle 10x8x8 2.5 metre wide All-Terrain type crane carrier. The company has already booked three orders from German companies for windmill work. With compact dimensions, eight wheel drive, eight wheel steer and great ground clearance it looks a very attractive proposition.



The first of the new Bronto 101's was shipped to Belgium where Maes will rent it out for fire fighting duties

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Check it Out

The Vertikal Check is held every year at Platformers Days by our sister magazine Kran&Bühne in Germany. This year the machines we checked over were 14 to 16 metre working height 'spider lifts', compact crawler mounted lifts with outriggers. The event turned out to be a bit of a disappointment, with several manufacturers dropping out in the last week due to lack of availability, late delivery and technical problems. In the end the three highest volume producers participated - Hinowa, Oil&Steel and Teupen.

Local company, Teupen, entered its Leo 15GT, this model uses a single riser, or first boom, plus telescopic top boom and articulating jib, while the other entrants employ a dual riser. More on this later.

Hinowa entered its highly popular Goldlift 14.70 with an 11.94 metre platform height. The unit uses a dual sigma-style riser, two stage telescopic boom and articulating jib.

Oil&Steel selected its Octopussy 1465 for the Check. The Octopussy has sold in large numbers in the UK and was almost single handedly responsible for the early development of the compact crawler lift market. Like the Hinowa, the Octopussy uses a two section sigma-style riser, telescopic boom and jib.

As in past years, the Vertikal Check master of ceremonies or moderator,



C&a vertikal check

was Kran&Bühne's editor in chief Rudiger Kopf. The three independent judges this year were Adrian van der Geer, technical manager, Mateco AG, Thorston Drescher-Gramm of Zoomom Germany and Hubert Fasselt, former technical manager, Gardemann AG. The process began with the three judges checking the dimensions of each machine, including platform height, outreach and speeds, so that they can

be compared with the manufacturers' published specifications.

Then comes the subjective part of the Check, where each judge puts each machine through its paces. A representative from each manufacturer has a chance to present the features and design points of his machine to the judges, who ask questions and make comments. Here are the results of this year's event.

Teupen Leo 15GT

A machine from a local producer often starts off with an intangible advantage, if only from the fact that the machines are designed with the preferences of local users in mind. The Teutonic Teupen with its attention to detail, such as the wheels built into the basket to help move it when detached and the rollers on the tip of the riser to help should it strike the ground, appealed to the judges. However the Teupen is generally a more expensive product than the other two entrants. The judges also liked the fact that the tracks extend downwards as well as outwards, providing more ground clearance as well as greater width for stability on rough ground. The design is also unique in that it also allows a track on one side (uphill) to remain retracted while



The Teupen Leo was the first to be checked

the other is extended, great for traversing side slopes. Finally the last point that proved to be very popular was the fact that it is possible to set and retract the outriggers without leaving the basket.

The Leo 15 was beaten on many key specifications by one of the other two contenders, however the judges clearly liked the machine's build quality and some of the additional features we have mentioned.

Teupen Leo 15GT	Vertikal Check	Manufacturers spec
Working height	14.83m	14.90m
Outreach	5.86m	6.40m
Up and over reach	5.70m	5.60m
Platform dimensions	1.26 x 0.70m	1.20 x 0.70m
Outrigger width	2.95m	2.65m
Min transport width	800mm	780mm
Min transport length	4.100mm*	3.995mm
Stowed height	1.97m	1.99m
Track width	200mm	200mm
Outriggers	hydraulic	hydraulic
Time to reach full height	88 seconds	110 seconds
Controls		Proportional Hydraulic.
Power to the platform	yes	yes
Specifications not tested		
Gradeability		20°
Power options		
Kubota Diesel		13.5hp
Electric motor		2,2 kw
Honda petrol		13hp
Platform capacity		200kgs
Battery capacity		45a/h
Gross Vehicle Weight		1980kg

* Overall length with basket removed, 4.7m when attached

The Leo Track extend downwards as well as out



The Teupen Leo 15GT

Teupen Summary

Handling	Good
Controls	No cushion stop, tendency to slew when lowering the boom
Platform rigidity	Not ideal - acceptable
Levelling	Levelling with outriggers was not smooth and easy
Build Quality	Excellent
Serviceability	Good access and simple servicing requirements

Hinowa Goldlift 14.70

The Hinowa is arguably the leader in this particular market segment. Built in Italy, the marque is sold all over the world and has a strong share of the smaller end of the market.

The judges liked the machine's manoeuvrability, and were particularly impressed with the small space required to turn. Another feature which appealed to our judges was the fact that the machine can be driven from the platform at up to three metres height. The benefit of this is loading the machine and also in order to provide users with a shorter machine to help manoeuvre in tight places, the machine's overall



Hinowa set up ready for the judges' scrutiny

chassis length, when the boom is raised is around two metres.

The Hinowa scored well on speed of operation, up and over reach and outreach, however it has a bigger outrigger footprint and is marginally higher when stowed, than the other two.

Hinowa Goldlift 14.70	Vertikal Check	Manufacturers spec
Working height	14.67m	13.90m
Outreach	6.30m	6.24m
Up and Over reach	6.00m	5.90m
Platform dimensions	1.51 x 0.78m	1.46 x 0.77m
Outrigger width	3.13m	2.70m
Min transport width	800mm	780mm
Min transport length	3.810mm	3.975mm
Stowed height	2.00m	1.98m
Track width	180mm	180mm
Controls	Proportional direct Hydraulic	
Power to platform	yes	yes
Time to reach full height	64 seconds	70 seconds

Specifications not tested

Gradeability	24°
Power options	
Honda (petrol)	6,6kw
Hatz (Diesel)	9,6kw
Electric motor	
Max lifting capacity	200kgs
Battery capacity	n/a.
Gross Vehicle Weight	1,700kg

Some of the items the judges did not like included the location of the power-track for the hoses and cables to the platform, placed on top of the main telescopic boom, rather than inside or below where they might be more protected. Also the operating controls were not as smooth as some of the judges expected.

Hinowa Summary

Handling	Good
Controls	Good
Platform rigidity	Acceptable
Build Quality	Good
Serviceability	Good access easy to inspect and maintain



The Hinowa Goldlift 14.70

Oil&Steel

For many access equipment users in the UK and Ireland the Oil&Steel Octopussy models were their first introduction to this type of lift. The product dominated the compact crawler market in the UK until a couple of years ago when changes in distribution and the arrival of strong competition in the form of Teupen, Hinowa and Lionlift affected sales.

The Octopussy 1465 has a similar dual riser boom configuration to the Hinowa, and is very close to the Hinowa in all of its overall dimensions. The judges noted though that the pivot pins in the machine's lift mechanism were of a noticeably smaller diameter than the pins used on the other two lifts. The fact that an optional wider track pad width is available was appreciated as was the fact that Oil&Steel is delivering all Octopussys equipped with a standard harness.

Points that were not appreciated were the top mounted power-track, that the judges thought left the



The Oil&Steel Octopussy 1465

hoses and cables exposed, the lack of standard outrigger cylinder covers and covers for the hydraulics and electrics. Their opinion was that the machine was vulnerable to component damage, particularly in applications such as forestry work. Both covers are available as options.

Finally they did not like the fact that the function controllers produced no effect through the first half of their arc and the platform rigidity was not as good as the other two machines tested.



The judges give the Octopussy 'the once over'

Oil&Steel Octopussy 1465	Vertikal Check	Manufacturers spec
Working height	13.88m	14.00m
Outreach	5.70m	6.85m
Up and Over reach	5.95m	5.90m
Platform dimensions	1.45 x 0.78m	1.44 x 0.78m
Outrigger width	2.80m	2.50m
Min transport width	785mm	780mm
Min transport length	3,890mm	3,970mm
Stowed height	1.96m	1.96m
Track width	180mm	180mm
Controls	Proportional direct Hydraulic	
Power to platform	yes	yes
Time to reach full height	65 seconds	70 seconds

Specifications not tested

Gradeability	28°
Power options	
Honda (petrol)	6.6kw
Hatz (Diesel)	9.6kw
Electric motor	4.0kw
Max lifting capacity	200kgs
Battery capacity	40a/h.
Gross Vehicle Weight	1,600kg

Oil&Steel Summary

Handling	Good
Controls	Good
Platform rigidity	Acceptable
Build Quality	Good
Serviceability	Good access easy to inspect and maintain

Which is best at what?

Feature	Best in feature	measurement
Best outreach	Hinowa Goldlift	6.3m
Smallest outrigger spread	Oil&Steel Octopussy	2.8m
Lightest weight	Oil&Steel Octopussy	1,600kg
Highest working height	Teupen Leo	14.83m
Fastest to full height	Hinowa Goldlift	64 seconds
Largest platform	Hinowa Goldlift	1.51x0.78m
Best up and over reach	Hinowa Goldlift	6.00m

Final Word. All three machines are strong performers in their class, the one to choose will ultimately depend on the application. While each has its own strengths, the final selection will of course come down to a mixture of specifications, price, availability and of course, the dealer. At the end of the day after sales support and a distributor that is easy to deal with are the most important factors.

Clarifications: Outreach compared to spec varied in some instances due to use of 'working outreach' used by some: The variance on outrigger spread is due to our judges using overall width while some manufacturers used pad centres.

Holland Lift expands further

High-quality, heavy-duty scissor manufacturer Holland Lift has completed its new assembly facility - a 2,500 square metre building adjacent to its existing facility in Hoorn, about 40km north of Amsterdam. The new facility is part of the company's short-term expansion plans to increase production to 500 machines per year - more than double the company's 2005 output.

The new building will produce all of the company's sub assemblies, including scissor stacks, platforms, engine and electric modules. These will then be transferred into the existing 2,200 square metre building, joining up with the chassis for final assembly.

"Our immediate goal is to produce 500 machines," said sales director Menno Koel. "Last year we produced 235 units and this year should be around 350 machines."

Holland Lift aims to achieve its current sales goals within Europe.

"In the short term, we are not looking for sales outside Europe," said Koel. "We are aiming to build on our strong domestic market and continue to expand our sales in Europe. UK dealer Russon Access Platforms is performing very well and is one of the company's best dealers. Holland Lift has recently appointed a dealer in Spain and is in the process of appointing one in Greece.

To help with its long-term expansion, Holland Lift sold the intellectual rights for three of its 1.2 metre wide, narrow scissor lifts to the Haulotte group earlier this year. The deal helped cash flow and also allows the company to concentrate on more specialist machines.

Haulotte hopes to start manufacturing the Holland Lift products in October and sell them as part of its own product range. Holland Lift has the option of purchasing its own specification machines from Haulotte for sale under its own brand.



The new 2,500 sq m assembly facility will enable Holland Lift to expand production to 500 machines per year

Whilst being shown around the new facility, Koel revealed the HN-265EL13, a new, narrow-aisle, 28.5m working height platform that is currently in the final development stages. With a 7.5m long deck the HN-265EL13 is a four wheel drive, four wheel steer battery powered scissor lift with a width of just 1320mm. Holland Lift claims that it already has firm orders for 10 units from companies in Holland and Germany. (See news pages *Platformer Days*)

Mike Wishart, managing director of Access Rentals, who was also being shown the new Holland Lift facilities, immediately saw the potential of the new, narrow width machine and placed an order for two units to be delivered late 2007.

"Holland Lift equipment is the best

of its type otherwise I would not commit to such a substantial purchase without seeing the final product," said Wishart. "Access Rentals has a sizeable Haulotte fleet but the Holland Lift scissor lifts cover a more specialist market which we are continually looking to expand."

Koel also confirmed a new 23 metre rough terrain scissor lift featuring a 7.3m long deck and a 1000kg capacity. The unit will be available in the second quarter of 2007 and may feature on its Bauma stand.



The new building will produce all of the company's sub assemblies.



Menno Koel (centre) showing Alan Russon (Russon Access Platforms, left) and Mike Wishart (Access Rentals) around Holland Lift's new facilities

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30 years and going strong

This year at least two UK rental companies are celebrating 30 years in business, this month we cover the smaller of the two, NMT, the family company based in the village of Marston Moreteyne between Bedford and Milton Keynes. The business is run by the three Ambridge brothers, Tim, Mark and Nick. Their father had been in the equipment and contracting business thus sparking the brothers interest in construction equipment.

In 1975 Tim and Mark started renting out pumps and excavators. Tim in particular became very involved with the equipment, rebuilding, repairing and modifying it. A year later it was their father who pushed them towards cranes when he spotted a 25 tonne Coles Ranger for sale. The brothers purchased the crane and renovated it ready for hire and so started the main business they run today.

The arrival of the first crane did not stop other activities. The company had moved into breakdown and recovery work, and when they needed a larger machine Tim's fascination with equipment led them to build their own wreckers and even patent a sliding counterweight design for heavy recovery trucks. That part of the business has continued to grow and now operates as TFL, based at a different location.

By 1989 the crane fleet had grown to four cranes, the largest being an 80 tonner. Within a year the fleet had more than doubled to nine units. In those days most of the cranes came from Coles which had

supplied the company's first new crane, a 45 tonne truck mount.

In recent years the company has been a good customer of Terex Demag and its largest crane is a 350 tonne Demag AC350. NMT also purchased the first 20 tonne Locatelli city crane in the UK and operates a six axle Spierings, mobile self erecting tower crane, with a second unit due in January.



All contract lifts are now simulated and plotted on the company's CAD system.

The three brothers have taken a conservative view towards growth, preferring to pay cash for any purchases under £200,000 and keeping overall debt levels down. The latest such purchases include their first self erecting tower crane from Comedil.



Tim, Mark and Nick Ambridge



In the 1980's the brothers added self propelled lifts to the fleet, thinking that they would be a good complimentary fit with the cranes. Like many other crane companies, they soon discovered that it is a different business at the rental end and pulled back from it. NMT still runs a few units though, including two Grove Manlift MZ80s and an UpRight SL14.

A good portion of the company's work is contract lifting. To help cover this work more professionally, all contract lifts are now planned and plotted with its CAD system. Nick, who mans the hire desk, showed how easily the system plots every aspect of a lift, which helps with the risk assessments and lift plans.

The company says it follows the CPA rules on when a crane hire is appropriate and when it should be a contract lift. The brothers complain when a potential customer



The company still gives charity rides from time to time

is refused a crane hire. They know he simply hangs up the phone and calls someone else who will do it. In spite of this careful approach, NMT is unusual in that it has continued to provide cranes for activities such as giving rides to people, usually for charity, and more recently participated in the UK's first Base Jumping exhibition.

A few years ago the company was stopped from lifting people in a purpose built cage at SED, something that still rankles.

In spite of that brush with the show's organisers and IPAF, it continues to provide rides from time to time, on the basis that if a full and detailed risk assessment has been done it is perfectly safe.

The latest such event that the company participated in was the UK's first ever Base Jumping exhibition at the Bedford River Festival in July. Oxford Stunt Factory, an extreme sports club that works with many prestigious filmmakers, carried out the jumps, which involved leaping from a basket, suspended over 100 metres up, from the jib of the company's largest crane. The jumper deploys his parachute as soon as he is clear of the basket, landing safely at the foot of the crane. The team of 25 parachutists carried out over 200 jumps during the day all of them without incident.

The company is now looking at continuing its steady expansion and is currently going through the Investors In People programme, which is formalising the way the brothers work with their staff, encouraging them to keep everyone informed on how the business is doing and involving them in the decision making process.

With an increasing level of work in the nation's capital they are also weighing up the pro's and cons of opening at least a satellite depot in North London to offset the cost of fuel, tyres and wear and tear on the cranes, not to mention avoiding the increasing traffic on the M1.

NMT used its big Demag for the first ever base jumping exhibition at the recent Bedford River Festival



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ALLMI Operators' Forum



At the end of June, the ALLMI Operators' Forum held its second general meeting, with many of the UK's largest loader crane fleet owners attending. The meeting kicked off with the appointment of the Forum's first chairman, Steve Frazer-Brown of Milbank Trucks.

Alan Johnson, chairman of ALLMI, spoke on the issues of legislative requirements and industry recommendations for the maintenance of lorry loaders. The presentation and subsequent discussion covered areas such as loading cycle (design) groups, thorough examinations, recommended maintenance intervals, how to conduct an effective maintenance regime and the resulting benefits.

Sue Thompson and Marcus O'Connor of the Health and Safety Executive (HSE), talked about working at height and falls from vehicles. They explained the relative accident statistics and the common causes of such accidents. Possible solutions were then discussed, this may be an area for the Operators' Forum to review and produce a best practice guidance of its own.

Further information on both presentations can be obtained from ALLMI.

The Operators' Forum now has representatives on both the ALLMI Technical and Training Committees, giving Forum members greater

involvement in issues relating to training, legislation, standards, and technical matters. ALLMI is involved in the forthcoming revision of BS 7121 Part 4 (Code of Practice for the Safe Use of Cranes - Lorry Loaders) and Forum members will be asked for their comments on this issue.

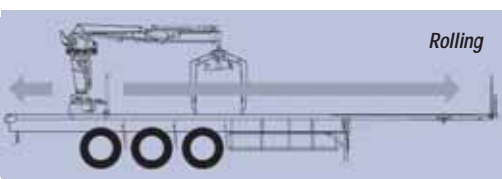
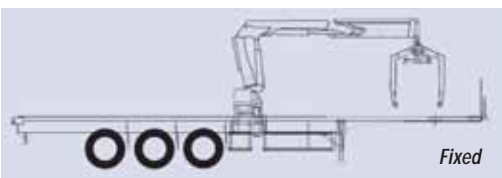
ALLMI general manager, Tom Wakefield, announced plans for an Operators' Forum section on the ALLMI website, with a listing of members and an online discussion area to facilitate the exchange of ideas on lorry loader related issues.

The next meeting of the Operators' Forum will be held on the 22nd November at the Strawberry Bank Hotel, Meriden, Coventry. This meeting will include a presentation on PUWER and LOLER by Ian Simpson of the HSE. If you are interested in attending or require further information on the Operators' Forum, please contact Tom Wakefield on 01249 659150.

Trailer Mounted Loader Cranes

ALLMI has produced guidance notes for three different types of trailer mounted loader crane.

- Fixed loader cranes mounted on semi-trailers
- "Ro-loader" cranes, which are installed in such a way that the loader crane can move along the length of the trailer, with or without a load.
- Limited movement cranes, where the loader crane can be moved a limited distance along the trailer by means of a hydraulic cylinder or similar method.



Stability

- The capacity of the loader crane and the weight of the trailer will determine if the crane can be used with or without stabilisers. Both hydraulic and manually deployed stabilisers are available, some manual stabilisers are detachable, and stored on the trailer. If legs are of the detachable type, ensure that they are correctly stowed away after use.
- When a trailer mounted loader crane is equipped with stabiliser legs, whatever the type, they must always be deployed.
- Certain trailer-mounted cranes will rely on the tractor unit being coupled to the trailer in order to provide the additional weight necessary to achieve stability.
- Only a tractor unit of a similar tare weight as described on the Report of Thorough Examination should be coupled to the trailer when operating the crane.
- Some trailer-mounted cranes will rely on the trailer landing legs being lowered to achieve stability.

With so many variables affecting the stability of a trailer mounted crane, it is imperative that the operator knows how the equipment should be configured for use. Always check the operator's manual to establish how the equipment should be configured. This information can also be found on the Report of Thorough Examination.

Other Points for Safe Use

- Always use ladders provided to access the trailer bed. Never attempt to climb up the side of the under-run protection system.
- Where hydraulics are provided from a tractor mounted PTO pump, never run the PTO until the crane has been

connected, and always carry a clean cloth to wipe quick release couplings before assembly. Contamination of the hydraulic system can be expensive.

- It is recommended that any automatically compensated air suspension systems be switched off when the loader crane is to be used.
- Always park the vehicle as close as possible to the goods that are to be transferred.
- Operators carrying brick and block type material must always ensure that the deck of the trailer is swept clean of any loose material after the goods have been off-loaded.
- Height Warning. Trailer mounted cranes that have a power source which is either crane or trailer mounted, often have the over height warning indicator mounted on the side of the loader crane. This indicator must always be checked before driving the unit.
- Before highway travel, always return a Ro-loader crane to its parking position and engage the travel lock.
- When the power source is crane or trailer mounted, the ignition key should never be left unattended with the trailer when the tractor is detached.
- Never park a Ro-loader crane forward of the trailer landing legs when the tractor unit is uncoupled from the trailer. The weight of the crane may tip the trailer.



The full text of the ALLMI guidance notes on trailer mounted cranes can be found on www.allmi.com

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Brian Fleckney of Panther Platform Rentals (left) receives the IPAF Rental+ award from IPAF senior auditor Giles Councill at Panther's headquarters in Luton.

Panther becomes top cat with IPAF Rental+

Panther Platform Rentals has become one of the select few rental companies to be able to fly the IPAF Rental+ flag. Companies awarded the IPAF Rental+ quality mark have been audited to meet defined standards in customer service, safety, staff training, contract terms and machine inspection.

"When hiring any powered access equipment, I'd always insist that the provider meets the standards set out under IPAF Rental+," said Brian Fleckney, joint managing director of Panther Platform Rentals. "The benefit to our customers is clear – they know they're getting top service, advice and equipment for all their working at height needs."

"It is not easy to attain IPAF Rental+ and Panther Platform Rentals is to be congratulated on having passed this first audit," said Giles Councill, IPAF senior auditor.

Timely information brings competitive edge for IPAF members

IPAF members enjoy free access to the Business Information Service from the Institute of Directors (IoD) in London. Take a look at some questions that the Service has helped IPAF members to answer:

- Do you have statistics on the number of accidents at work?
- I need to find the contact details of building maintenance contractors within London and the South East.
- Can you supply details of tree surgeons based in the South West?

- We are reviewing our health and safety policy, what should be included within our policy?

IPAF members can use the service by phone, e-mail or fax. The researchers will ask for your IPAF membership number with your query and they will usually provide you with an answer within 24 hours on working days.

Tel: 020 7451 3100

Fax: 020 7321 0145

E-mail: businessinfo@iod.com

Specialist insurance

IPAF has teamed up with Henderson Insurance Brokers to bring its members the commercial advantage of market leading cover at reduced premiums. This arrangement is backed with a service team that understands the platform industry and the associated risks.

The range of cover provided includes:

- Employers & Public Liability
- Plant - All Risks

- Motor Fleet
- Engineering
- Professional Indemnity
- Directors & Officers

"The package includes a dedicated scheme to cover Professional Indemnity," said David Fryer, associate director with Henderson's. "The facility that we have negotiated with insurers is only for IPAF members and only via Henderson's."

Details at www.ipaf.org/insurance.pdf

Where your PAL Card can take you

The PAL Card (Powered Access Licence) is recognised in a growing number of countries and this is helping to facilitate cross-border working, says IPAF. The PAL Card is issued to platform operators who have completed training certified as conforming to ISO 18878. In the UK, the training programme is approved by the Major Contractors Group (MCG) and operators holding an IPAF PAL Card should be

welcomed on any MCG site.

The PAL Card is recognised, among others, by the Berufsgenossenschaften in Germany, by Assodimi in Italy, by the Scaffold Industry Association in the USA and by Asociace ZZ-CR in the Czech Republic. More than 50,000 PAL Cards are issued each year through a network of over 230 IPAF-approved training centres worldwide.

Bookings open for Summit 2007

Next year's IPAF Summit will be held on 27 March 2007 at Whittlebury Hall in Northamptonshire. Book early for dinner and accommodation to enjoy special discounts. Dinner is £49.95 per person plus VAT. Book a table for 10 and you get one place free, i.e. you pay for nine. A single room is £99, down from £130. To book rooms, call Whittlebury Hall at 01327 857857 and quote the booking reference number 12939.

Programme and speaker details will be available at www.ipaf.org

JLG chairman awarded PAL Card

Bill Lasky, chairman of the board, president and CEO of JLG Industries, Inc. recently became the proud holder of a PAL Card. Lasky, who is also deputy president of the IPAF board, successfully completed an AWPT platform operator course at JLG's McConnellsburg training centre in the United States. Lasky's training was conducted by Thomas W. Hickey, an AWPT senior instructor and JLG's safety training programmes manager. AWPT (Aerial Work Platform Training) is IPAF's North American subsidiary.

Lasky said, "I took the IPAF training course to develop a deeper understanding of the equipment at the end-user level so I can continue

to lead the company in providing new solutions to access challenges. It keeps me in touch with the industry and how our products are being used.

Bill Lasky (right), JLG chairman, president and CEO, receives his AWPT PAL Card and certificate from Mike Popovich, JLG training director.



Easy software to manage rentals

IPAF members now enjoy a 10 percent discount on rental management software from inspHire, available in both Office and Corporate editions. inspHire offers comprehensive software to track all aspects of the business – from service scheduling and pre-delivery inspections, to machine certification data and profitability levels.

Details at www.ipaf.org/software.pdf



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Access Safety Training

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www.aplant.com

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

See www.ipaf.org for full listing



Spanset's new training structure

Spanset unveils new training centre

Spanset, the safety harness and equipment producer, unveiled its new UK training centre in July. The new purpose-built facilities, located at the company's Cheshire headquarters, are part of an expansion of its training division. The investment of £150,000 includes state of the art outdoor structures designed to enable realistic training in height, safety and rescue techniques.

The company claims that the new layout is one of the most extensive and versatile of its kind in the UK. It incorporates facilities for specialist training in load lifting and restraint, vehicle restraint and material handling training, together with lecture rooms and refreshment facilities.

Developer unlikely to face charges

A Bolton-based developer is unlikely to face any legal proceedings following the death of surveyor David Humphries, 64, who fell through a hole in the floor at Trinity Church in Bolton while carrying out a survey in May.

The Health and Safety Executive conducted an investigation at the disused church owned by Bolton-based developers G and J Seddon. It said that a file had been passed to the coroner and no further action was expected against the firm, but that it would not be closing the case until the outcome of an inquest.

"On the basis of current evidence, there is nothing to suggest that we

would begin any legal proceedings in the light of Mr Humphries' death," a spokesman said. Keith Waddington, commercial director of Seddons, said: "We have worked closely with the HSE throughout their investigation into this incident. The group has an excellent safety track record and we have reviewed certain procedures in the light of comments made by the HSE."

T5 makes it 2 million

The 7,500-strong workforce on the new £4.2 billion Heathrow Terminal 5 scheme has clocked up two million man-hours without a reportable accident. The construction project, which has placed a great deal of emphasis on the use of safe powered access and training, has hit the million man hours target on six separate occasions. Since construction began in summer 2002 around 40 million man hours have been spent building the terminal.

C&a

training

Absence of training caused deaths

An inquest jury has delivered verdicts of accidental death for two men who fell to their deaths after a crane operator loosened the tower section bolts on a 30 metre tower crane. Stephen Boatman, 45, from Reading, and Gary Miles, 37, from Crowthorne, near Bracknell, died after the crane, that had been used at the Highdown School, Durrington, collapsed on February, 11, 2005. Both men died instantly from head and chest injuries.

The jury heard that David Smith, 55, of Weybridge, loosened 16 of the heavy duty bolts that held the cranes tower together. Smith was left dangling halfway up the tower, unconscious but recovered in hospital.

The court was told that neither Smith, Boatman nor Miles possessed any formal qualifications for dismantling tower cranes and 'that no formal training programme existed'. Smith, an experienced crane operator,

described how he had climbed the crane loosening bolts on the day of the accident, in preparation for it to be dismantled the following day.

The court was told that such loosening was 'routine procedure' but that a certain degree of 'torque' was to be left to ensure the safety of the structure. Experts stated that the bolts were not tight enough to maintain the turning moment of the crane, causing it to topple over.

All three men worked for rental company W D Bennett's Plant & Services, based in Gloucestershire, which supplied the two cranes and was responsible for dismantling them.



The tower crane collapse killed two

Ainscough trains 10,000

Ainscough Training Services Ltd trained its 10,000th candidate in July. In the five years since the business was demerged from Ainscough Crane Hire, it has provided over 12,500 course places to 10,000 candidates from more than 1,400 employers.

The 10,000th person trained was corporal Kieran Taylor, currently a plant fitter with the Royal Electrical and Mechanical Engineers. He chose Ainscough to undertake his resettlement training as he prepares to re-enter civilian life later this year. The programme consisted of a two week long CPCS mobile crane and slinger/signaller course, with further two weeks work placement at the Ainscough Crane Hire depot in Standish.

Has he been trained?

Spotted in a Northampton village, in August, how is this for safe access? It doesn't look like this painter has attended any safe access courses or heard from the HSE



National



Tel: 0845 06 11 999 Fax: 01582 842590

Email: simon@panther.uk.com

www.platform-rentals.co.uk

Scotland



Tel: 01324 889000 Fax: 01324 888901

e-mail: mailbox@outreach.plc.uk

Web: www.outreach.plc.uk

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

See www.ipaf.org for full listing

Time

for action

Everyone connected with powered access knows that it is by far the safest form of reaching work at height.

It also happens to be the most efficient, the most comfortable and generally the easiest to use (a small step ladder excluded). However, it seems that this year has been particularly bad for the number of accidents, particularly those involving the ejection of operators from the basket of boom type work platforms.

Many of these have been vehicle mounted lifts that have either been struck by another vehicle or where the ground has given way under an outrigger creating a whiplash effect on the boom that catapults the operators into the air.

The latest such incident this week, could not have provided a more graphic demonstration. A 49 year old window cleaner was killed when his truck mounted boom lift was hit by a delivery vehicle. The machine tipped, and then righted itself but the sudden violent movement flicked the man out of the platform. His co-worker managed to maintain his grip on the guardrail, stayed in the basket and survived. (See page 14)

He was lucky! Both would have survived if they had only followed the simple advice opposite. Sadly we all think that such accidents only happen to someone else! You can be sure that the 49 year old head of a Hanover family also thought that.

Safety Harnesses in Mobile Elevating Work Platforms

Taken from IPAF/CPA Technical Guidance Technical Guidance Note H1/05/05

Boom Type Platforms

It is strongly recommended that a full body harness with an adjustable lanyard (used to provide restraint and adjusted to be as short as possible) is used when working from a boom type Mobile Elevating Work Platform

This includes: Self Propelled Booms, Trailer mounted boom Lifts and Vehicle Mounted Platforms.

Vertical Lifts

It is not normally necessary for personnel working from a vertical lift to wear fall protection equipment, other than in exceptional circumstances.

This would include: Scissor Lifts and Vertical Personnel Platforms.

The need for a fall protection system will be the outcome of a job specific risk assessment undertaken prior to work commencing and taking into consideration the manufacturer's operators' manual.



This man lived thanks to his harness



Two men died due to lack of a harness

Booms Yes Scissors No
For more details go to www.ipaf.org

For information on preventing falls and on the use of harnesses and lanyards in MEWPs see: HSE Information Leaflet MISC614 Preventing falls from boom-type mobile elevating platforms.

Available from the HSE website at <http://www.hse.gov.uk/pubns/fallindx.htm>

Published in the interests of platform safety by the Vertikal Press Ltd

Ball Rollers

The Schaeffler Group has developed a totally new rolling element bearing - the ball roller - which it says combines the best features of roller and ball bearing technologies.

The company claims that its rolling element bearing not only saves valuable design space, but also reduces friction and enables bearing width and mass to be decreased by 20 percent.

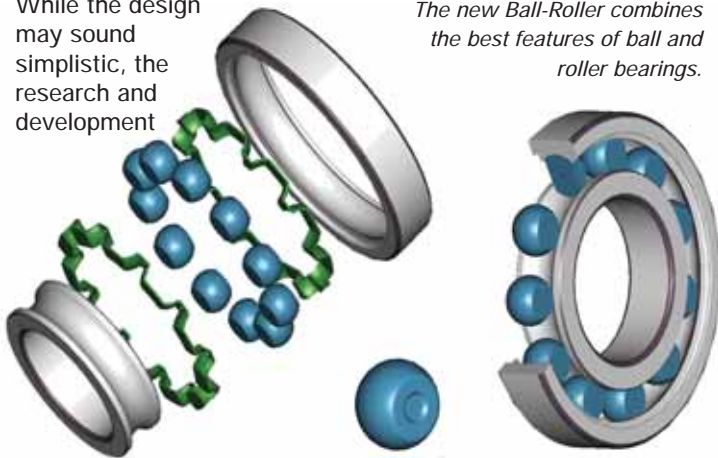
The 'ball roller' bearing incorporates bearing elements that are spherical, but which have their sides cut off.

While the design may sound simplistic, the research and development

behind this radical breakthrough has been significant. The result is a range of ball roller elements that offer all the axial load handling capabilities of fully spherical balls, but more importantly, allow overall bearing width and mass to be decreased by around 20 percent, while friction is also reduced.

Alternatively, it is possible to carry greater loads and provide a larger grease reservoir or more space for improved sealing, within the same design space.

The new Ball-Roller combines the best features of ball and roller bearings.



New Digital dynamometer offers hand held print out

Saltner Brecknell has introduced two new portable ranges of its Dillon digital dynamometer, the ED Junior and EDxtreme. Both have a working overload capacity of at least 150 percent and a safety factor ratio of up to five times rated capacity.

New Dillon EDxtreme dynamometers offer a direct print out capability including a hand held radio communicator option.

The two models offer accuracy and repeatability to 0.2 percent of capacity or better. Capacities range from 1,000kg to 50,000 kg. The 26mm high dot graphic display features a choice of measurement units including kgs, lbs and Newtons. Both models can display live weight or peak hold for tension testing applications.

The EDxtreme range has a sealed connector for serial communications. This enables data to be extracted and printed directly from the dynamometer. Alternatively it can be radio equipped to communicate with a hand held readout. The radio communicator has a range of up to 100 metres and can monitor up to four EDxtreme scales for load and total weight.



Penny + Giles now offers a PWM option on its ICT in cylinder transducers



PWM option for Penny + Giles in-cylinder transducers

Penny + Giles, has developed a pulse-width modulation (PWM) option for its ICT range of contactless in-cylinder linear transducers that it introduced last year. The transducers are intended for hostile conditions inside hydraulic or pneumatic cylinders, such as those used in steering, suspension or axle oscillation applications.

The digital signal of the PWM is more robust and less vulnerable to noise than analogue voltage signals. The option also provides a simple cost-effective way to 'go digital' as it does not require an A/D converter or other re-configuration.

The ICT transducers also come with a separate electronics package, EICT. This can be located up to 10 metres away from the transducer protecting it from the mud, sand and water associated with heavy-duty applications such as steering position actuators and hydro-pneumatic suspension systems. The EICT currently provides analogue position feedback proportional to the cylinder rod position for actuator strokes of up to 2,000mm.

The PWM option produces a TTL-level compatible signal which has a duty cycle proportional to transducer displacement. This can be converted easily to a digital value by most microcontrollers without the necessity for expensive high-resolution analogue to digital converters.

enquiries ↓

To contact any of these companies simply visit the 'Industry Links' section of www.vertikal.net, where you will find direct links to the companies' web sites for up to five weeks after publication.

To have your company's new product or service displayed in the 'Innovations' section of C&A, please send in all information along with images to either; Innovations, Cranes & Access, PO Box 6998, Brackley NN13 5WY, or alternatively by e-mail to: info@vertikal.net with 'Innovations' typed in the subject box.

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From: Peter Hird

Sent: 21 August 2006

Subject: Deaths using Powered Access - Safety Harness not worn again

Dear Leigh,

Reading Vertikal.Net most days, it is very worrying to see how many people have been killed or sustained serious injury by not wearing safety harness when using access equipment. As much as we have come along way with IPAF and its safety standards it shows there is still a lot more work to be done to ensure that operators adhere to these safety factors.

Regards

Peter Hird

Managing Director

Peter Hird & Sons Ltd

Valla Cranes UK Ltd

Hull

The following two letters were published in full on Vertikal.Net, they have been edited for space considerations, the full text of each can be seen on www.vertikal.net

Dear Editor,

10th August 2006.

Re: Zealots are not helping

Well done for publishing your view that "Zealots are not helping". Too many times people get distracted from the big safety issues by small print and multitudinous sub-clauses.

Congratulations also to Frank Scarborough of Snorkel for his clear statement that: "People need the proper training and an understanding of what the machine operational capabilities are".

Time and time again IPAF researches accidents categorised as "machine failure" to discover that the machine failed because it was set up incorrectly or operated outside its safe limits- usually due to ignorance on the part of the operator.

However, I have to clarify one of Frank's comments. IPAF undertakes no training. What we do is provide an internationally recognised training programme that approved training centres deliver. Most IPAF approved training centres are run by, to quote Frank, "rental companies delivering a serviced product and providing the training the operators require".

What IPAF does is take away the hassle of developing a training programme, we keep it up to date and provide a universally recognised proof of training. Most of those companies charge for the training and are run as profit centres which means they work hard to increase the number of trained operators in the field.

A number of IPAF training centres are run by manufacturers such as JLG, Skyjack, Genie Europe and Haulotte etc...

Finally, what can we do to keep the zealots at bay? Well, all major manufacturers, including Snorkel, are members of IPAF entitling them to sit on our Manufacturers Technical Committee. Providing a united voice which has several times stopped the zealots from putting crazy clauses into European directives and other standards. Frank, we need you on that committee I invite you, or a colleague, to attend our next meeting in October!

Yours sincerely

Tim Whiteman

Managing Director, International Powered Access Federation,

Dear Leigh,

This letter is to add my comments to your very insightful editorial comments regarding aerial lift and crane safety in today's workplace. You and I have been involved in the crane and access industries for many years, and have witnessed many changes; clearly some changes have been very positive for the industry and sadly some changes that have missed the mark and impeded progress.

As a manufacturer, we are continually working to improve our products that provide the user easy operation method, simple daily, weekly, monthly and annual maintenance procedures along with meeting applicable global standards. Europe has its standards, the USA has ANSI design requirements, Canada has CSA regulations, Australia, a rather unique 10 year regulation, Japan also has its regulations, etc.

My responsibilities take me to many different parts of the world, working with distributors and rental companies. When it comes to safety, we cannot legislate the operator's awareness, nor can we design a product that has common sense, never allows the machine to enter an unsafe situation and then takes over all functions.

People need the proper training and an understanding of what the machines operational capabilities are.

Every major access manufacturer is aware of the European platform load sensing requirements and the continual service and calibration issues that it has placed upon rental companies and manufacturers.

Is operational safety in Europe better today? Has this made access platforms more functional, user friendly, operationally safer or more cost effective to rent or sell? Does the 10 year rule in Australia provide users with a better device than is available in America or Canada?

The UK has a great organization in IPAF, but is it a group that not only provides training (at a cost) but works to improve the industry? What happened to rental companies delivering a serviced product and providing the training the operators require?

All the training, machine placards, operational manuals and videos, can never take the place of the operators using common sense whether it is cranes or access platforms.

I feel it would behove your publications and others within our industry to continually monitor all the legal craziness and work with your industry readership to enlighten and expose the "misguided regulators (bureaucrats) and Zealots" that simply add restrictions, and costs that are truly unnecessary.

Common sense in our industry along with proper instructional guidance is key.

We, here at Snorkel focus all our efforts on providing top quality access products designed for safe operation with low ownership costs. Unit number one, built in 1977 still operates everyday here at the factory.

I applaud your stand and candor on this sensitive topic that affects the crane and access industries. We need more companies and individuals to follow your course.

Regards,

Frank Scarborough

Executive Vice President & C.O.O. Snorkel



The world's largest Construction Equipment Exhibition: April 23 – April 29.

Bauma, the biggest capital equipment show on earth, covers everything from Tyres to Telehandlers, Cranes to Theodolites and Cabins to Platforms. The range is mind-boggling and it attracts more exhibitors and visitors than any exhibition of its kind in the world. Even though most visitors stay for more than one day, the show is so large, the number of stands so great and the visitor traffic so heavy, that customers can easily miss stands that would be of serious interest to them.

Vertikal Bauma is a Bi-Lingual (German/English) specialist guide for those primarily interested in Cranes, Telehandlers and Access Platforms.

Some facts about Bauma:

Over 415,000 Visitors:

At least 330,000 use German as a primary language

Over 390,000 visitors are European

In 2004 over 95,000 visitors claimed that scaffolding, formwork and access were their major interests, while more than 90,000 claimed that it was lifting and conveying.

Vertikal Bauma: The complete Bi-Lingual guide to access and lifting at Bauma

- Made available to readers of Cranes & Access and Kran & Bühne prior to the show and will be online before, during and after the show.
- A minimum of 10,000 copies will be distributed at the entrance to the outside areas during the exhibition.
- A reference style, easy to read directory - all Access Equipment, Crane, Telehandler and associated component and ancillary equipment exhibitors will be listed.
- Full detailed plans and maps of the exhibition showground will be included.
- The guide will contain local area information including restaurants, bars and how to get about in Munich.
- Produced in both German and English, the guide will ensure that your company reaches more than 90 per cent of visitors during the show.
- The guide will be widely publicised and promoted in the three-month run-up prior to Bauma.
- The guide will also act as a reference source to the lifting and access communities after the show.

To Feature your company and products in Vertikal Bauma contact:

E-mail: VBE@vertikal.net

Tel: +44 (0) 87077 40436 Fax: +44 (0) 1295 768223

Die weltgrößte Baumaschinenmesse vom 23. – 29. April

Egal wie Sie es sehen. Die Bauma ist die größte internationale Baumaschinenmesse in 2007. Ob Krane, Arbeitsbühnen, Teleskoplader oder Zubehör. Diese Ausstellung ist der wichtigste Termin, um neue Produkte aus Ihrem Bereich vorzustellen. Diese Messe ist größer an Fläche, umfangreicher an Ausstellern und hat mehr Besucher, als alle Messen dieser Art. Viele Besucher bleiben länger als einen Tag. Die Messe ist so groß, der Besucherstrom so stark und die Anzahl der Stände so umfangreich, dass es leicht passieren kann, dass Besucher viele der Stände verpassen, die eigentlich interessant für sie wären.

Unser zweisprachiger Messeführer VERTIKAL BAUMA wird die Besucher in Deutsch und Englisch an Ihren Stand führen und nach der Messe als Referenzwerk nach Hause mitgenommen werden.

Einige Zahlen über die Bauma:

Mehr als 415.000 Besucher

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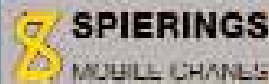
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