

# cranes & access

www.vertikal.net

October 2013 Vol.15 issue 7

Crawler  
cranes

Mast booms

Vertical  
Dagen  
review



... Snorkel goes to Ahern...Palfinger and Sany move closer...Harsco quits scaffold...



## **SJ63 AJ** ARTICULATING BOOM

21.38 m working height and a horizontal reach of 12.19 m

Combining a working height of 21.38 m, a horizontal reach of 12.19 m, and an up and over clearance of 8.38 m, Skyjack's SJ63 AJ is designed for versatility. Superior positive traction and terrainability is provided by the axle based 4WD used in many of Skyjack's product designs, which accounts for a proven low maintenance, rugged and reliable drive train. 360 degree turret rotation and zero tail swing allow for flexible operation in tight locations.

The 63AJ features a unique open center knuckle riser design for improved visibility, compact dimensions, and below grade reach capabilities. Dual lifting cylinders provide superior comfort and stability, while also maintaining true vertical rise which prevents drifting forward or backwards.

**SKYJACK**

For information call +44-1691-676235 or visit us online at [www.skyjack.com](http://www.skyjack.com)

## On the cover:

Two of JLG's recently introduced Toucan 12E Plus mast booms working on a ventilation system. The 12E Plus is the largest JLG mast boom with a working height of 12.65 metres and over six metres of outreach.



# C&A contents

17

Mast booms



27

Crawler cranes



37

Verticaal Dagen



**SUBSCRIPTIONS:** Cranes & Access is published eight times a year and is available on payment of an annual subscription of £40.00. If you wish to subscribe, please send a crossed cheque made payable to The Vertikal Press Ltd to: Subscriptions, The Vertikal Press, PO Box 6998, Brackley, Northants NN13 5WY. Address changes should also be sent to this address. Please include the address label from a recent issue with all correspondence and allow 3 months for changes to be effective.

### SUBSCRIBE ONLINE AT:

[www.vertikal.net/en/journal\\_subscription.php](http://www.vertikal.net/en/journal_subscription.php)

**BULK DISCOUNTS:** These are available to companies wishing to take out multiple subscriptions. Please contact the subscriptions manager for more details.

Tel: +44 (0)8448 155900 Fax: +44 (0)1295 768223  
E-mail: [info@vertikal.net](mailto:info@vertikal.net)

**Kran & Bühne:** The Vertikal Press also publishes a German magazine which deals with the same issues as Cranes & Access, but is written for German users and buyers. Details available on request.

While every effort is made to ensure the accuracy of information published in Cranes & Access, the Editor and Publisher can accept no responsibility for inaccuracies or omissions. Views expressed in articles are those of the authors and do not necessarily reflect those of the Editor or Publisher. Material published in Cranes & Access is protected under international copyright law and may not be reproduced without prior permission from the publishers.

Comment 5

News 6

Snorkel shareholders agree deal with Ahern, Palfinger and Sany to expand partnership, Shantui quits planned Manitowoc JV, Dingli unveils its first mast boom, New models from Ruthmann, Sogage unveils new models and product improvements,



Tadano looking direct for UK, Two more MX models from Multitel, Harsco exits scaffold

business, Dueco launches backyard boom, First Niftylift HR28 delivered, Elliott unveils larger platform, Alltec launches 45 ton crane, Genie upgrades GTH 5519, Palfinger launches compact truck mount, France-Elevateur launches live line work platform, Finance updates.

Mast booms 17

While remaining a niche product, the mast boom is gaining in popularity - at least in some countries. Cranes & Access looks at the players, developments and products including the new product introductions from JLG, ATN and new player Dingli.



Crawler cranes 27

There is a renewed interest in smaller crawler cranes - including those with articulated booms - either specifically designed and manufactured, or those created by mounting a loader crane knuckle boom onto a tracked chassis. We look at the smaller end of the spectrum, as well as the latest telescopic crawler crane introductions.

Verticaal Dagen 37

The fourth Verticaal Dagen event for access, mini cranes and telehandlers was held at the Beekse Bergen safari park near Tilburg in late September. While a slightly smaller show than usual the display of new equipment was still very impressive.



CPA Crane

Interest Group 45

A brief review of the Crane Interest Group meeting held last month.

Vehicle type approval 47

On the 29th April the process of registering a 3.5 tonne vehicle in Europe changed. With further changes scheduled next year involving larger vehicles, Ed Darwin takes a look at the new type approval legislation and the different avenues available to obtain certification, highlighting the advantages and disadvantages of each.

## regulars

CPA 51

ALLMI Focus 53

Training 55

IPAF Focus 57

Innovations 59

PASMA 61

Ladder Association 63

Books and Models 65

Letters 69

What's on 72

Online directory 78

## In the next C&A

The next issue of Cranes & Access will feature Mastclimbers and Hoists, Heavy lifting and Outrigger mats. If you have any contributions to make or suggest please contact our editorial team.

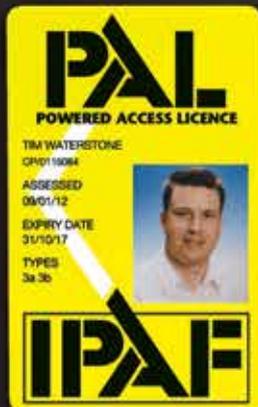
"If a man has good corn or wood, or boards, or pigs, to sell, or can make better chairs or knives, crucibles or church organs than anybody else, you will find a broad hard-beaten road to his house, though it be in the woods"  
Oft misquoted as - "Build a better mousetrap and the world will beat a path to your door".

Ralph Waldo Emerson

If you use one of these,



you need one of these.



IPAF Approved Training Centres train more than 100,000 operators every year in the safe and effective use of powered access platforms.

The IPAF PAL Card is recognised worldwide across industries as proof that your operators have been trained to the highest safety standards and meet all legal requirements.

**Find an IPAF approved training centre at [www.ipaf.org](http://www.ipaf.org)**

The IPAF operator training programme is certified by TÜV as conforming to ISO 18878.



# cranes & access

The Vertikal Press

PO box 6998 Brackley NN13 5WY. UK  
Tel: +44(0)8448 155900 Fax: +44(0)1295 768223  
email: info@vertikal.net  
web: www.vertikal.net

In Germany:

Vertikal Verlag

Sundgaualle 15, D-79114,  
Freiburg, Germany  
Tel: 0761 8978660 Fax: 0761 8866814  
email: info@vertikal.net  
web: www.vertikal.net

Germany, Scandinavia,  
Austria and Switzerland

Karlheinz Kopp, Vertikal Verlag,  
Sundgaualle 15, D-79114, Freiburg, Germany  
Tel: +49 (0)761 89786615  
Fax: +49 (0)761 8866814  
email: khk@vertikal.net

Italy

Fabio Potestà, Mediapoint,  
Corte Lambruschini,  
Corso Buenos Aires 8, V Piano-Interno 7,  
I-16129 Genova, Italy  
Tel: 010 570 4948 Fax: 010 553 0088  
email: mediapointsrl.it

The Netherlands

Hans en Anneke Aarse  
Oranjestraat 167  
NL 3295 AS - 's-Gravendeel  
Tel: +31-78 673 4007  
Mobile: +31(0) 630421042  
email: ha@vertikal.net

UK and all other areas

Pam Penny  
PO box 6998 Brackley NN13 5WY. UK  
Tel: +44(0)8448 155900  
email: pp@vertikal.net

Design & artwork by:

BP Design Ltd.  
Tel: 020 8245 5715  
email: studio@bpdesign.info  
web: bpdesign.info

ISSN: 1467-0852

© Copyright The Vertikal Press Limited 2013

For users & buyers of lifting equipment  
October 2013 Vol. 15 issue 7

#### Editors:

Leigh Sparrow  
Mark Darwin

#### Assistant Editor:

Edward Darwin

#### Associate Editors:

Rüdiger Kopf (Freiburg)  
Alexander Ochs (Freiburg)

#### Sales & customer support:

Pam Penny  
Karlheinz Kopp  
Clare Engelke

#### Production:

Nicole Engesser

#### Subscriptions:

Lee Miller

#### Publisher:

Leigh Sparrow

## Vertikal Press

The Vertikal Press Ltd.  
MEMBERS OF:



Letters, emails, faxes and  
phone calls are welcome and  
should be sent to:

The Editor,  
Cranes & Access,  
PO Box 6998, Brackley  
NN13 5WY, UK  
Tel: +44(0)8448 155900  
Fax: +44(0)1295 768223  
email: editor@vertikal.net



# C&A

comment

## Chicken or egg?

Last month Cranes & Access publisher Leigh Sparrow spoke at the IPAF UK event in Northampton, recalling how amazing it was to operate his first aerial lift, a 60ft telescopic boom, in 1979. At that moment he was certain that self-propelled aerial lifts -

virtually unheard of then - would sweep the country, ending the use of scaffolds, ladders and make-do access solutions overnight.

Almost 35 years later aerial work platforms are finally becoming commonplace as their use continues to grow, but market penetration still has a long way to go. We receive photographs every day of tradesmen making do with dodgy or inappropriate access equipment, missing out on the efficiency and safety benefits of powered access. This is a not purely a case of people being slow to adopt new ideas and methods, accessibility to the equipment - both convenience and cost - also plays a part.

Few people want or can afford to buy specialist machinery outright, but would be happy to rent so the local availability of rental equipment at a decent price is a major factor. The lack of machines for rent and restricted choice can also block progress of a new idea, concept or product.

The typical response of "we never get calls for that" is undoubtedly true, as rental companies either don't stock products or customers are unaware of their existence. But when a number of companies compete and promote new concepts, the market grows far more rapidly than if there is a lone supplier.

The lifting industry is littered with fantastic new products which could transform certain jobs, but are not taken up by rental companies and so never make it into the mainstream market. The mast boom - featured in this issue - is a product that has suffered from this, and continues to do so in many markets. Self-erecting mobile tower cranes and mini crawler cranes may also fall into this category.

But for the rental company what comes first - the demand or purchasing the equipment to create demand? It's the classic chicken and egg situation.

Some products do eventually win through, often due to a customer focussed and well-funded rental company making a go of it, or in some cases a manufacturer or distributor that takes things into its own hands and offers equipment for rent itself.

The quotation 'build a better mousetrap and the world will beat a path to your door' may have been true in the Victorian era, but it is often not the case today.

Mark Darwin

Please mail, email or fax any comments you may have, to the editor, stating if we may publish them or not.

twitter facebook

Vertikal  
net

# Ahern to take Snorkel

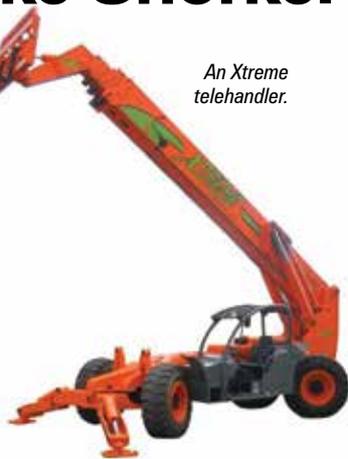
Don Ahern of Ahern Rentals and Xtreme Manufacturing has agreed the staged acquisition of Snorkel aerial lifts.

Las Vegas-based Ahern will set up a new Nevada based company - Snorkel International Holdings - with Tanfield 'contributing' Snorkel to the new company in exchange for a 49% holding. Ahern will contribute around 35 to \$50 million of working capital for his majority stake.

Should the Snorkel business achieve an EBITDA of \$25 million in any 12 month period over the next five years, the new company will buy 19 percent of Tanfield's minority stake for \$50 million and the remaining 30 percent at a multiple of 5.5 times EBITDA - making for £187.5 million in total - both subject to the new company having sufficient cash to pay.

Once the deal is complete Snorkel's three most senior managers, Darren Kell, Charles Brooks and Brendan Campbell will resign from Tanfield and transfer to the new Snorkel company.

The announcement from Tanfield also suggested that a significant opportunity exists to use the



An Xtreme telehandler.

Snorkel brand and its international distribution network to sell Xtreme telehandlers outside of North America. It also said that the new business will look for opportunities to combine facilities, administrative functions, insurance programmes and personnel to reduce overhead expenses.

The agreement follows a six month search for a buyer, which failed to find anyone willing to take on the business which was rapidly running out of cash. In 2012 Snorkel had losses of £14.6 million and net assets of £23.5 million. This year has seen a further drop in revenues and increased losses - see page 12.

# Sany and Palfinger get closer



The first truck cranes under the Sany/Palfinger European Joint Venture have been sold in Russia

Palfinger and Sany are each to acquire a 10 percent stake in the other company further expanding their partnership formed last year. Half of the 10 percent stake in Palfinger will take the form of new shares issued by Palfinger to Sany. The other half will be through the acquisition of existing shares from the Palfinger family. The price payable by Sany will be €29 a share.

In return, Palfinger will acquire a 10 percent stake in Sany Lifting which includes the Chinese group's mobile, tower and crawler crane operations and is of a comparable size to Palfinger. The transaction is subject to Chinese regulatory approvals and approvals by the boards of the two companies.



A Manitowoc Dong Yue truck crane

# Shantui quits planned Maniowoc JV

Shantui has pulled out of its agreed joint venture contract for Maniowoc's Dong Yue truck crane business in China, citing the country's economic restructuring and sharp decline in the construction machinery market impacting its business. The downturn has also affected government investment policies and investment ideas for the construction industry, which has led to delays in obtaining the necessary governmental approvals for the joint venture.

Maniowoc chief executive Glen

Tellock said: "We are disappointed with Shantui's decision and the fact that the Chinese government did not act to timely approve our potential joint venture, as we believed that there was enormous potential in the successful collaboration of Maniowoc and Shantui in the truck crane industry. In the meantime, we will evaluate our options with our current partner, Tai'an Taishan Heavy Industry, with respect to the future of the Maniowoc Dong Yue business."

Maniowoc bought into Dong Yue in 2008.

# First Dingli mast boom

Chinese aerial lift manufacturer Dingli has launched its first mast boom, the 11.5 metre working height AMWP81115. It is also only the second mast boom with active pot-hole protection, which provides increased ground clearance when stowed.

Measuring one metre wide the lift has an overall length of 2.56 metres, an overall stowed height of 1.97 metres and gross weight of 2,850kg. Working outreach is three metres at an up and over height of eight metres. The lift also offers a full 360 degrees of slew, direct electric drive, over-centre steering for a tight turning radius and has an outdoor CE certification with a single person in the platform - two men and 200kg indoors.



Dingli's first mast boom has an 11.5 metre working height

*The MTC15 is a portable terminal crane with a capacity of 600 tonnes at 25 metres and a load moment of 15,000 tonne metres*



## Mammoet launches 600 tonne terminal crane

Dutch international heavy lift and transport company Mammoet has unveiled its MTC15 terminal crane which has a capacity of 600 tonnes at 25 metres and a load moment of 15,000 tonne metres.

It is a fully-containerised heavy lifting device designed for rapid

deployment. The MTC15 has a ground bearing pressure of 10 tonnes per square metre, uses winches for lifting and the boom-up system, needs just one 80 tonne crane to help with assembly which can be completed in 7-10 days and needs only one operator.

## Ruthmann launches new platform...



*The T380 offers a 38 metre working height and 31 metre outreach*

German truck mounted lift manufacturer Ruthmann has unveiled its new 38 metre T380 truck mounted lift, on a two-axle 18 tonne chassis.

The T380 offers an outreach of 31 metres, a 180 degree articulating jib and a maximum platform capacity of 600kg. Ruthmann will also announce the launch of the 63 metre T630 in the coming weeks.

## ...And moves into North America



*Time and Ruthmann employees in front of Ruthmann's 54 metre T175 aerial platform mounted on a three axle Freightliner chassis*

Ruthmann has also appointed Time Manufacturing as its distributor for North America. Based in Waco, Texas Time produces Versalift and Condor vehicle mounted aerial lifts.

The two companies have been working in partnership since 2011, with Ruthmann responsible for the marketing and after-sales service of Versalift products throughout Germany, Austria and Switzerland while Time represents Ruthmann in Spain, Portugal, Denmark and the Benelux region.

## Socage unveils new models

Italian platform manufacturer Socage unveiled several new products, upgrades to existing products a new on line spare parts catalogue and ordering system at its dealer day late last month. As well as showing its new 28 metre articulated Forste 28D mounted on a 3.5 tonne chassis, the company revealed details of its new 'Forste' prototypes.

The Forste 37DJ (37.2 metre working height double articulated boom with jib) - mounted on a two axle 11 tonne GVW chassis - has a maximum outreach of 23 metres with 80kg and around 19.5 metres with the maximum 300kg platform capacity. The Forste 10A is mounted on an Isuzu 4x4 pick-up truck and has a working height of 10 metres, outreach of 4.2 metres and maximum platform capacity of 120kg. This will be the first in a new line of Forste A models which will also include the larger 12A, 13A and 15A.

Preliminary details were given on a new Forste 17SJ spider lift with jib which has a maximum 17.2 metre



*The first of a new range of Forste A platforms - the 10 metre working height 10A*

working height and 7.8 metres outreach with 225kg platform capacity. Larger new truck mounted platforms under development include the 57 metre TJ57, TJJ61, TJ62, TJ65, TJJ66, TJJ69 and the 70 metre TJ70. At the smaller end there will be a new Forste 25D and 21D on a 3.5 tonne chassis as well as the jib versions 26DJ and the 22DJ.

For the first time Socage announced details of a new van mounted platform - the 12FT which has a 12 metre working height - and 24, 42 and 56 metre fire fighting platforms.



*Socage showed off existing models and revealed future plans at its dealer meeting in Modena, Italy*

## Turkish platform

This year's Europlatform conference held in Istanbul, Turkey attracted around 100 delegates. The quality of presentations was very high with open and insightful talks from Pierre Boels of Boels Rental, Andy Studdert of NES Rentals, while locally based speakers including Mustafa Bilgin of Istanbul Vinç, Serkan Acar of Acarlar and Faruk Aksoy of IMDER/ISDER. Merve Yerdelen Ellialioglu of equipment distributor Tatmak & Kryer also proved to be a highly eloquent discussion panel member.

More industry specific presentations were given from Søren Rosenkrands of Rivval, Michael Rohmeder of Ritchie Bros and Chris Wraith of IPAF who launched a debate on entering and exiting the platform at height, something that the updated EN280-2013 effectively outlaws. The next Europlatform event will be held in Berlin next September. More on these presentations and topics in subsequent issues.

# Tadano in talks with Cranes UK

Crane manufacturer Tadano is currently conducting due diligence at its distributor Cranes UK relating to a possible acquisition. Owner Joe Lyons is now 66 and spending a great deal of his time in his native South Africa, while the business continues to prosper. Employees have been told of the talks and the possible change of ownership, but Lyons is quick to point out that no agreement has been reached at the moment.

## Two more MX models from Multitel

Italian truck and spider lift manufacturer Multitel has added two new 4x4 models to its MX range of truck mounted platforms - the MX220 and MX260. The 22 metre MX220 is mounted on an Iveco 55S17W and offers up to 9.8 metres of outreach with a 200kg platform capacity.

Outriggers at the rear are fixed within the vehicle's overall width, while the front outriggers will normally be used 'inboard', however they can be extended in order to obtain the maximum outreach over the front of the vehicle. Options include a fibreglass cage and 2KV insulation.

The 26 metre MX260 mounted on a 6.5 tonne Mitsubishi Canter 4x4 chassis has up to 12.2 metres of outreach. Both front and rear outriggers are fixed within the vehicles 2.1 metres overall width, making this an ideal unit for working in tight spaces. With an overall length of only 6.8 metres and stowed height of 2.75 metres this unit is as compact as any 3.5 tonne truck mount.



The new 22 metre Multitel MX220 on an Iveco 4x4 chassis

## Harsco exits scaffold business

Harsco has agreed the sale of its Infrastructure division to a new business that will combine it with Brand Energy & Infrastructure Services. Harsco Infrastructure was created by Harsco from the merger of SGB, Hünnebeck and Patent Scaffold.

The new Brand business is being put together by private equity firm Clayton, Dubilier & Rice, which is acquiring Brand from its owner First Reserve. The combined business will trade under the Brand Energy & Infrastructure name. Harsco will receive \$300 million in cash and a 29 percent stake in the new venture, which will have revenues in the region of \$3 billion. Around two thirds of that will come from the energy sector.

Brand's current chief executive Paul Wood, will lead the combined company, and headquarters will remain at Brand's base in Atlanta, Georgia. The board of directors will include representatives from CD&R, Brand and Harsco. The transaction is expected to close before the end of this year.



The new machine has almost 11 metres of outreach

## Dueco launches backyard boom

Terex Utilities distributor Dueco has launched a new 51ft track mounted boom lift for tree trimming and other duties, such as basic power line work. The compact spider lift-type product is based on a Terex TL50 superstructure mounted on an SDP tracked chassis and offers up to 11 metres of outreach while capable of passing through a 910mm wide gate. Platform capacity is 160kg and the unit is classified as Category 'C' rating per ANSI A92.2. Power comes from a small Yanmar

diesel and tracks can extend from 990mm to an overall width of 1.3 metres for greater stability on uneven ground. The outrigger footprint is 4.1 by 4.3 metres and overall weight 5.2 tonnes.



The unit is 990mm wide but expands to 1.3 metres for greater stability.

## Scholpp updates on crane overturn

German crane rental company Scholpp has issued a statement regarding the cause of its crane overturn in June in which 16 people were injured including five children at a fete in Neuenstadt am Kocher near Heilbronn in Southern Germany.

The company says that the Tadano crane has now been fully tested and inspected including a full analysis of its 'black box' data recorder. The test results indicate that the crane and its load moment indicator were in perfect working order and had no technical defects. The investigation has discovered however that the crane operator programmed a counterweight of 18 tonnes into the crane's load moment system, even though only seven tonnes of counterweight were available.

"It remains unclear why the operator then extended the radius of the load beyond the designated maximum load radius of 16 metres," said Scholpp. "With this counterweight the crane had a stability limit with the load it was lifting of around 22 metres radius. If the stability limit had not been exceeded, the crane would not have overturned, in spite of the incorrect programming of the safety system."

The Heilbronn prosecutor is continuing the investigation.





The new lift boasts a 280kg platform capacity and 19 metres of outreach

## First Niftylift HR28 delivered

Niftylift has delivered the first unit of its new 86ft HR28 boom lift to German rental company Cramer Arbeitsbühnen. The official handover of the Hybrid powered boom was made at the rental company's 50th anniversary celebrations at its headquarters in Hagen, North Rhine Westphalia earlier this month.

The HR28 is the largest lift ever built by the British-based manufacturer and offers a maximum working height of 28 metres and an outreach of 19 metres with a platform capacity of 280kg. The unit features four wheel drive, an oscillating axle, full battery electric power pack and diesel engine offering all the advantages of a hybrid machine while also being the largest electric self-propelled boom lift on the market. Total weight is 14.5 tonnes and Nifty features such as the SiOPs anti entrapment device are included.



Peter Cramer (L) receives the new machine from Niftylift founder and owner Roger Bowden.

## Elliott unveils larger platform

Boom truck and platform manufacturer Elliott Equipment of Omaha, Nebraska has unveiled its largest truck mounted platform to date, the 65.5 metre E160/215. The new unit has 24.4 metres of outreach and 544kg platform capacity. Developed in conjunction with Custom Truck Equipment the unit is mounted on a five axle chassis and has a maximum lift capacity as a crane of 13,600kg. Elliot Equipment says that the platform is designed for both on and off road applications by virtue of its EZ-Crib outriggers. Other features include a new 910 x 1,820mm basket with hydraulic lifting system making it easier for one person to attach.

## Alltec launches 45 ton crane

Altec has launched a new 45 ton boom truck/truck crane, the AC45-127S with 38.5 metre five section boom and 16.6 metre telescopic jib. Mounted on a three axle truck it features up to two suspended axles to allow permit-free road travel in all states. The superstructure cab has a front entry and hydraulic tilt function for improved visibility. Options include a two man work platform, remote controls and an auxiliary winch.

The new 45 ton Altec AC45-127s.



**UNRESERVED PUBLIC AUCTION**  
**MUNICH, GERMANY**  
**OCTOBER 29, 2013**

**AUCTION LOCATION:** Messe München Freigelände Nord,  
 Paul-Henri Spaak Strasse, Tor 11, 81823 Munich, Germany



For more details and photos, please visit our website: [www.rbauction.com](http://www.rbauction.com)



or scan this code to watch a video featuring these cranes.



2005 Liebherr LTM1400-7.1  
400 Ton



2010 GROVE GCK3045 6x6x6



2012 LIEBHERR LTM1200-5.1  
200 Ton



2012 LIEBHERR LTM1200-5.1  
200 Ton



2010 LIEBHERR LTM1095-5.1

[www.rbauction.com](http://www.rbauction.com) | +495935.70550

**rb RITCHE BROS.**  
Auctioneers

**AUCTIONS DONE RIGHT.**

## 70 Hiabs for Marshalls

UK-based landscaping materials manufacturer Marshalls has taken delivery of 70 Hiab loader cranes for its delivery fleet. The order includes 55 units of the 099RE-1 Hi Pro Roll and 15 units of the 122BS-2 Hi Duo Draw Bar loader cranes which will replace around 80 percent of the company's fleet.

Marshall has taken delivery of 70 Hiab loader cranes for its fleet



The new cranes have been fitted with Hiab's Operator Protector System and can be operated either with the remote controller or from a raised standing platform fitted to the crane. The company said its drivers particularly like the ease-of-use, responsiveness and precision of the radio remote controls.

## Terex invests in paint plant

Terex has made a significant investment in its scissor lift paint plant at its facility in Coventry, UK.

Improvements include a mechanical process to remove rough carbon edges on the laser cuts, a new wash treatment and new chemical pre-treatments intended to improve the adhesion of the paint coatings for longer-term protection from corrosion. The changes are said to have made a significant improvement to the paint durability and finish, especially on custom colours.

The Coventry facility manufactures the full range of Genie slab electric scissor lifts for the European, Middle East and Africa region.

## Genie upgrades GTH 5519

Genie has upgraded the GTH-5519 compact telehandler – the American version for the North and South American markets. The new unit features a Deutz TD 2.9 Tier 4 final engine - with no need for a particulate filter - and a new hydrostatic transmission. It is 127mm shorter, yet has a 51mm longer wheelbase and a slightly tighter turning radius. Weight has increased by 245kg. Other changes include a completely upgraded cab interior and instrumentation cluster with integrated engine status and diagnostics display

The new Genie GTH 5519



A redesign of the combined engine and hydraulic system radiator offers better cooling for the engine and the new transmission. Integrated to the radiator top block is the coolant expansion tank which now includes an electrical coolant low level sensor. Production of the new machine will begin immediately for the ANSI and CSA markets and will be available for South America early next year.

Genie has significantly improved serviceability on the new GTH 5519



Some of the new CAT TH414C telehandlers for Hawk

## CAT telehandlers for Hawk

UK rental company Hawk Plant Hire has purchased 60 new Cat TH414C telehandlers - the largest single order for CAT telehandlers in the UK/Ireland.

The new 4,000kg/14 metre machines were ordered through local Caterpillar dealer Finning and takes Hawk's fleet of Cat TH414 telescopic handlers to around 80

units. The latest C series machines feature Stage IIIB compliant engines and single lever joystick control for all boom functions. The new machines also feature Vision Link, Caterpillar's GPS system that allows the Finning Finsight engineering team to monitor and trouble shoot from its Cannock head office.

## The Crane Gang on TV

If you are in the UK or can access BBC2 television, you may have already seen episodes of the 'fly on the wall' series about the UK's largest crane rental company Ainscough Crane Hire.

The three part series follows several 'characters' working on the cranes, from operators to managers, and what they get up to, as well as covering a number of impressive lifts. The programme has generated many varied comments on the Vertikal.Net website and by all accounts is one not to be missed.



For those that missed episodes it is available on BBC's iPlayer and you can also access it on YouTube [www.youtube.com/watch?v=w5wQj6xZSB8](http://www.youtube.com/watch?v=w5wQj6xZSB8)

## Mills spends a further \$71 million

The Rental division of Brazilian scaffold and rental company Mills has placed new orders for powered access equipment, worth a total of \$71.3 million, with monthly deliveries beginning in January.

Mills expects that by the end of this year the Rental division - which is mostly made up of powered access equipment and telehandlers - will have 29 branches and have invested R249 million (\$109 million) during the year. The latest orders are intended to address strong market demand and continue the



Mills is continuing to invest heavily in new aerial lifts.

company's geographic expansion strategy, with at least five new branch openings already planned for next year. No specific product details of the order have been given.

# New IMT cranes



The new IMT 6000 electric crane on an improved Dominator propane service body

Iowa Mold Tooling (IMT) introduced a number of new cranes at this year's ICUEE exhibition in Louisville, Kentucky, including a line of articulating loader cranes, based on the HMF910K series. Dubbed the 9/65, 10/72, 11/78 and 12/86 they offer maximum lift capacities ranging from 3,800 to 4,640kg.

The company also announced upgrades to its electric telescopic cranes for pick-up truck service bodies including a new top of the line 6000 model with a maximum capacity of 2,700kg, and can lift to a radius of 6.7 metres, hydraulic out-and-down stabilisers and radio remote controls are included.

# Palfinger launches compact truck mount



Palfinger has launched the P140T - a new compact truck mounted telescopic.

Palfinger Platforms has launched a new 13.5 metre telescopic compact truck mounted platform - the P140T.

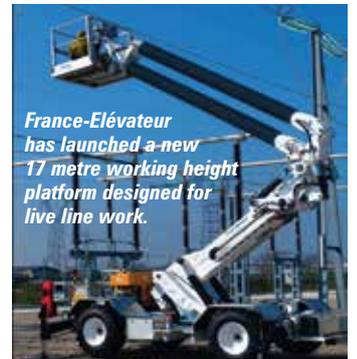
Designed and developed in Modena, Italy by Palfinger Platforms Italy, it joins the P200A in the company's new Smart class. The new platform has a maximum outreach of 8.4 metres, 370 degrees of slew, and a full 180 degrees of platform rotation. With an overall length of just over six metres long the unit has a Gross Vehicle Weight of 3,200kg.

# France-Elevateur launches live line work platform



French aerial work platform manufacturer France-Elévateur has launched a new 17 metre articulated boom lift - the 172 ATBI - for live line work.

Developed in partnership with EDF Serect the unit has a three section telescopic boom and long two beam fixed length upper boom. The first unit is sold to RTE. France-Elévateur says the new platform - mounted on a 4x4 self-propelled chassis - can work on live lines up to 225 kV/400 kW. The new model underwent a six month evaluation following two and a half years of development and testing prior to final sale.



France-Elévateur has launched a new 17 metre working height platform designed for live line work.

CE AS IPX E  
NZS1418.10

**SINOBOOM**

Always for better access solutions!

## China's most reputable AWP



**Working height from 4M to 44M, with CE Certification**

- Higher Price-Performance Ratio
- Increased Presence around the world
- Bigger Return on Your Investment
- Local Parts Solution
- Instant Service Backup





### Why not Join us? Dealer seeking...

**SINOBOOM HEAVY INDUSTRY CO., LTD.**  
 Add: No.128, East Jinzhou Avenue,  
 Jinzhou New District, Changsha, Hunan, P. R. China  
 Tel: 0086 731 8711 6222  
 E-mail: sales@sinoboom.com  
 www.sinoboom.com

## Snorkel slips 21%

Snorkel/Tanfield has reported a 21 percent fall in revenues for the first half of 2013, with revenues dropping to £18.9 million compared to last year, while pre-tax losses increased from £6.97 million last year to £8.5 million this year. The company has agreed a rescue deal with Don Ahern's Xtreme Manufacturing which is expected to complete prior to year end.



## Hartwall reduces Cramo stake

The Hartwall family - one of the largest shareholders in Finnish international rental company Cramo - has sold almost half its 22.4 percent holding in the business. After the disposal it still holds an 11.5 percent stake. The Hartwalls acquired its stake in Cramo in 2009 and also owns a 10.9 percent stake in Konecranes.

## ...And Gustavson steps down as chairman

In a separate announcement Cramo chairman Stig Gustavson, 68, says he will step down, after six years in the role. Gustavson is also chairman of Konecranes. Helene Biström, 51, is expected to be elected as the new chairman.



## Hematic takes on ESDA support

German-based Dinolift and CTE distributor Hematec has opened a new product support depot in Göttingen after acquiring 'certain assets' of German truck mounted aerial lift manufacturer ESDA Fahrzeugwerke, which went into administration last July. The new location will provide service support and replacement parts for ESDA products and will be staffed by former ESDA employees Oliver Barnekow, Andreas Böning, Martin Kastner and Berthold Rohrig. Previously based in Göttingen, ESDA produced a range of truck mounted and trailer lifts as well as running a welding and steel fabrication business.

## Sunbelt hits the acquisition trail

Ashtead's Sunbelt Rentals has acquired Contractors' Equipment Company of Joplin, Missouri and MAC Leasing - the rental division of heater and tank manufacturer MAC Inc of Bismark, North Dakota, which largely serves the oil & gas industry. Sunbelt is already MAC Leasing's largest customer

Contractors Equipment company was established in 1996 and rents aerial lifts, boom trucks and telehandlers alongside tools and equipment, it has branches in Tulsa, Oklahoma and Little Rock and Rogers in Arkansas. The new locations fill a gap in Sunbelt's coverage, adding to recent depot openings in the region.



## Ramirent completes Hungarian sale

Ramirent has completed the sale of its Hungarian operations to Danube SCA Sicar private equity fund. The transaction includes the company's entire Hungarian operations with revenues for 2013 forecast at around €7 million. The transaction will result in a foreign exchange loss for Ramirent of €2 million.



## HSS expands in Ireland

HSS Hire has acquired the Irish division of Mobile Traffic Solutions (MTS) - a specialist provider of traffic management equipment - from Dublin-based Rennicks Group. MTS' Irish business rents and sells traffic and crowd management solutions to major road contractors, local authorities and event companies. The business is one of the largest traffic management suppliers in Ireland. HSS will merge MTS with its existing Irish operation Laois Hire. Rennicks UK operations which trade under the Rennicks and MTS brands which are not included in the deal.

## More revenue, less profit at Titan

US-based equipment distributor, Titan Machinery has reported six month revenues of \$929.9 million, almost 12 percent higher than in the same period last year. However pre-tax profits for the period fell almost 74 percent to \$5.6 million.

## West Georgia Aerial Lift acquired

NES Rentals has acquired the access and telehandler sales and rental company West Georgia Aerial Lift of Carrollton, Georgia. The company, which was established in 1987, has 17 employees and 300 machines in its rental fleet, largely booms and scissor lifts from JLG, Genie and Skyjack. It is also the SkyTrak telehandler dealer for western Georgia and eastern Alabama. The terms of the acquisition have not been disclosed. West Georgia co-owners Jimmy Lanier and Leighton Alston will remain with the organisation and have joined NES.



## Altrad acquires UK Trad Group

French scaffold and formwork group Altrad has acquired the UK Trad Group, a London-based scaffold contracting business as well as a sales and rental supplier of non-mechanical access equipment, scaffolding, system scaffolding and fall prevention products. Trad employs around 450 and has revenues of around £45 million, it will continue to operate from its current locations with Hayden Smith as chairman, Des Moore as managing director and Alan Skeats as financial director remaining on board. No details of the transaction have been revealed.

## Coates to refinance

The owners of Australia's Coates Hire - Carlyle and Seven group - are to refinance around A\$1.8 billion (\$1.7 billion) of debt related to the rental company, after failing to find a buyer willing to pay a satisfactory price to acquire it. Carlyle and Seven acquired Coates in 2008 in a A\$2.9 billion (\$2.7 billion) deal and each own around 46 percent of the business. The company operates from 200 locations across Australia with revenues of A\$1.3 billion (\$1.2 billion)

## Terex upgrades Hi-Ranger TM100



The upgraded Terex Utilities Hi-Ranger TM100

Terex Utilities has launched an upgraded version of its Hi-Ranger TM100 telescopic aerial and material handling device. The new model has a lower overall stowed height of 3.9 metres, a new outrigger and sub-frame configuration that reduces the vehicle's weight - allowing installation on a wider range of

standard trucks, including a 6x6 chassis and/or increased payload capacity.

The TM100's bottom boom elevates to a full 90 degrees, while the maximum working height is 100ft/30.3 metres and outreach is 15.5 metres. Other features include an end-mounted, two-person, D-shaped, 363kg capacity working platform, pilot-operated hydraulic controls to control boom functions and reduced boom sway.

The TM100 includes four function single joystick controls, continuous unrestricted planetary slew, 168 degrees of upper boom articulation (78 degrees above horizontal) and a closed-centre, load-sensing hydraulic system.

## Seven Ruthmann for Besl

German platform rental company Besl has ordered seven new Ruthmann truck mounted lifts, including the 27 metre working height TB 270 mounted on a 3.5 tonne chassis. The order also includes 22 metre TB 220.2 and a 33 metre T330. Besl is headquartered in Stammham-Ingoldstandt, Bavaria with a branch near Munich.



Christian Schulze (L) and Christian Sandt of Besl with the new TB270 at the Ruthmann plant



C&A

news

Mammoet UK's new 750 tonne Liebherr LTM 1750 All Terrain crane

## Another 750 tonner for Mammoet

The UK operation of heavy lift and transportation specialist Mammoet has taken delivery of a 750 tonne Liebherr LTM 1750-9.1 All Terrain crane.

The nine axle LTM1750-9.1 has a 52 metre boom, can lift its 750 tonnes maximum capacity at three metres and has a maximum counterweight

of 204 tonnes. The top end of the Mammoet UK fleet now includes a 1,200 tonne Liebherr LTM11200, a 750 tonne Liebherr LTM1750 and a 500 tonne Liebherr LTM1500, with the company saying that its "development of its heavy telescopic mobile crane fleet underlines its commitment to the UK market."

H.A.B. –  
the easy way to get  
on the top!

H.A.B.

www.hab-hubarbeitsbuehnen.de  
Tel. +49 (0) 72 53-94 01-0 | Fax +49 (0) 72 53-94 01-26



## SiOPS® - Operator Safety

**Niftylift's** award winning **SiOPS®** safety system prevents sustained involuntary operation in the event of an operator entrapment.

- Stops sustained involuntary operation
- Removes operator reaction time
- Greatly reduces potential for injury
- Machine movement stops instantly
- Gives operator vital second chance

**SiOPS®** eliminates sustained involuntary operation by interrupting all machine movement if an operator is pushed against the cage controls.

**SiOPS®** reacts instantly when it senses the operator being forced onto the controls.

By removing the operator reaction time **SiOPS®** also greatly reduces the potential for trap injury.

**SiOPS®** is only available on Niftylift MEWPs and addresses a known contributing factor in trapping incidents and gives the operator a vital second chance.

To learn more about Nifty **SiOPS®** and how it can save lives, please visit our website.

To arrange a demo, please call us now on:

**+44 (0)1908 223456**



USE SMART PHONE Q R CODE READER

- Dubai-based **Manlift** has taken delivery of its first two 40ft MEC Titan 40-S and a 26ft 2684RT Speed Level.
- Spanish rental company **GAM** and Peruvian rental company **Crosland Técnica** have made a strategic cooperation agreement.
- **Frank Iszard** has joined UK-based access rental company **Facelift** based at its new Ashford location in Kent.
- Germany's **ELS** is teaming up with **Cognid** to offer remote data collection services for aerial lifts.
- Italian crane rental company **Carpin Autogru** has purchased a new 70 tonne **Tadano ATF 70G-4**.
- **Mauro Branduardi** has left **Socage** to join **Platform Basket** covering Asia, Middle East and South America.
- **Riwal UK** has opened a new depot in Wigan, Greater Manchester.
- Dubai-based **Manlift** has appointed **Tom Cunningham** as managing director, replacing **John Ashcroft** who has retired.
- The **Palfinger Sany** joint venture has opened an office in Istanbul, Turkey. **Ersavas Gündül** will manage the new operation.
- The chief executive of **Ritchie Bros**, **Peter Blake**, will step down at the AGM in May.
- New York-based **Edward Ehrbar** has been appointed as a **JCB** dealer.
- **Valla cranes** has appointed **Vertex** as its new distributor for Russia.
- **NES Rentals** has acquired access/telehandler sales & rental company **West Georgia Aerial Lift**.
- The **Port of Tilbury** has taken the UK's first **Liebherr LHM 550** mobile harbour crane.
- UK-based rental company **1 Up Access** issued its 1,000th IPAF PAL and plans new locations.
- **Palfinger** has appointed **Aspen Equipment** as a knuckle boom crane dealer in Minnesota.
- Dutch crane rental company **kraanverhuur Melis** has purchased a six axle **Spierings SK 1265-AT6**.
- 25 **Instant UpRight** distributors met in Belfast this month.
- **Böcker** has added a trailer mounted material lift to its range.
- The UK's **Vehicle and Operator Services Agency (VOSA)** has published a best practice guide for vans.
- UK rental company **John Sutch Cranes** has opened a new depot in Manchester.
- **Ruthmann** has appointed **Time Manufacturing** as its distributor for North America.
- **Sunbelt Rentals** has acquired **MAC Leasing**.
- Chilean rental company **Vittamaq** has purchased a 300 tonne **Grove GMK6300L All Terrain** crane.
- French scaffold and formwork group **Altrad** has acquired the **UK Trad Group**.
- **Maeda** master distributor **Kranlyft** has reorganised its sales structure in Germany.
- UK-based rental company **Paramount Platforms** has purchased a 37 metre **Omme 3700RJ** spider lift.
- German rental company **AFI Rent** has expanded its fleet with 50 **Skyjack** electric scissor lifts.
- **Terex Utilities** has promoted **Casey Pratt** to sales account manager for North Texas and Oklahoma.
- Equipment owned by Austria's **Alpine Construction** is to be auctioned following bankruptcy.
- **Terex AWP/Genie** has appointed **Susan Swirsley** as vice president, global marketing.
- **ATN** has sold its first unit in Hong Kong with the appointment of **Advanced Eco Engineering**.



**Frank Iszard**



**Mauro Branduardi**



**Casey Pratt**

- Access industry veteran **Bill Jansink** of **Snorkel**, has retired after 45 years in the industry.
- **Power Lift Equipment** of Concord, Ontario, claims to have the earliest Skyjack still working.
- **Barcelona Equipment** of Clearwater, Florida has purchased a 400t **Tadano ATF 400G-6 All Terrain** crane.
- **Signet Shipbuilding & Repair** of Mississippi, has taken delivery of a **Link Belt 238HSL** crawler crane.
- Heavy lift specialist **Huisman** has received the first order for its new production facility in Brazil.
- **Genie** has appointed **Stephane Riggi** as regional sales manager for Quebec and the Atlantic provinces of Canada.
- Trailer manufacturer **Kögel** has appointed **Paul de Jong** as European exports manager.
- **Surespan Wind Energy** has taken delivery of the first **Liebherr LG1750** lattice truck crane in Canada.
- Norwegian battery charger company **Gantic** has appointed **Darrell Fowler** as UK sales executive.
- Powered access veteran **Mark Thurston** has joined **Sany America** as Western region sales manager.
- **Cramo** chairman **Stig Gustavson** is to be replaced by **Helene Biström**.
- **Terex Utilities** has formed a rental alliance with Texas based **Utility Fleet Sales & Rental**.
- The UK **HSE** is seeking a new CEO following **Geoffrey Podger's** move to New Zealand.
- Austrian mini crane specialist **Leeb Technik** has purchased a **Reedyk C3412** mini crane.
- **CAT** has introduced changes and improvements to its 14 and 17 metre telehandlers.
- German crane and access company **Hochmuth** has taken the first **Omme Lift 2500 RXBDJ** spider lift.
- **Palfinger** has sold 100 units of its 200A truck mounted lifts since launching at Bauma.
- Nordic terminal operator **APM** has ordered more **Liebherr** ship to shore and gantry cranes.
- Malaysian crane manufacturer **Favelle Favco** has booked \$23.7 million of new offshore crane orders.
- **Time Versalift** has opened **Time Nederland** and employed **John Remmen** as sales manager.
- **Kalmar** has received an order for 18 **RT240** Rough Terrain reach stackers from the **US Department of Defence**.
- Australian rental company **High Access** has taken delivery of two **Ruthmann T460** truck mounted lifts.
- The **Hertz** joint venture in Saudi Arabia - **Hertz Dayim** - has opened a new facility in Jeddah.
- **Stroykomplekt** has opened the world's largest **JCB** dealer facility following a £6 million investment.
- **CTE** has appointed **Davide Pulito** as export manager for emerging markets.
- **Kalmar** has received an order for six rubber-tyred gantry cranes from Indonesian terminal operator **TPS**.
- **Link-Belt** has launched an updated version of its 70 tonne **TCC-750** telescopic crawler crane.



**Stephane Riggi**



**Darrell Fowler**



**Mark Thurston**



**Helene Biström**



**John Remmen**



**Davide Pulito**

- Netherlands-based **Roll-Lift** has purchased 400 **Scheuerle** self-propelled modular transport units.
- **Mercedes** has appointed **Jörg Zürn** as head engineer vans succeeding **Sascha Paasche**.
- Norwegian grid operator **Statnett** has purchased a six tonne **Unic URW-706** spider crane.
- **Sauer-Danfoss** has officially changed its name to **Danfoss**.
- **Genie** has appointed **Scott Girolamo** as central region sales manager.
- **CTE** has improved the working envelope of its **ZED 20.2 HV** truck mounted lift with retracted outriggers.
- UK-based rental company **AFI** is guaranteeing next day delivery on its most popular aerial lifts.
- **Socage** has developed a 13.5m pick-up mounted aerial lift for desert applications.
- **Palfinger Platforms** has opened its Vienna office following the restructure of distribution in Austria.
- Russian contractor **Alfa Engineering & Construction** has taken delivery of five Potain MCT 178 tower cranes.
- Dutch heavy lift specialist **Wagenborg Nedlift** has taken delivery of a **Grove GMK5130-2 All Terrain** crane.
- US terminal services provider **TraPac** has placed a repeat order for 17 **Kalmar** stacking cranes and 11 straddle carriers.
- **Heinz-Helmut Kempkes** of crane and access manufacturer **Kempkes** has received the Federal Cross of Merit.
- A team from UK crane hirer **City Lifting** has completed a skydive in aid of a children's charity.
- **Terex Utilities** distributor **Dueco** has appointed **Michael Charles** as eastern region service manager, replacing **Greg Alder** who has been appointed aftermarket sales specialist.
- **Cargotec** has appointed **Eric Nielsen** as president of its maritime and offshore division **MacGregor**.
- German crane rental company **Rothmund** has taken delivery of three new **Terex All Terrain** cranes.
- **Global Cranes & Machinery** has delivered four **Zoomlion** Rough Terrain cranes to a mine in Namibia.
- **Linden Comansa America** has appointed **Bill Carbeau** as vice president business development.
- Driveline component manufacturer **Dana-Spicer** has appointed **TVH** as a distributor.
- **Skyjack** has opened two new sales and service facilities in Sweden and Germany.
- **Richard Miller** executive sales director at **Nationwide Platforms**, has confirmed his departure from the business.
- **JCB** has agreed a deal with **Kohler** for the supply of Stage IIB/Tier 4 engines for its compact equipment.
- Swedish radio remote control manufacturer **Scaneco** has appointed **Mikael Nilsson** as export manager and **Martin Westerling** as sales area manager.
- Container terminal company **Meratus Line** has placed an order for four **Terex** cranes in Indonesia.
- French lifting company **TLMS** has invested in an **Effer 1855L** heavy duty knuckle boom crane.



**Scott Girolamo**



**Eric Nielsen**



**Bill Carbeau**



**Richard Miller**

See [www.vertikal.net](http://www.vertikal.net) news archive for full versions of all these stories



## TAKE EFFICIENCY TO ALL NEW HEIGHTS

Take productivity higher with the JLG® Toucan 8E. It maximises mobility and improves accessibility so you can **work more efficiently**. Its compact design makes it easy to transport and manoeuvre. Its direct electric drive delivers quiet, smooth, responsive operation. And long lasting batteries with a shorter charging time keep you up in the air and running longer.

With the JLG Toucan 8E and the JLG customer service that supports it, you'll **raise your level of performance and increase your level of confidence**.

JLG. Helping you reach your potential.

**JLG**  
reachingout.

# Booming masts?

Since our last dedicated feature on mast booms two and half years ago, the concept, while still remaining a niche product has become much more popular - at least in some countries. While most of the major manufacturers such as JLG, Genie, Haulotte and Manitou have them in their ranges the product's market penetration varies enormously. In France they are almost as popular as electric scissor lifts, while in North America they are as rare as hen's teeth, in spite of the fact that the concept originated there. Cranes & Access looks at the players, developments and products in this interesting and growing sector.

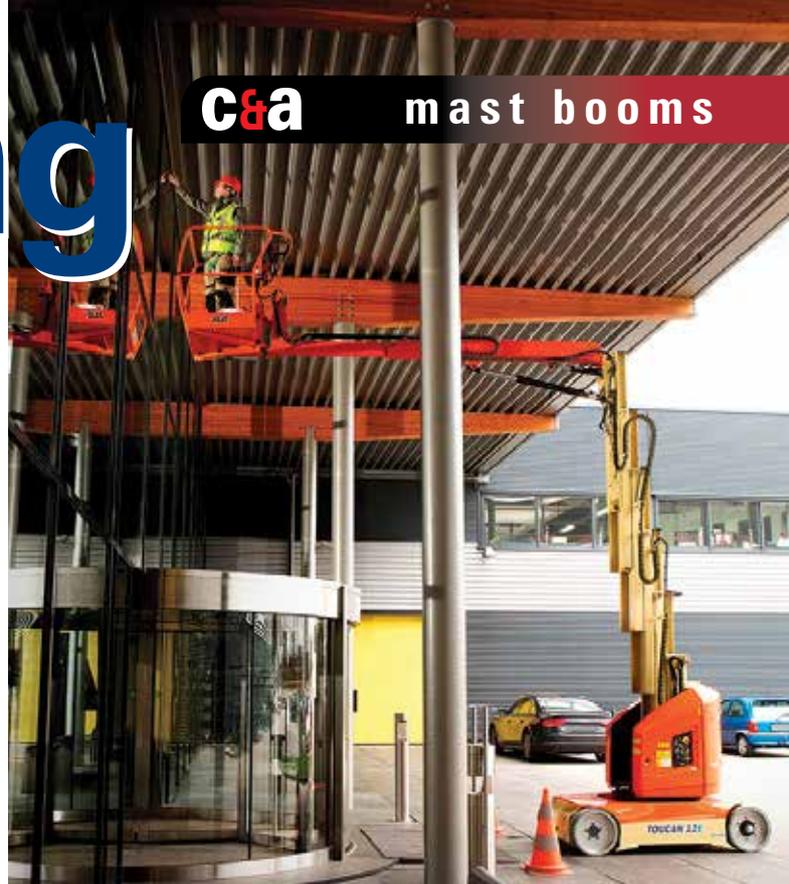
Over the past few years there has been a surge in the growth of powered access particularly at the lower working height range - up to around 10 metres - driven by European working at height legislation, and the increasing move towards equipment rental, with rental companies investing heavily in the sector.

However most lifts under 10 metres - largely small scissor lifts, micro,

mini, push around etc - are designed to reach high points on a wall or for work directly overhead, although most do have some outreach over the front with their roll-out decks extensions. For those users looking for a compact platform with a little more outreach and not only over the front, but also over the side, a mast boom takes some beating. However more than 20 odd years since the first mast booms



*The Haulotte Star 10 is very popular thanks to a competitive price, strong specification, simple design and good reputation for reliability*



appeared in Europe, they are still viewed as a niche platform - an industrial end user tool - with few rental companies outside of France prepared to invest heavily in them. And yet they highly valued by those that understand how brilliant they can be for so many jobs - even in construction - especially when compared to a the limited reach of a scissor lift or bulkiness of a regular boom lift. This unsatisfied demand shows up in the used equipment market where mast booms are snapped up very rapidly and for good money. Clearly there is a wide appreciation for them, perhaps it is just the initial purchase price that is putting fleet buyers off?

## So what is a Mast Boom?

At this point we should clarify exactly what we mean by a mast boom? There is still some confusion, with people lumping any aerial lift with a mast type lift mechanism into the same category. A mast boom is a machine with a telescopic mast to provide height, slewing capability through at least 180 degrees and a jib or boom to obtain some decent outreach. Machines with a fixed mast and a fixed platform are not mast booms. These machines fit into the scissor lift category because their performance is identical to that of a scissor lift and simply use a different lift mechanism to reach a given height.

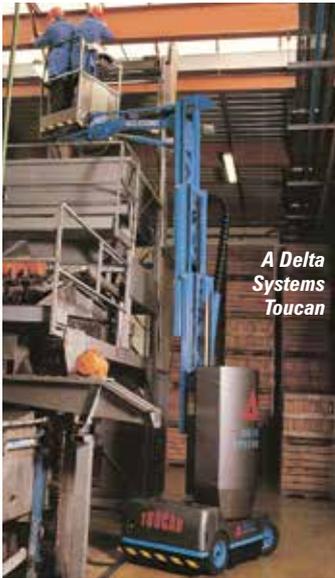
Mast booms, while they can be (and in France are) used for light construction duties were originally

designed for industrial, commercial and institutional type maintenance work. As such they are compact and look good enough to be stowed in the corner of a retail environment without looking too out of place.

## History lesson

As mentioned earlier the mast boom is most popular in Europe and in particular France - the only country where the mast boom is not considered a niche product, in fact one industry person we spoke with claimed that mast boom sales represent over 35 percent of the total electric powered aerial lift market. Users understand the product and what it can do and it is readily available to rent. However the original concept is not French but there is a large French connection.

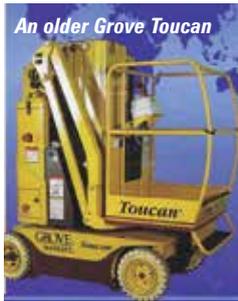
Like so many other forms of self-propelled access it originated in the USA by the highly innovative manufacturer Lift-A-Loft, which since 1991 has sold a large number of units to the US Postal Service and other major production facilities. A number of European distributors and rental companies did try them out, but found those early machines to be very expensive and unreliable. So only a few were sold even though they were perfect for certain applications. With clear demand existing for such a product, Alexis Biramian, a French/Armenian who had set up an access sales and rental business in the Lyon area,



A Delta Systems Toucan

decided to find a solution. He had returned to France from overseas where he had been working with the US air conditioning company Carrier, and had set up a rental company - ABM - after a short spelt with SGB France.

ABM - Biramian - keen to offer a locally built alternative to Lift-A-Loft, commissioned an engineering company near Bordeaux to provide detailed design drawings for a mast boom and build a prototype. The drawings were done largely by a young engineer by the name of Daniel Duclos. But then he and his investor decided - for whatever reason - to take over the designs and build the product themselves. He added some clever styling and a natty paint job and, called the company Delta Systems and named the resulting products the Delta Toucan 860 and



An older Grove Toucan

1100. While the Toucan found a small but steady market with end-users, rental companies ignored it, limiting the growth of the market and the young company.

So Duclos decided that if others

would not make them available for rent he would do it himself - at least in France. The mast boom rental business developed nicely and not only did the Delta rental business grow, but eventually other rental companies were forced to react as their customers demanded the Toucan and so they grudgingly started adding them to their fleets.

In the meantime Biramian had not been idle either, launching his own two model product range. The two battled it out, both offering their units for sale or rent. Haulotte then joined the fray with the 10 metre HM10, but as with many other producers over the years found it hard to make money from mast booms and pulled out of the market while it redesigned its product. This competitive market development is the main reason why mast booms are so widely used in France, and why, the country has often represented more than half the world sales for this type of lift.

Delta ran into financial difficulties in the late 1990's and was bought by Grove which added it to its Manlift operation. It kept the Toucan name for mast booms and continued to build then in the Delta plant. Duclos retained the rental business which became Access Industrie and grew into a major operation. Then in 2004 Grove, by then part of Manitowoc, decided to quit the access business and sold its Manlift operation to JLG. JLG had little interest in the continuing with the Grove Manlift booms, and was only mildly interested in the Liftflux scissor lift range, both of which were included in the deal. It was however much more interested the Manlift jewel in the crown - the Toucan operation - complete with its Tonneins production facility. The company became market leader overnight and continues to sell the product under the Toucan brand name, which is almost a generic name for mast booms.

In the United States Lift-A-Loft introduced a more stylised and series production version of its design, the AMT40, but the new

model failed to win over rental companies or the mass market and the USA remains resistant to the concept to this day, although Lift-A-Loft still builds mast booms for the Postal Service and other end users. With Genie now joining JLG on the American market, with a badged version of the Manitou VJR - perhaps this will change?

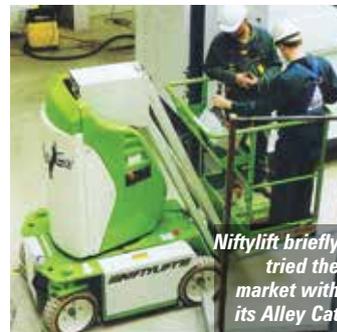
Over the years several other companies that have tried their hand at mast booms including Niftylift, CTE, Iteco and UpRight. They all struggled to make money at it with Niftylift pulling its Alley Cat product after having only shipped a few units. The CTE Dumbo, never really 'got off the ground' and UpRight - although it suspended production from time to time or just built them to order - persisted with its MB product range and has sold a good few over the years. Its MB20N was unusual in that it was designed to pass through a standard door while almost all other models are around a metre wide, and featured active



The UpRight MB20N was designed to pass through a standard doorway.

pot-hole protection. The MB product is now sold under the Snorkel brand and forms an important part of the company's range, albeit without the active the pot-hole system.

Haulotte moved back into the market with the Star 8 and Star



Niftylift briefly tried the market with its Alley Cat



JLG launched the 12.65 metre working height 12E Plus at Bauma

10 and along the way acquired ABM. The Star 10 has been highly successful and is well regarded even by those rental companies that do not typically buy Haulotte. Manitou had a similar lacklustre start in the mast boom market and followed Haulotte's lead by going back to the drawing board and replacing its original models with the lighter weight, more cost effective 80 and 100VJR Evolution. In 2010 Manitou entered into an OEM agreement with Genie to supply it with the GR20-J and GR26-J mast booms.

Moving back to Duclos, having missed the manufacturing business he helped form ATN in 2000, located close to the JLG plant in South West France. The company builds several mast boom models with working heights of eight, 10 metres and now the 11 metre Piaf 1100R. The range also includes models on rubber tracks with low point loadings for use on delicate floors.

So there are now four strong manufacturers in the business - JLG, Haulotte, Manitou and ATN - five if you count Genie. While JLG almost certainly remains the market leader - Haulotte and Manitou cannot be too far behind and ATN is making good progress chasing them.

**Latest models**

Getting back to the here and now, JLG announced two all new mast booms earlier this year which it launched at Bauma - the Toucan 12E and the Toucan 12E Plus. With working heights of 11.83 metres and 12.65 metres respectively, the new models are the largest in

Fed up with your current hire software?

Migrate to Syrinx, it's easier than you think

See page 34 for companies who made that decision

www.higherconcept.co.uk Tel: +44 (0) 118 956 9577





Both Toucan models have a stowed height of just under two metre and are 1.2 metres wide



The 11 metre 1100R is based on the company's popular Piaf 1000R, but features slightly longer mast sections and a longer jib to achieve the greater height



ATN has recently moved to a new 10,000 square metre production plant in Fauillet

the JLG mast boom range which includes the 8.15 metre 8E launched in 2010 and the 10.10 metre 10E.

The 12E Plus is almost identical to the 12E but features a telescopic jib that offers additional outreach and therefore it weighs a little more. The 12E has an outreach of 5.1 metres and weighs 4,300kg, while the 12E Plus has an outreach of 6.05 metres and weighs 4,900kg and unusual for this type of product it has basket rotation. Both models have 200kg platform capacity, 345 degrees of slew, an overall stowed length of 3.65 metres, a stowed height of just under two metres and are 1.2 metres wide.

The new models include direct electric drive, with dual brushless

AC motors, which according to JLG give more precise speed control and help extend the life of the motors. Both models have 100mm of ground clearance but can move over thresholds, small inclines and ramps. Maximum break-over angle and gradeability for all Toucan models is 25 degrees.

#### ATN

French manufacturer ATN has steadily expanded its product range adding articulated booms and scissors, but is still best known for its mast booms. Its most recent introduction is the 11 metre Piaf 1100R, the highest of its four model mast boom range with heights from eight to 11 metres. The 1100R is based on the company's popular

Piaf 1000R, but features slightly longer mast sections and a longer jib to achieve the greater height. As well as providing more outreach, which at over 3.7 metres is around 700mm longer than most 10 metre machines. The 1100R has a two person platform capacity when working indoors but also has an outdoor rating with one person (120kg) for wind speeds up to 28 mph. Slew is 110 degrees either side of centre, and overall weight is a fairly hefty 3,200kg. Standard features include non-marking tyres and a 575 Ah, 24 volt battery pack with centralised top up system.

ATN is also the only manufacturer to offer a standard mast boom on tracks The Piaf 810 has been designed to operate both indoors and outdoors and has a maximum working height of 8.1 metres, with

an outreach of three metres. The tracks allow the unit to turn within its own length and weighing just 2,200kg it has by far the lowest ground bearing pressure of any mast boom, handy for surfaces such as marble and wood flooring. Drive speed is slower than the wheeled machines at 1.8 kph, but gradeability is better at 30 percent.

ATN began manufacturing next door to JLG in Tonneins, however with its recent move into scissor and articulated boom production, the company has moved to a new 10,000 square metre production plant in nearby Fauillet. The larger facility will not only add capacity, but also allows it to combine its commercial and production offices in the new building. They were previously located in different parts of Tonneins. The expansion follows

**MANITOU 280TJ TELESCOPIC**

www.manitou.uk.com

## YOU CAN REACH THE HEIGHTS.

Manitou Diesel Platforms with telescopic jibs are ideal for working at height. They have shown themselves to be indispensable for operations which demand a significant reach span, such as on major building construction sites. They are equipped with high specification components providing excellent reach and rough terrain capability for maximum safety and efficiency, with a controlled working speed... you are assured of the ability to work in all site conditions in total confidence.

- Simultaneous movement from within the basket.
- Three Steering Modes
- X Y Movements on one joystick
- Remote Loading Controls





ATN is also the only manufacturer to offer a standard mast boom on tracks

an investment in the company by Paris-based private equity firm Entrepreneur Venture.

ATN has been growing organically at a steady pace over the past few years, particularly since it began exporting its products which can now be found within the fleets of several international rental companies such as Loxam, Lavendon and Hertz.

ATN is also making progress further afield and recently sold its first machine to Hong Kong following the appointment of distributor Advanced Eco Engineering which sold its first unit, an 8.8 metre Piaf 880R mast boom to Chinese railway operator MTR.

**The new boy - Dingli**

Chinese aerial lift manufacturer Dingli is planning to launch its first mast boom, the AMWP81115, at the BICES show in China this month. With a working height of 11.5 metres - that's 31ft platform height - the AMWP81115 fits between the new ATN Piaf 1100R and the new



Chinese aerial lift manufacturer Dingli is to launch its first mast boom, the 11.5 metre AMWP81115 at the BICES show in China this month.



Snorkel has two models in its range - the eight metre MB20J and 10 metre MB26J (shown)

JLG 12E. It has a working outreach of three metres which is pretty standard for 10 metre models, but boasts a sector leading up and over height - the clearance under the jib with mast fully extended and jib horizontal - of just over eight metres. The six section box mast design is also seen on the Haulotte, Manitou and Snorkel machines, while the JLG Toucan and ATN models use the open fork-truck style mast, which is also found on ...Lift-A-Loft machines.

The new Dingli is also only the

second mast boom ever to be fitted with active pot-hole protection, which provides increased ground clearance when stowed. Most manufacturers use a passive system which incorporates low hanging steel blocks on each side of the wheel. Other than this Dingli has taken a fairly traditional approach, while some might claim that it looks like the Haulotte Star 10, the detailed design differs in many respects as does the specification. And to be fair it is hard to make a mast boom look radically different.

**How the new 11/12 metre working height models compare**

	JLG Toucan 12E	Dingli AMWP81115	ATN 1100R
Working height	11.83m	11.5m	10.98m
Weight	4,300kg	2,850kg	3,200kg
Length	3.65m	2.56m	3.05m
Width	1.2m	1.0m	1.03m
Basket cap max	200kg	200kg	200kg
Outreach	5.1m	3.0m	3.7m
Height	1.99m	1.97m	2.14m
Slew	345°	360°	220°
Travel speed	6.0 km/hr	4.5 km/hr	4.8 km/hr
Mast height	7.2m	8.0 m	7.33m

In terms of dimensions the Dingli has an overall width of one metre, the same as most sub 12 metre models - with an overall length of 2.56 metres and an overall stowed height of 1.97 metres - both slightly more compact than the Star 10 and quite a bit more compact than the ATN1100R. Gross weight is 2,850kg - around 120kg heavier than the Star 10 but lighter than the Piaf 1100R - although it is not clear if this includes the optional overload cut-out system, a legal requirement in Europe.

The lift also offers a full 360 degrees of slew and features direct electric



Haulotte's 10.2 metre Star 10 is by far and away its most popular model

drive, over-centre steering for a tight turning radius and has an outdoor CE certification with a single person in the platform, two men and 200kg indoors.

**Snorkel**

Another mast boom manufacturer with eyes on the Far East is Snorkel. The company has two models in its range - the eight metre MB20J and 10 metre MB26J and has recently delivered MB20J units in India and MB26Js in Japan. The Snorkel MB20J (previously the UpRight MB20N) is specifically designed for narrower spaces and to pass through standard single doorways at 810mm wide and under two metres high, making it ideal for retail or office applications. Outreach is 2.6 metres, but up and over reach is around five metres. The MB20J and 26J have a platform capacity of 215kg indoors - two people and tools - or one person with tools when working outside. The larger MB26J has a maximum platform height of 7.8 metres and is a more typical one metre wide.

**Haulotte**

Haulotte has a four lifts that utilise a mast type lift mechanism, with

# MEET THE NEXT BOOM GENERATION



**GENIE® ZX™-135**  
43 m (141 ft)  
working height



**GENIE® SX-180**  
57 m (186 ft)  
working height

NEW



To find out more about Genie® products,  
visit our website:  
[www.genielift.co.uk](http://www.genielift.co.uk)

Genie® is a registered trademark of Terex South Dakota,  
Inc. © 2013 Terex Corporation.

**Genie®**  
A TEREX BRAND

▲ Taking you higher.™



Genie has two models - the GR20J and the GR26J - built by Manitou and based on its eight and 10 metre VJR models

working heights from six to 10.2 metres but only two of them - the Star 8 and Star 10 have jibs and qualify as mast booms. The company's 10.2 metre Star 10 is by far and away its most popular model, and offers three metres of outreach at a mast height of around 7.3 metres, while the overall weight is just 2,735kg. Both Haulotte machines have three degree slope sensors and 23 percent gradeability. The Star 10 is very popular thanks to a competitive price, strong specification, simple design and good reputation for reliability.

**Genie**

Genie has two models - the GR20J and the GR26J - built by Manitou and based on its eight and 10 metre VJR models. Slews is 350 degrees and platform capacity is the industry standard 200kg. Earlier this year the company launched the Ansi versions of the two models in order to try and break into the North American market.

**Alternatives to mast booms?**

So what if you are an end-user looking for a work platform with a working height of around 12 metres - what are the alternatives? Well as usual, it all depends on what you want it for. Do you need out-reach or up and over capability, how tight is the space where you need to work? Are there any floor loading restrictions etc.... If no outreach is required then any small narrow electric scissor would be the most cost effective choice.

However should you want to reach over obstacles then the scissor - with only its front mounted roll-out platform extension for overreach - is usually a non-starter. One platform that has been very popular in many countries for many years is the Niftylift HR12 available in narrow, two and four wheel drive versions. For a comparison we have chosen the narrow version, which at 1.5 metres wide is more compact than the other versions but is heavier at

**Platform alternatives with 12 metre working height**

	Niftylift HR12N	JLG 12E Plus	Genie 34/22N	Genie 3232
Type	Artic Boom	Mast Boom	Ind Artic boom	Scissor lift
Work height	12.2m	12.65m	12.52m	11.75m
Weight	3,100kg	4,900kg	5,171kg	2,352kg
Length	4.1m	3.65m	5.72m	2.44m
Width	1.5m	1.2m	1.47m	0.81
Platform cap	200kg	200kg	227kg	227kg
Outreach	6.1m	6.05m	7.28m	1.5m (f)
O/A Height	1.9m	1.99m	2.0m	2.39m

(f) = front only



3,100kg. It features a comparatively long single riser or lower boom for vertical lift topped by a telescopic boom. A working height of 12 metres is at the top end of the mast boom range so we have chosen JLG's latest model the 12E Plus which also has a very good outreach thanks to its telescopic jib.

Another alternative is the industrial articulated boom lift such as the Genie 34/22N or Imer IT100E, which has a similar looking base to a mast boom but has an articulated sigma type dual riser for vertical elevation, rather than a telescopic mast. For its weight, the HR12 performs very well with 6.1 metres of



Two Manitou mast booms help with the erection of a steel roof

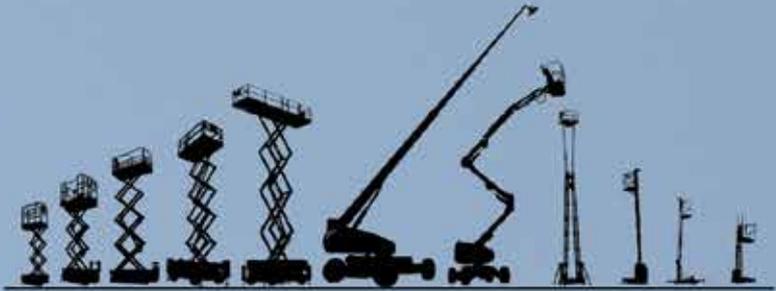
**dL® Dingli**

# BICES 2013

October 15-18, 2013

Jiu Hua International Exhibition  
Center, Beijing, China

**Booth NO: S108**



**ZHEJIANG DINGLI MACHINERY CO.,LTD.**

Add: No.1255 Baiyun South Road, Leidian Town, Deqing Zhejiang

Tel:+86-572-8681688 8681689 Fax:+86-572-8681690

E-mail:market@cndingli.com

export@cndingli.com

[www.cndingli.com](http://www.cndingli.com)



Your partner for every project

## The new generation of Rotating Telehandlers

# MAGNI

## DEALERS WANTED

Panorama-view cabine

Pressurized cabine

M-control touchscreen

Tier 4i Mercedes-Benz engine

Lifting height up to 30 metres

Load sensing hydraulics

Climate control

IMPORTER FOR  
GERMANY,  
AUSTRIA AND  
THE BENELUX



www.colle.eu | info@colle.eu  
+31 (0)46 - 45 74 100

### An eight metre mast boom compared to a vertical mast and scissor lift

	The Mast boom Manitou 80VR	The mast lift Skyjack SJ16	The scissor lift Genie GS-1930
Working height	7.7 m	6.7m	7.8m
Outreach	3.25m	0.95m	1.41m
Capacity	200kg	227kg	227kg -113kg on extension
Stowed length	2.95m	1.37m	1.83m
O/A Width	990mm	760mm	760mm
Height	1.99m	1.76m	2.0m
Weight	2,250kg	966kg	1,498kg



Skyjack  
SJ16



Manitou  
80VJR.



Genie GS 1930

outreach and 200kg platform capacity. For a similar outreach and capacity the JLG 12E Plus weighs in at nearly five tonnes, however it is shorter and narrower than the HR12 and in confined working environments this may well be the difference between completing the job or not. The Genie 34/22N is interesting in that it is the heaviest, and by far the longest but also has the best outreach at 7.28 metres and a slightly better platform capacity at 227kg. We also tossed in a narrow scissor lift for the sake of the comparison, in this case the Genie GS3232.

At 12 metres working height there are several choices of platform type that can work with varying levels of outreach. However the problem gets more acute if you are looking for an aerial lift with outreach in the eight metre range. At this height there are very few alternatives to a scissor

lift. Although in many applications you can of course simply use a 12 metre machine, as long as you have the space and the budget.

While the mast boom concept continues to expand slowly but steadily in many parts of Europe, the USA is still a market that is stubbornly resistant to the concept. JLG has failed to make much of an impression, as did Grove before it, but perhaps with Genie and Haulotte joining the effort it may change? With the staged acquisition of Snorkel by Las Vegas based Don Ahern/ Xtreme Manufacturing there is a chance, however slight, that there may also be more interest in the Snorkel mast boom products in North America.

A wide range of mast boom variations have been produced over the years however the 10 metre working height unit with a one metre overall width remains the single biggest seller by far -



Manitou 100VJR.



*The JLG Toucan 12E Plus is able to work both indoors and outdoors*

whether the recent 11 and 12 metre introductions will be as popular remains to be seen. The ATN and Dingli are stretched 10 metre models, and so may well persuade buyers to trade up from 10 metre models. That is especially true of the Dingli, which is no wider, longer or heavier than most 10 metre models. The JLG 12Es are a different beast though, they are a little wider, and quite a bit heavier, however they do offer a good deal more performance, especially the 12E Plus. It is also more likely to take business away from the industrial boom lifts - such as the Genie 34/22N - than other mast booms, thus increasing the popularity of the mast boom sector.

Most manufacturers today are focussing their efforts on eight and 10 or 11 metre units, and having seen a range of alternatives come and go this is not likely to change. Whether you choose a mast boom or one of the many alternatives will probably boil down to what your local dealer or rental company stocks and the price rather than specification. If you haven't tried a mast boom yet, give it a thought

next time you need to work at height, having tried them many people stick with them. And if you are a rental company check out the returns and think differentiation.



*Mast booms have become much more popular in recent years*

# ATN

**Designer & Manufacturer**  
of Aerial Work Platforms

Exhibited at  
**bauma 2013**

NEW

[www.atnplatforms.com](http://www.atnplatforms.com)

47400 Tonneins - FRANCE - Tel. : +33 (0) 553 798 320 - Fax : +33 (0) 553 880 107

# The time is now.



## MLC165

There's never been a better time to own the MLC165. With best-in-class lifting capacity, easy assembly and the support of Manitowoc Crane Care, the MLC165 offers the flexibility and performance you need to take your business to the next level.

- 165 t (182 USt) capacity
- 84 m (275 ft) main boom
- 760 t-m (5510 ft-kips) maximum load moment
- Self-erect mast cylinder eliminates the need to reeve the assembly block
- Max boom + fixed jib combination of 69 m + 24,4 m (226 ft + 80 ft)
- CraneSTAR comes standard



Visit us in  
the Gold Lot,  
Booth 2137

To learn more and for special financing options, contact your local distributor or visit [www.manitowoccranes.com](http://www.manitowoccranes.com)

**Manitowoc**

# Little and large!

The tracked undercarriage has transformed the manoeuvrability of all types of equipment since it was first introduced in 1908. In the crane sector it has spawned many variations with lifting capacities ranging from one tonne right up to 3,600 tonnes including lattice and telescopic boom crawlers, tracked spider and mini cranes and more recently tracked articulated boom cranes.

In the more traditional lattice boom crawler sector there has been a fair amount of development recently in the 'mid-range' machines with the launch of the 650 tonne Terex Superlift 3800 at the end of 2012 as well as a continued growth in the development of telescopic crawlers.

There also seems to be renewed interest in smaller mini crawler cranes - including those with an articulated boom - either specifically designed and manufactured, or those created by mounting a loader crane knuckle boom onto a tracked chassis. In our last feature on crawler cranes we concentrated on the larger lattice boomed models, in this issue we will look at the smaller end of the spectrum, including articulated boom crawler cranes and well as the latest telescopic crawler crane introductions.

## No interest for the majors?

The major crawler crane manufacturers have never shown any interest in the tracked articulated boom sector, primarily because of its specialist nature and therefore relatively small number of sales, unable to justify the design, development and manufacturing costs or the distraction from updating existing products.

The performance potential of a small articulated boom crane was shown early in 2010 when German-based crane, access rental and engineering company Wemo-tec teamed up with Palfinger to produce a long-boomed specialist spider crane. The SMK320.67 special installation crane offers compact stowed dimensions of less than five metres long, 1.75 metres wide and less than two metres high, yet boasts a 32 metre hook height, a 6.7 tonne maximum lift capacity and a 29 metre maximum radius.

The main advantage of this type of equipment is its small overall size compared to lifting performance and its ability to reach difficult areas - getting close into the work and thus allowing it to compete with much larger cranes. The Wemo-tec SMK was also fitted with a four axis manipulator arm integrated into the boom design for use with an RSJ beam grab or vacuum glass handler, allowing a 1,000kg glass pane or beam to be installed overhead or into tricky positions. The company now has three other models - all smaller than the SMK320 - starting with the SMK040.25 with a maximum hook height of four metres and capacity of 2.5 tonnes, followed by the SMK 190.40 with a 19 metre hook height and four tonne capacity and the SMK 220.42 with 22.15 metre maximum hook height and 4.2 tonnes capacity.

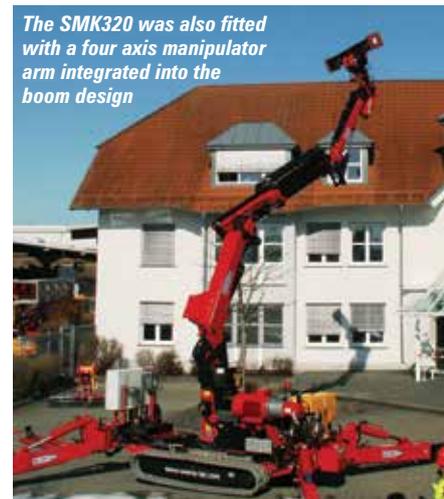
Whilst a good number of buyers expressed interest in this type of product at its launch, few manufacturers felt the need to join in. That is until Italian construction equipment manufacturer Cormidi surprised everyone by introducing its multi-purpose spider lift/crane KB range.

## Cormidi creates a stir

Again based on a tracked spider chassis, Cormidi managed to produce a work platform, crane and tool handler using a single base model. The resulting performance of each was surprisingly good with working and lifting heights of between 19 and 22 metres. When fitted with a platform, the four section main boom and double articulated telescopic jib gives a



The SMK320.67 special installation crane offers compact stowed dimensions of less than five metres long, 1.75 metres wide and less than two metres high



The SMK320 was also fitted with a four axis manipulator arm integrated into the boom design

working height of 22.5 metres, an outreach of nine metres and a platform capacity of 200kg, or 12 metres with 80kg. The lift also provides around seven metres of horizontal outreach at an up and over height of around 14 metres.



Liebherr LTR 1220



The 'mid-range' lattice crawler sector was boosted with the launch of the 650 tonne Terex Superlift 3800 at the end of 2012



*Cormidi managed to produce a work platform, crane and tool handler using a single base model*

The benefit of the double articulation telescopic jib means that the unit also has some under-bridge capability - reaching four metres below ground level - with the ability to work directly under the machine itself. The double articulation also makes for a very compact machine. The unit is quickly converted to a spider crane weighing 2,885kg and with an 800kg lift capacity. Other attachments can be fitted to the boom, including those requiring hydraulic power, such as a glass panel handler, or hydraulic demolition breaker, making the unit even more versatile.

The interest in the Cormidi and the tracked articulated boom concept was apparent and there have been several recent introductions of tracked articulated cranes this year. However even before the Wemotec crane, Essex, UK, based crane rental company Cadman Cranes had already identified a gap in the market and decided to design and develop its own tracked articulated crane.

**Cadman Cranes**

The Cadman family has been in the rental industry for more than 50 years. The company started trading in 1959 when the elder of two brothers - Brian Cadman - started supplying operated earthmoving machinery to local authorities and the private sector. Operating from his father's farm just outside Colchester the business grew, moving premises to cope with the expansion. Cadman's younger brother Geoff and a cousin joined in



*Cadman designed its own mid-sized crawler crane with articulated telescopic boom*

the mid-1960's. However in 1976 they decided to enter the crane hire sector, the first crane purchased was a 16 tonne Coles telescopic then within a year it added a seven tonner followed by two more 25 tonne Coles.

Further expansion meant moving to its current three acre site in Stanway, Colchester with its custom built workshop covering 14,000 square metres, able to cope with the further investment in larger All-Terrain cranes up to 100 tonnes from a wide variety of manufacturers including Grove, Kato, Tadano and Krupp.

In 2005 it was decided to separate the crane operation from the other equipment and Cadman Cranes was born. A couple of years later the company purchased its first mini crawler crane - a five tonne Maeda LC785 with 16.3 metre main boom and 20.3 metres lift height with fly jib - followed by a similar capacity Kobelco CR9UR. With good demand for these cranes the next step was to invest in a slightly larger eight tonne Hitachi or Maeda. However with insufficient gains in boom length or lifting duties Cadman decided not to go down this route, and recognising a gap in the market



*Cadman invested in a Maeda LC785 and a Kobelco CR9UR but then built its own midi crawler crane*

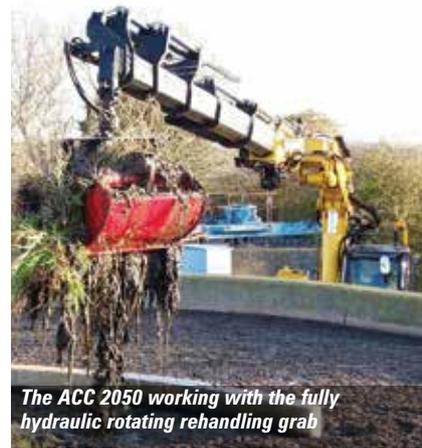


*Rather than using an 'off the shelf' undercarriage, the ACC 2050/1 has a specifically designed chassis with three position outriggers front and back*

took the unusual step to design and build its own mid-sized crawler crane with an articulated telescopic boom. Over a 12 month period it developed the ACC 2050/1 midi crawler crane which entered its fleet in the summer of 2010.

"When we designed the ACC 2050 its performance was expected to be streets ahead of the competition, but once completed not only were they reached but exceeded in every respect," says Geoff Cadman. "It is in a class of its own and has been an enormous success as a cost effective alternative to using larger capacity cranes or expensive ground support systems."

Rather than using an 'off the shelf' undercarriage, the ACC 2050/1 has a specifically designed chassis with three position outriggers front and back. The unit is driven into the work position from the cab and then the outriggers set from the chassis controls at either the front or the back of the machine. Crane boom movement is by remote control giving the operator a much better view of the load being lifted and placed. Cadman used an Amco-Veba loader crane with a six section main boom which gives a working radius - with or without the fully hydraulic rotating rehandling grab - of 16.2 metres. There is an optional quick fit, four section hydraulic luffing



*The ACC 2050 working with the fully hydraulic rotating rehandling grab*

jib which extends the radius to 26 metres at which it can handle a 650kg load.

Maximum lift height is 20 metres on main boom or 30 metres with the luffing jib, and it has the ability to telescope the load horizontally with the remote LED screen providing the percentage of maximum permissible load to be moved. Following the success of the first tracked crane, a second ACC 2050 - the /2 - was built. This has a nine section base boom giving up to 22.8 metre radius at which it can handle just over a tonne. When fitted with a grab it has a 20.6 metre radius and a capacity of 1,370kg.

Using steel reinforced, 500mm wide rubber track pads, the overall width of the machine is 2.5 metres, while



*Maximum capacity of the ACC 2050 on the main boom is 8.9 tonnes at a radius of 4.6 metres, 2,170kg at 16.2 metres and 1,120kg at 22.8 metres (ACC 2050/2)*

# Experience the Progress.

## Liebherr crawler cranes up to 300 t (LR series).

- Superior lifting capacities, on-line load chart calculation
- Great variety of boom configurations
- Quick and easy assembly
- Simple and cost-effective transportation



Liebherr-Werk Nenzing GmbH  
P.O. Box 10, A-6710 Nenzing  
Tel.: +43 50809 41-473  
E-mail: [crawler.crane@liebherr.com](mailto:crawler.crane@liebherr.com)  
[www.facebook.com/LiebherrConstruction](http://www.facebook.com/LiebherrConstruction)  
[www.liebherr.co.uk](http://www.liebherr.co.uk)

# LIEBHERR

The Group



**PICK and CARRY**



ORMIG S.p.A. PIAZZALE ORMIG  
 P.O. BOX 63 - 15076 OVADA (AL) ITALY  
 TEL. (+39) 0143.80051 r.a. - FAX (+39) 0143.86568  
 E-mail: mktg@ormigspa.com - sales@ormigspa.com  
 www.ormig.com - www.pickandcarry.com



the overall length is just five metres. Both models of the ACC 2050 can work with the outriggers deployed within the width of the chassis, half extended at 3.6 metres or fully extended at five metres. Maximum capacity on the main boom is 8.9 tonnes at a radius of 4.6 metres, 2,170kg at 16.2 metres and 1,120kg at 22.8 metres (ACC 2050/2). Pick & carry performance through 360 degrees is seven tonnes at two metres, 3.5 tonnes at 4.2 metres and 2.7 tonnes at 5.5 metres.

The ACC 2050 has a weight of just less than 20 tonnes, giving a ground pressure on the standard 500mm pads of 0.46 kg per square centimetre, this can be further reduced with the larger 700mm wide steel pad option. Overall height of the machine is 3.5 metres and the crane has specific storage places for outrigger pads and lifting tackle. Optional equipment includes two fall hoist rope and fully rotating re-handling grabs which are easily fitted to the main boom using quick release couplings. At the moment the company has two ACC 2050 cranes although it plans on building up the fleet to around a dozen machines over the longer term.

"The ACC2050 has the performance of a 25 tonne mobile but has so many other advantages particularly when working on confined sites and with restricted headroom," says Cadman. "We currently have 22 mobile cranes up to 100 tonnes including our latest addition - a new Liebherr LTC1045 with elevating cab. The ACC 2050 was designed and built purely for our own use and we have no intention producing machines to sell. The ACC 2050 allows us to offer a more cost effective solution than our All Terrain cranes for certain contracts and we will build more for our own fleet when demand allows."

#### New Reedyk

For many years several Dutch manufacturers - Reedyk, Hoeflon and Van Bouwel - have been producing articulated mini cranes to satisfy local market demand. With the growth of spider and small tracked telescopic cranes from global manufacturers such as Maeda and Unic, demand for their cranes also appears to be growing.

Reedyk in particular has been expanding its range of articulated cranes and refining them for series production. However its latest development is different in several ways, it has a straight telescopic boom rather than articulated and



**Maximum lift height is 20 metres on main boom or 30 metres with the luffing jib**

has been designed for working in hazardous environments. (See story on p32)

#### Maeda variation

The growth in the articulated boom mini crane revealed itself earlier this year when Maeda's European master dealer - Kranlyft - unveiled the all-new MK1033C at Bauma. The MK1033C is the first articulated boom mini crane from Maeda and features a three section main boom plus three section articulated jib. The main reason behind its introduction is its improved ability - compared to straight boom models - to install glass in window frames, lift up and over in narrow spaces and to place loads onto roofs. Maximum capacity is 995kg and maximum lift height 11.4 metres at which it can lift 630kg, while it can lift to a maximum radius of nearly 10 metres.

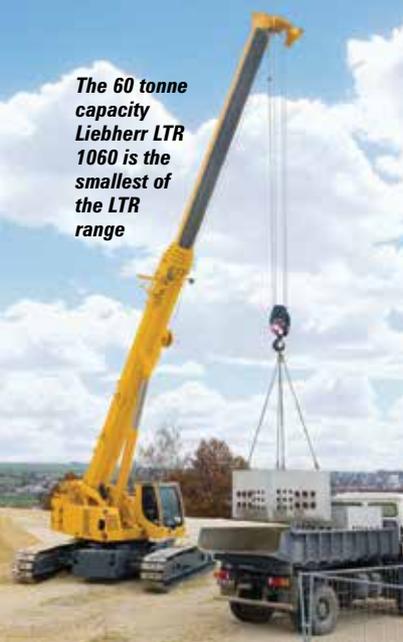
Like the rest of the Maeda MC spider crane range the MK1033C - at just 750mm wide and less than two metres high - is compact enough to fit through a standard doorway. The overall length is just over 2.7 metres and weighs two tonnes in order to be able to ride in construction elevators. The crane has multi outrigger positions with each outrigger able to be placed in seven different horizontal positions and six different lengths. Whatever the position the crane will automatically calculate the maximum lift for each configuration.

The basic model has a diesel engine and a fixed hook on the end of the



**The new model MK1033C has six section boom with articulation in the middle giving good 'up and over' capability**

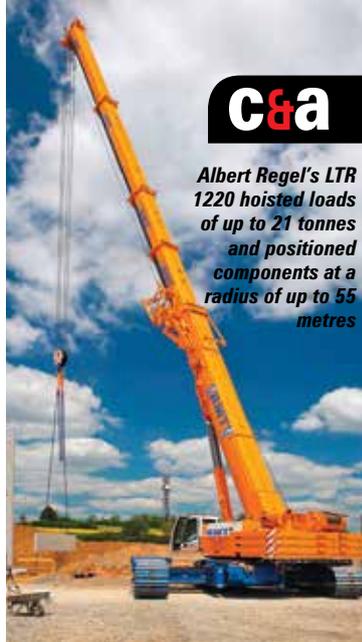
The 60 tonne capacity Liebherr LTR 1060 is the smallest of the LTR range



The 110 tonne Liebherr LTR 1100

## C&A crawler cranes

Albert Regel's LTR 1220 hoisted loads of up to 21 tonnes and positioned components at a radius of up to 55 metres



telescopic crawler - the first model in a new E-Series.

The new 673 R-HD features a four section 36 metre main boom and an eight to 15 metre bi-fold swingaway extension which can offset by up to 40 degrees. The heavy duty boom is designed to handle side loadings and rugged use and is not just a simple lift crane. Complying with the Tier 3b/4i emission standards, it is powered by a Deutz engine with a particulate filter and exhaust after treatment system. Additional features include peripheral cameras and a 2.7 metre hydraulically

boom, beneficial when working in confined spaces. An optional winch is also available as well as petrol, petrol/LPG or 380-400 volt electric motor power options.

### Larger telescopic crawlers

The growth in the smaller articulated crawler cranes mirrors the expansion in the larger telescopic crawlers with an increasing number of customers now realising the benefits of short set-up time, easier transportation and greater manoeuvrability. Most telescopic crawlers have a capacity less than about 80 tonnes. There are numerous manufacturers offering crawler telescopes but none with a range as broad - in capacity terms - as Liebherr. Its four model LTR range starts at with the 60 tonne LTR 1060 and ends with the 1,200 tonne LTR 11200 with its narrow crawler undercarriage making it ideal for wind turbine erection.

Its most recent addition is the 220 tonne LTR 1220 first seen at Liebherr customer days last year prior to its official unveiling at Bauma earlier this year. The LTR 1220 has a 60 metre telescopic boom derived from the LTM 1220-5.2 All Terrain, and can telescope heavy loads. The main boom can be extended with two seven metre lattice sections fitted between the telescopic boom and the swingaway extension which can luff by up to 45 degrees mechanically or - as an option - hydraulically under full load.

The undercarriage of the LTR 1220 can be extended from the stowed width of 4.5 metres to an intermediate width of 5.88 metres or a maximum of 7.25 metres, with full load charts for all three widths. The LTR 1220 can also cope with side slopes of up to four degrees - something that is not always suited

to the thoroughbred All Terrain booms installed on some crawler models. In basic trim with one metre wide tracks the unit weights around 90 tonnes and is capable of assembling itself without the need for an auxiliary crane.

One main area of use for the LTR 1220 telescopic crawler crane is the installation of prefabricated components. With an erection jib 3.4 metres long and the auxiliary hoist, installation work can be carried out in two-hook operation. As well as this, it is ideally suited as an auxiliary crane for the installation of wind turbines for handling components. The LTR 1220 also proving useful on long-term construction sites in the energy sector or on infrastructure projects.

The first LTR 1220 was delivered to German crane and transport company Albert Regel and was used to construction of a prefabricated concrete building in Villingen-Schwenningen, where it turned out to be a popular crane choice. The LTR 1220 hoisted loads of up to 21 tonnes and positioned components at a radius of up to 55 metres. Albert Regel was also one of the first companies to take delivery of a 100 tonne LTR 1100 following its launch in 2005.

### Link-Belt updates TCC-750

Link-Belt has launched an updated version of its 70 tonne TCC-750 telescopic crawler crane. The new version has a Tier 4 Final engine, guardrails for safe working at height on the superstructure and improved lift capacities at short radii from the four section full power 35.2 metre boom, it also features a completely new operator's cab. The updated crane should be available from the second quarter next year.

The TCC-750's big brother is the 100



Earlier this year Sennebogen added the 70 tonne heavy duty 673 R-HD telescopic crawler - the first model in a new E-Series

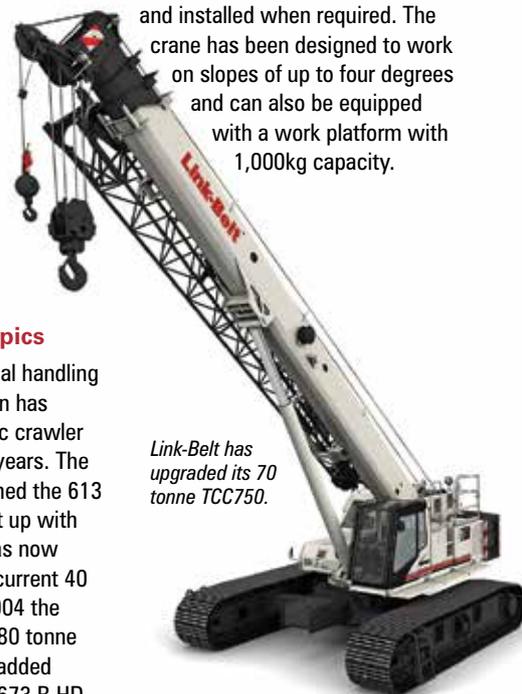
tonne TCC-1100 which features a 45.7 metre, five section main boom fabricated from ultra-high strength steel and formed at Link-Belt's own production facility in Lexington, Kentucky. The bi fold swingaway offers an additional 9.4 or 16.7 metres and incorporates a three metre heavy-lift extension with an 18.1 tonne capacity. The TCC-1100 can work with three different track widths - 5.8 metres fully extended, 4.4 metres and 3.7 metres when fully retracted.

### 20 years of Sennebogen telescopes

German crane and material handling manufacturer Sennebogen has been producing telescopic crawler cranes for more than 20 years. The Bavarian company launched the 613 M in 1992 and followed it up with the 630 in 1995 which has now been superseded by the current 40 tonne capacity 643. In 2004 the company introduced the 80 tonne 683 and earlier this year added the 70 tonne heavy duty 673 R-HD

elevated cabin which can tilt up to 30 degrees.

The 673 R-HD has been designed to easy transport and to be ready for use as soon as it is unloaded on site. The tracks retract to three metres and can be easily removed and installed when required. The crane has been designed to work on slopes of up to four degrees and can also be equipped with a work platform with 1,000kg capacity.



Link-Belt has upgraded its 70 tonne TCC750.

**Marchetti for AGD**

UK based AGD Rental has been offering telescopic crawler cranes from more than 15 years, starting with a 30 tonne IHI CCH300T. The concept and the crane proved popular and as a result it now has nine CCH300T in its fleet as well as the larger 50 tonne IHI CCH500T. Latest additions include the recently introduced 25 tonne capacity Marchetti Sherpina CW25.35 and two 70 tonne Marchetti Sherpa CW70.42L. These have been added to cope with the increased demand for telescopic crawlers. The CW25.35 has a 25.1 metre main boom with an 8.1 metre three stage telescopic extension for a maximum lift height of around 34 metres. The overall width with retracted undercarriage is 2.5 metres which

extends to 3.9 metres. Overall length with the boom fully retracted is 7.13 metres and height is 2.7 metres with a total weight of 25 tonnes. With standard 500mm wide pads it has a ground pressure of 0.57 kg per square centimetre. The tracked telescopic crane looks to be gaining an increasing following among end users, putting pressure on rental companies. It is almost certainly going to be one of the major growth areas in the crane sector

over the next decade and given the operational benefits it is not hard to see why. This year has seen more manufacturers launching products.

Now all that is needed is for more rental companies to become enthusiastic in order to offer end users a wider choice of equipment.



*The Marchetti CW25.35 has a 25.1 metre main boom with an 8.1 metre three stage telescopic extension for a maximum lift height of around 34 metres*

# Explosion proof mini crawler

**Dutch material handling manufacturer Reedyk has launched a new ATEX certified dual power mini crawler crane for work in hazardous environments, including refineries and other oil & gas applications. The crane has been developed in partnership with Dutch crane and access rental company Peinemann and Royal Dutch Shell, which have placed an initial order for six units.**

The new crane - the three tonne compact PC4405EX - is built from scratch to comply with ATEX-3G IIBTS, allowing it to work in hazardous areas to Zone two levels. The main power source is DC electric from a large lithium-ion battery pack that is, according to the manufacturer, good for a full day's work. However just in case, a small two cylinder diesel is included as part of the package, which tops up the batteries while running and can also be used for remote recharging.

The new crane features a five section 7.3 metre boom, providing a maximum tip height of nine metres and a maximum radius with the boom horizontal of 5.7 metres at which it can lift 320kg. The crane can also pick and carry up to 2.5 tonnes and has a slewing range of 15 degrees

either side of centre although this is purely intended for final positioning of the load. The boom uses a Reedyk manufactured base section and standard Amco Veba internal sections and telescope system, a formula that Reedyk uses on most of its cranes, saving on design time and benefiting from standard components and readily available replacement parts.

The crane also has a very low ground bearing pressure. It is lightweight at just 2,800kg and it has long rubber tracks which run almost its full 2.4 metres overall length. Additionally the tracks have been specially designed with 14 bottom rollers, in addition to the drive and idler sprockets. This prevents any chance of increased spot loading that can occur with rubber tracks that feature only a few widely spaced rollers. Overall width of the crane is one metre, while the overall height is just 1.8 metres. The machine is normally operated by Hetric Nova radio remote controls, which of course had to be modified for the ATEX certification to include twin antennae with full proportional control for all functions.

In summary this little crane 'looks right', always a good sign, and is expected to be a very popular unit for maintenance duties in the



*The Reedyk compact PC4450EX demonstrates its ability to slew off centre*



*The crane includes several handy slide out storage lockers for slings etc*



*The PC4450EX has a tough rubberised carry deck*



*In case there is ever a problem with the remote controls, the PC4450 EX has regular manual override levers for all four functions hidden under a heavy-duty protective lid*



*The special rubber tracks run the full length of the machine and include 15 idler rollers to help maintain a low ground bearing pressure*



*The five section fully hydraulic boom uses standard Amco Veba telescope sections and hydraulics with a Reedyk base section*

Shell refinery. Its compact dimensions will allow it to get close-in to replace valves and other components and offering a substantial saving over more traditional methods. Depending on the

impact that the ATEX modifications have on the overall cost of this crane, we would expect it to prove popular in many other sensitive and even regular applications.

# New pylon installation method

One of the first Sennebogen 673 R-HD to be delivered went to German contractor Himmel und Papesch (HuP), of Bebra, for work on a new high voltage line between the Lower-Saxony town of Hemmoor and the regional capital, Cuxhaven.

The 35km long 110 kV line employs new solid-wall steel pylons which are driven into the ground using a new installation method. First the existing lattice pylons are removed and the foundation is prepared for the new pylons. The crane is then used with a Junttan hydraulic hammer, to drive the existing foundations deeper into the ground - using a six tonne drop weight - to create space for the new foundation. A two metre diameter steel guide/pile frame developed by HuP is then placed around the existing foundation hole and a new 15 metre high foundation pile is driven vertically into the ground. In total it takes about two to three days per pylon with this new procedure, a substantial time saving compared to other methods. The foundation can be subjected to load immediately and there is minimal damage to the existing landscape.



## MAT & TIMBER SERVICES



**CRANE MATS**

**OUTRIGGER MATS**

**TEMPORARY  
ACCESS ROADS**

**RAMPS**

**For all types of  
cranes under any  
application -  
Nationwide and  
Overseas**



**TEL: +44 (0) 1264 811005**  
**FAX: +44 (0) 1264 810600**

**e-mail: [info@sarumhardwood.co.uk](mailto:info@sarumhardwood.co.uk)**

**web site: [www.sarumhardwood.co.uk](http://www.sarumhardwood.co.uk)**

# SYRiNX No.1 for Cranes & Powered Access

950+ companies worldwide successfully use Syrinx®

**SPARROW CRANE LIMITED**

"Syrinx has certainly brought all of this information together into one database and improved the efficiency of our business from start to finish." **Phil Mitchell**

**KIMBERLY GROUP**

"When we were undertaking due diligence on the acquisition of another powered access company, who were already using the Syrinx system, we noted that Syrinx gave them a number of operational and financial functions that we didn't have with our existing system. Kimberly Access are a focused operational business and so this excited us. Syrinx is now set up as our group rental system and Higher Concept Software have exceeded all our expectations in terms of the product and their customer service." **Ray Ledger**

**Rapid PLATFORMS**

"Our previous system was fraught with difficulties and not backed up with good service. It was a big decision to contemplate getting a new hire management system but we were so frustrated we had no other option. We were pleasantly surprised at how smooth the implementation of Syrinx was. We have been impressed with the excellent project management and exemplary training backed up by excellent support." **Alistair Jordan**

**SAS**  
Safe Access Solutions

"We opted for Syrinx on the recommendation of colleagues and have received a first-class service and, equally as important, a more-than-expected back-up engagement between the Higher Concept staff and the SAS team. We are grateful to Higher Concept for making rental software implementation so trouble-free throughout our launch period and would highly recommend both Higher Concept and Syrinx to anyone considering their software options." **John Corrie**

**1UP**  
Accessories

"After a disastrous 3 months with our initial supplier we switched to Syrinx and within 1 day we were up and running with all our plant information on the system. I would recommend Syrinx again and again, it's easy to use and the reporting is excellent. I can't thank Higher Concept Software enough, they pulled out all the stops when we really needed them." **Ben James**



SYRiNX

[www.higherconcept.co.uk](http://www.higherconcept.co.uk) Tel: +44 (0) 118 956 9577

## Power Pads *The Next Generation*



The fully certified, fully traceable, fully guaranteed, top quality Outrigger support mats

Power Pads are designed, manufactured and certified to the highest standards possible with attention to detail in every aspect in order to ensure the very best value and complete peace of mind.

- All mats carry an indelible unique serial number, a reference code, a batch number and the maximum capacity of the pad.
- Mats up to 600mm are supplied with high quality Certified Rope handles.
- For Mats over 600mm, as standard we use Grade 10 lifting chain.
- All mats carry a clear identity plate with contact details.
- All mats can be branded with the customers corporate identity.

A good set of pads or mats will last a lifetime and provide you with peace of mind that is simply not available with cheaper pads.

For further information on Power Pads contact :

**Tel: 01733 211339**  
**www.tmc-lifting.com**

**Power-Pad®**

the only fully certified fully traceable mats on the market

# "If you can't afford it, don't buy it!"

**G. H. Johnson Crane Hire is the largest UK crawler crane rental company... to have been left out of this year's Cranes & Access Top 30 guide! Unfortunately the company was inexplicably omitted so Ed Darwin pays a visit to find out more about this low profile operation.**

**Located just off junction 28 of the M1 in Alfreton, Derbyshire - the same small town in which a Weldex crawler depot can be found - the crawler crane specialist has more than 20 years' experience in the construction industry. Family owned and run, it has a fleet of around 30 Kobelco, Hitachi and IHI cranes topped by a new 250 tonne Kobelco CKE2500G - the first to be delivered in Europe.**

The company was founded by Glyn Johnson who served his apprenticeship as a pressure vessel welder for International Combustion. He entered the rental and contracting business after purchasing a CAT D8 dozer in the early 1970s. After a few years of building up the business, it almost prematurely ended when a developer he was working for went bust forcing Johnson to sell off a number of machines to cover his obligations. Fortunately he had followed the advice of one of his father's expressions - "if you can't afford it, don't buy it" - and adopted a policy of always paying for its equipment in full and never being in

debt to anyone.

It was at this point and as a way of making sure he was never again in the position of being owed a large sum of money that Johnson began dealing in plant - buying and selling a wide variety of equipment. The recession of the early nineties saw the number of crawler cranes for sale in the UK increase and although mechanical cranes - such as the NCK Andes or Ajax - were the mainstay it was at this time that Johnson became one of the first companies in the UK to buy a hydraulic crawler crane - an IHI CH500.

It was not until 2001 with the appointment of Keith Salmon, then a 40 year crane veteran having spent his working life with Bowmer & Kirkland Crane Hire (later Grayston, White and Sparrow), that the company decided to expand its crane fleet. Perhaps 'decided to expand it' isn't quite the correct term as Salmon would often rent out the crane sales inventory before Johnson was able to sell them! With Salmon's knowledge and experience Johnson Crane Hire quickly built its fleet from about

six or seven cranes to around 25 units. Tragically, in 2009 Salmon suffered a heart attack and passed away, although Johnson says that the company is forever indebted to him for helping make the company what it is today.

## **Declining rates**

A perennial concern of most rental companies is that of declining rental rates. As a result of buying



*(l-r) Richard Johnson, Glyn Johnson, Rob Jensen and Paul Johnson*

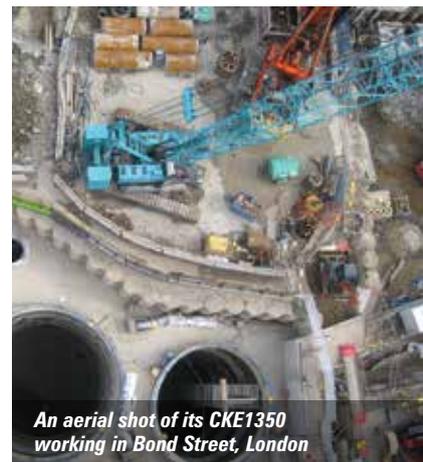
its equipment outright however Johnson says it is in the fortunate position of being able to hold out for acceptable rates.

"We don't believe in taking money from the drivers or scrimping on maintenance in order to lower the rate for a crane," says Johnson. "We will only send cranes out at sustainable rates - rates at which we can afford to reinvest without the added worry of taking out finance on our cranes or a mortgage on our depot."

"If rates ever stand a chance of improving it is important for hirers and contractors to appreciate that constant and high levels of maintenance and reinvestment must be paid for. We recently declined to cross-hire the Kobelco CKE2500G for a job in London as the rate they had agreed undervalued the crane. There are only a very few cranes in the UK fitted with low-emission Euro IIIB compliant engines able to work in London's low-emission zones so why reduce the price?"

Talking about the company's fleet, operators and general upkeep Johnson adds: "We are incredibly proud of the reliability of our cranes and have to give a great deal of credit to our drivers and engineers for this. We try our best to look after them and, as a result, they look after the cranes, making sure they are well-maintained. As well as continuing to pay our drivers when the cranes are in the yard, we also pay them greasing time - something that used to be standard practice but has been eroded over time. We also make sure that the cranes are serviced every 250 hours - it's a costly and time consuming practice but it ensures our cranes are very rarely out of action."

"Today's level of reliability would have been unbelievable when I first started - one of our first 135



*An aerial shot of its CKE1350 working in Bond Street, London*



*The company's CKE2500G and CKE2500-2*



tonne Kobelco CKE1350-1F cranes, for example, went 11,500 hours before needing its first - and so far only - engineer call-out. In the end it turned out to be a minor crack in the fuel line which took a few minutes to fix!"



*Two of Johnson's CKE1350's working on a project in Whitechapel, London*



**Haydock  
Park**  
May 14th &  
15th 2014

# Don't miss the UK's number one lifting event

the only specialist equipment event for the UK and Ireland

If you buy, use or have a professional interest in Access Equipment, Working at Height, Mobile Cranes, Tower Cranes and Loader Cranes, not to mention Telehandlers then register now for the UK and Ireland's event for lifting professionals – Vertikal Days.

See the latest equipment and services, meet the experts and enjoy a day of networking, deal-making and socialising.

email the Vertikal Team at  
[info@vertikaldays.net](mailto:info@vertikaldays.net)  
UK Office +44 (0) 8448 155900

[www.vertikaldays.net](http://www.vertikaldays.net)

**Vertikal  
days**

...new PASMA village...Lorry Loader workshops...IPAF safety demonstrations...Crane and Access demonstrations...

# Dutch courage

The fourth Verticaal Dagen event for access, mini cranes and telehandlers was held at the Beekse Bergen safari park near Tilburg in late September. The slower market in the Benelux region meant that exhibitor numbers dropped back to 2011 levels from last year's record high, with most of the shortfall being in the mini crane sector. While a slightly smaller show, the display of new equipment was still very impressive, especially for powered access and telehandler buyers.

## Collé goes wild

The largest and arguably most impressive display was on the Collé stand where a new 25 tonne capacity/11 metre lift height Magni TH25.11 heavy duty telehandler demonstrated its potential by lifting a new 21 metre Magni RTH 5.21 five tonne capacity 360 degree telehandler - weighing around 15.5 tonnes - on a specially created steel pallet. Collé also displayed a new 90 metre Palfinger P900 truck mounted lift - the highest machine on the show, and if that was not enough it had a large spread of Manitou aerial work platforms and telehandlers lined up alongside Palfinger truck mounted lifts - including the new 20 metre Palfinger P200A - and a good number of Magni 360 degree telehandlers.

Another stand boasting an impressive new product was

Reedyk which unveiled a new explosion proof PC4405EX mini crane, developed in partnership with rental company Peineman, for the Shell refinery in Rotterdam. Built to ATEX-3G IIBTS the 2.5 tonne compact crane can work in hazardous areas to Zone two levels. Standard specification includes lithium-ion battery power, plus a small diesel engine for remote recharging and battery top-up. It boasts a 5.7 metre boom and can pick and carry up to 2.5 tonnes. For more details on this product see page 32. The company also had a C3412 compact crane with articulated knuckle boom on display.

At the lower end of the market Power Towers demonstrated its Pecolift non-powered lift alongside a Nano lift, Nano SP and original Power Tower, while Alan Russon's new business the Access Platform Company made its Benelux debut with its new Sidewider Mini - its



Collé was showing the new Magni TH25.11 heavy duty telehandler lifting a new Magni RTH 5.21 five tonne capacity telehandler weighing 15.5 tonnes



**C&A** verticaal dagen



Reedyk unveiled a new explosion proof PC4405EX mini crane



A Faresin 730 telehandler which has a maximum lift of three tonnes and 7.8 metre lift height



A substantial Manitou presence on the Collé stand alongside the Magnis



The new Palfinger P200A



Collé also displayed its new 90 metre Palfinger P900 commercial chassis mounted platform



A Hycleaner basket mounted panel/glass cleaning system owned by Siesling and seen on the Ruthmann stand



This was the last access show for industry sales veteran Wim (Bill) Jansink, currently with Snorkel who is retiring after 45 years in the industry



Dirk Reedyk at the controls of a C3412 double articulated mini crane with 4.25 tonnes maximum capacity and 21.5 metres maximum height



**HOLLAND LIFT**

MONOSTAR X-105 Check it out!



■ Up to 650Kg capacity on roll-out deck

■ Working height of 12.50m

■ Driving at full height

■ 1.20 to 1.60 wide

■ Electric power



[www.hollandlift.com](http://www.hollandlift.com)

Holland Lift International B.V.  
E-mail: [info@hollandlift.com](mailto:info@hollandlift.com)

Tel: +31 (0) 229 285555  
Fax: +31 (0) 229 285550



*The Access Platform Company team*



*The Istanbul Vinc team with another of its new Holland Lifts*



*Power Towers*



*Eline Oudenbroek  
the new MD of Holland Lift*

answer to the Pecolift. The new unit - first seen at Vertikal Days in late June - uses an anodised aluminium mast and a simple two handed crank to lift and lower. The machine would certainly not win any awards for finesse, or sophistication and would probably come last in a beauty contest - but it is simple, highly functional, lightweight and works well. On top of that it is almost certainly less expensive than the Pecolift and will appeal to many rental companies looking to expand in this sector of the market or small companies buying a unit for their own use. ATN was showing its recently launched Piaf 1100R mast boom alongside its Zebra articulated boom lift and large double deck scissor lift.

Over on the Holland Lift stand the main feature was not one of its large or crawler mounted scissor lifts - although it had plenty on show - but new managing director Eline Oudenbroek, officially in charge from the start of September following a two month hand over. She is new to the access market and appears to have got off to a good start meeting customers at the show and then at Europlattorm in Turkey.

Genie, based on the HDW stand, highlighted its new 4,000kg/18 metre fixed frame telehandler the TH4018 unveiled at Bauma in April. While clearly an excellent machine designed specifically for the rental market with simple easy to operate controls, it may well struggle to get users to switch brand, given that it is priced head to head with Manitou and JCB. Also on show were the S45 Trax tracked boom lift and GR26-J mast boom.



*ATN's Zebra 12 boom alongside the new Piaf 1100R mast boom*



Genie and Teupen stands



Genie S-40 Trax

Eurosupply was as usual out in force with a full line up of Niftylift boom lifts and two Multitel truck mounted lifts which it represents in the Netherlands. Unusually there were no Hitachi crawler mounted lifts on the stand.

JLG distributor Riwal had a small selection of product on show including the 150ft JLG 1500S and a 4394RT scissor lift with dual roll-out Megadeck platform. Oddly it showed the well-established Toucan 8E mast boom, rather than the new 12E.

California-based MEC is now making strong inroads into the European market with its specialist machines. it shared a stand with Omega Platforms and highlighted its 26ft Speedlevel, as well as the 4669 scissor lift. The MEC Titan, due to be at the show, had been shipped out to a potential buyer the day before and so was absent.

**ELS Makine**

Turkish aerial lift producer ELS Makine had two electric slab scissor lift models on the stand of CMC and Dinolift distributor Kran & Truck Service, which is now representing the Turkish producer in the Netherlands. The two 1.2 metre

wide scissor lifts were the 26ft EL10 and 33ft EL12. A little push around model was also on the stand. The products, while perfectly adequate will be squeezed between the likes of Genie, JLG, Haulotte and Skyjack and the lower price Dingli scissor lifts. Other exhibits on the stand included the 26 metre CMC TB260 truck mount and a few Dinolifts.

Time Versalift used the event to launch its new operation Time Nederland and introduce its latest recruit John Remmen, who joins the company from Custers. The display included a vehicle mounted VDT 190-F lift for utility companies, complete with fully insulated workshop - built in-house at the group's Danish facility.



The spacious Versalift workshop is fully insulated with three layers of fibreglass and a foam core



A Versalift 190-F built for a large utility tender



Dingli distributor Alp Lift had a full display of slab scissor lifts on show



Spot the brand? .... It's a Dino XTS 260 self-propelled sold to Zelkova



The 26ft MEC Speed Level attracted most interest on its stand



Paul Eijgenraam and Jan van den Berg recall SAIE 2012 and confirm an order for Dinolift



ELS Makine scissor lift on the KTS stand



KTS also showed a new ELS Push around scissor lift



Eurosupply and Niftylift stands



**New 6x2 Man 26-400. Fassi F275**  
remote crane with flat or cheese  
wedge body.



**2010 8x2 Daf Cf 460. Fassi F660**  
remote crane with flat or cheese  
wedge body



**2009 & 2010 8x2 Scania R420.**  
**Fassi F660** remote crane with flat or  
cheese wedge body



**2011 8x2 Man 26-440. Fassi F660**  
remote crane with flat or cheese  
wedge body



**New Scania 8x2 G400.**  
Choice of cranes and bodies



**2010 Scania 8x2 R420. Fassi 455**  
remote crane with choice of flat or  
cheese wedge



**2010 8x2 Scania G400. Fassi F275**  
remote with cheesewedge body.  
17 ton payload.



**New Scania 8x2 G400. Fassi 455**  
remote crane with cheese  
wedge body



**New and used 6x2 Beavertails**  
in stock



**New Daf 6x2 Cf 410. F275**  
remote crane. new chhesewedge.  
Man's also available



**New Man 6x2. Fassi F455**  
remote crane with flat or  
cheese wedge



**Specialist bodies built**  
on new or used chassis



# your journey

**Starts with the world's largest manufacturer of van & truck mounted platforms**

Built to your unique specification at our UK plant.

Delivered from stock and supported nationally.

Proven quality and reliability.

Professional competent certification.

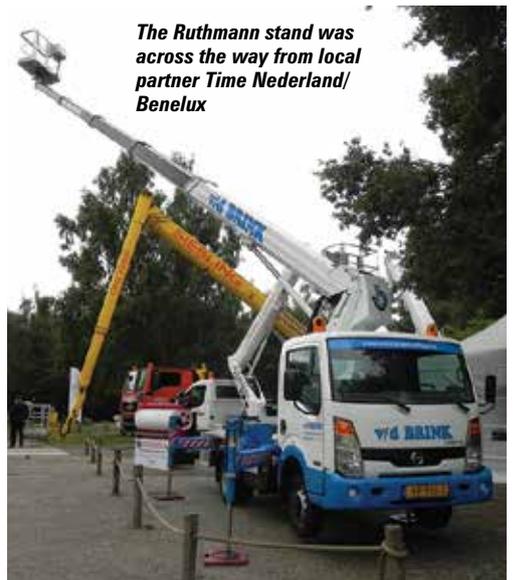
**01536 721010**  
**sales@versalift.co.uk**  
**www.versalift.co.uk**

German truck mounted lift manufacturer Ruthmann was conveniently located across the aisle, given that the two companies are now working closely together in a number of markets including the Benelux region, where Time is the Ruthmann dealer. Also close by was France-Elévateur, a first time exhibitor looking to continue the major export push it launched earlier this year.

Spider lifts were once again well represented at the show with Hinowa demonstrating its recently launched 20 metre 20:10, which is apparently selling in such numbers that it might just take over as the manufacturers most popular model. Teupen topped out the category with its 40 metre Leo 40GTX, while others included CMC and CTE, the latter being found on the Custers stand.



*France Elévateur displayed a 13 metre 131F van mounted lift sold to Maes Electro*



*The Ruthmann stand was across the way from local partner Time Nederland/Benelux*



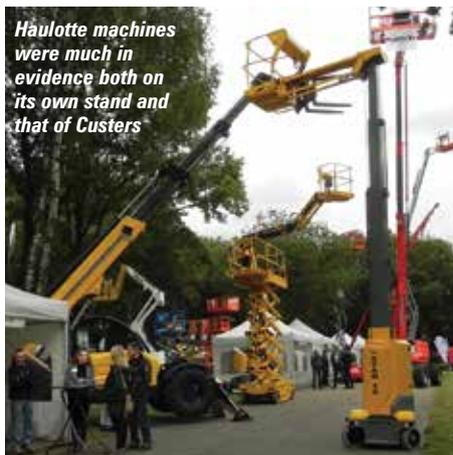
*Isoli's dealer HDW had an impressive line-up on show*



*Alllift Michiels exhibited Bravi low level machines, GSR truck mounts and a Bronto X50XDTJ sold to local company Lauwereys*



Hinowa Nederland also had a 23m Sorage truck mount on show



Haulotte machines were much in evidence both on its own stand and that of Custers



Trailer cranes and furniture lifts from Paus



The Skyjack stand was always very busy with a good deal of interest in its boom lifts as well as scissors



The recently launched Hinowa 20:10



A Teupen Leo 40GTX topped out the spider lifts on display

Verticaal Dagen will skip next year due to the other Dutch-based exhibition APEX occurring in 2014, but it plans to be back in 2015 with a slightly modified format.

**PNT 205 NLX Truck mounted platform**

- Max working height 20.1m
- Maximum outreach 9.5m
- 230kg Platform capacity
- H Type outriggers front and rear
- Zero tailswing
- Minimum under-basket obstruction

ISOLI S.p.A  
 Aerial Work Platforms – Breakdown Trucks – Specialist installations  
 Via Boschi 44 – 35014 Fontaniva (Padova) Italy  
 Tel + 39.049.9438611 Fax +39.049.9438600  
 exportdept@isoli.com – www.isoli.com

**ISOLI**  
 SINCE 1946

# The World's Top Access Platform Exhibition

**APEX**  
2014  
**AMSTERDAM**  
**24 - 25 - 26 JUNE**



**APEX switches to Amsterdam for 2014**



**Act now to exhibit at APEX 2014!**

Sponsored by:

**access**  
INTERNATIONAL

Supported by:

**IPAF**

**khl**  
GROUP

**Position your company in front of an  
influential and exclusive audience**

Visit ***www.apexshow.com***  
and click on 'Book your standspace now'

**Need more APEX information?  
Contact: [marleen@ipi-bv.nl](mailto:marleen@ipi-bv.nl)**



# CPA Crane Interest Group Meeting

This year's CPA Crane Interest Group Meeting covered several interesting topics including lifting people with cranes, road brake testing, elevating cabs on cranes as well as an HSE update.

The meeting held at the Nuthurst Grange Hotel, Hockley Heath attracted a good number of delegates from rental companies, manufacturers and contractors. Chairman Neil Partridge - now officially retired from Ainscough Crane Hire - was on vacation so Bill Frost of Bronzeshield stood in and is likely to be the front runner to be the next chairman to be decided at the group's AGM in February.

## Lifting people with cranes

Tim Watson covered several topics including the thorny subject of Lifting Persons with Cranes for Entertainment Purposes. Vertical.net has been running an opinion poll asking the question - When is it acceptable to lift people with cranes? With more than 700 responses the vast majority (68.6 percent) agreed it should be for work only when it is truly the only option. 21.5 percent believe it is acceptable for entertainment purposes if those being lifted understood the risks, and 10 percent said that it is acceptable to lift people any time it is convenient.

Watson reiterated that lifting people at work should only be in exceptional circumstances when it is the only option. He said FEM had softened its original stance to a 'yes you can if you comply with a multitude of requirements'. Whilst the HSE appears to condone the practice, crane rental companies should be absolutely aware that if there is an incident, they will have to prove that everything had been done to negate its occurrence. Watson put forward several items that should be considered including insurance, is it a Contract lift or a Hire, how difficult it is to control the public when being lifted, design of the man-riding gear, damage to reputation and of course having a

rescue contingency in place.

## BS 7121 Part 2 revised

BS 7121 Part 2 - Safe use of cranes - Part 2 Inspection, maintenance and through examination - last reviewed 10 years ago - has been revised. The revision extends the scope to include maintenance and is split into parts - general Part 2.1 and crane specific parts including mobile loader cranes, tower cranes etc. For those wanting a copy of the (very expensive) standard a 50 percent CPA discount is available to members.

## Brake agreement

A document on the in-service testing of brakes on mobile cranes has been agreed with VOSA, following confusion over braking requirements for mobile cranes running with up to 16.5 tonne axle weights rather than 12 tonnes. A new Technical Information Note is available on the CPA website. Watson added that cranes need a notional braking efficiency of 30 percent, where an HGV test requires 50 percent for the service brake. Secondary brakes need 15 percent rather than 25 percent and the parking brake has to be capable of holding the vehicle stationary on an 18 percent gradient, which is slightly different to the HGV test. This agreement will help when crane MOTs are introduced.

## Safe use of remote controls on lorry loaders

With the increased use of remote controls on cranes and several fatalities while using remote controls - Watson recommended looking at the ALLMI website which has several excellent items on how to use remote controls safely.

## Elevating cabs

With elevating crane cabs becoming more common it should be noted that Loler regulation 9 (3) (a) (i)



Lifting people with cranes both for work and entertainment was discussed

requires lifting equipment used to lift people should be thoroughly examined at least every six months. The HSE has confirmed that this applies to elevating cabs on cranes. The rest of the crane - assuming it is not used to lift people with a man-riding basket - can still be examined every 12 months.

## HSE updates

Brent Bolton of the HSE highlighted two incidents with tower cranes working on high cycle were duties at close to maximum rated capacity over an 18 month period. The cranes, which were lifting concrete segments between three locations on a tunnelling contract, suffered serious fatigue cracks. He emphasised the importance of knowing what end users will be using the cranes for.

In another two tower crane incidents - one in which a jib fell off and one where the jib collapsed - it highlighted poor maintenance procedures and record keeping. He said that all maintenance work needs to be correctly identified and carried out with correct records kept.



Brent Bolton of the HSE

## Lifting persons?

Also if contemplating supplying cranes for entertainment purposes it should be noted that the documentation supplied by 'Dinner in the Sky' runs to 100 pages and

includes design criteria, tests to prove the structural integrity etc.... Crane companies should not underestimate the extra work that needs to be done before using a crane for entertainment purposes.

## Fees for intervention

Bolton said it was too early to say whether the amount expected from FFI is being realised. Colin Wood reported that a CPA member charged with an accident had incurred FFI of more than £10,000 so far, and that insurance policies were unlikely to cover this, even when prosecution costs are covered. He said that insurers are going to wait at least a year to understand the risks involved. Speak to your brokers about coverage.

## CAA Guidance on crane operations

The Vauxhall, London helicopter accident focussed attention on this area. All the information needed is in TIN (Technical Information Note) 039 Operating Cranes in the Vicinity of Aerodromes which was issued in July.



Mark Smiles of the CAA outlined the requirements of working near aerodromes.

## Ground conditions

The Strategic Forum Plant Safety Group - has been working on a ground conditions document since 2011 - a draft document for public comment should be ready before the end of the year.

MEET THE



**APS**

**ACCESS SUPERHEROES...**

**BOSS X-SERIES - THE MIGHTY MICRO**

SMALL, BUT PERFECTLY FORMED -  
THE FULLY-LOADED PUSH AROUND



**YOUNGMAN**

**BOSS**

Market Leading Micro Scissors

Available in the UK from  
[iapsgroup.com](http://iapsgroup.com)



The ultra-light and versatile lifter from **DINO Lift®**

**DINO T/XT • DINO XTC • DINO XTS • DINO RXT**

**DINO® 105TL**

**New!**

- Ultra-light
- Easy to operate
- Reliable and safe



[www.dinolift.com](http://www.dinolift.com)

# Type approval for vehicles

On the 29th April this year the process of registering most 3.5 tonne vehicles in Europe changed. With further changes scheduled to bring larger vehicles into the net next year, Ed Darwin takes a look at this new type approval legislation and the different avenues of certification available, highlighting the advantages and disadvantages of each.



## What is whole vehicle type approval?

In 2007 the framework Directive covering European type approval for cars was extended to cover buses, coaches, vans, trucks, trailers and other special purpose vehicles. Introduced to ensure all new vehicles manufactured in Europe comply with specific performance, safety and environmental standards, the European Community Whole Vehicle Type Approval (ECWVTA) Directive 2007/46/EC has been gradually introduced to include varying vehicle categories, with the final set - vans and trucks over 3.5 tonne (existing type - N2, N3 and Special Purpose vehicles) - scheduled for 29th October 2014.

Whole vehicle type approval applies to all companies which manufacturer or modify vehicles, including those that mount aerial lifts, loader cranes or specialist delivery truck beds. Essentially, once the legislation is fully implemented, all new vehicles will be subject to testing, certification and production conformity by a third party. Failure to obtain the correct certification for a specific vehicle will almost certainly prevent it from being registered or entering into service.

## Which equipment is exempt?

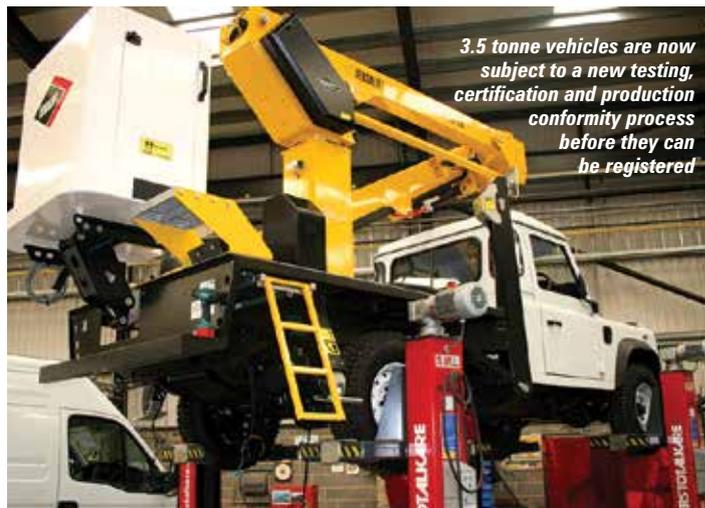
The requirement for type approval is not retrospective and only applies to new vehicles. The following list of vehicles will however remain exempt – at least in the UK – from needing type approval, although they will undoubtedly have to comply with other legislation.

- Vehicles designed for use by the armed services, the police and civil defence, including fire engines.
- Tracked vehicles.
- Vehicles designed and constructed principally for use on construction sites, quarries, ports or airports.
- Mobile machinery - for example most mobile cranes and telehandlers.
- Vehicles with maximum design speed below 25km/h – such as road sweepers, prototypes and pedestrian controlled vehicles.

## How to attain type approval?

There are four potential avenues available to obtain the certification needed:

- European Community Whole Vehicle Type Approval (ECWVTA)
- European Community Small Series Type Approval (ECSSTA)



- National Small Series Type Approval (NSSTA)
- Individual Vehicle Approval (IVA) - (UK specific)

It is worth noting that while the first two apply throughout Europe, NSSTA is country-specific. Each country may also have its own individual vehicle approval system similar to the UK's IVA scheme.

## Approval Authorities

For each European member state a single designated type approval authority has been appointed, for example in the UK the approved authority is the Vehicle Certification Agency (VCA). Only the VCA can Type Approve vehicles and their

component parts to EU standards, however the Vehicle and Operator Services Agency (VOSA) is able to test and certify individual vehicles (IVA).

Generally speaking, companies that apply for the European wide type approvals can carry out the necessary tests at their own facilities (once appraised and approved) in front of a witness from the appointed authority. In the UK, IVA tests can either be carried out at a VOSA test facility or at a privately owned/on-site test facility. We attempted to contact VOSA regarding the official number of test centres it operates, but had still not

## Vehicle categories explained

GOODS VEHICLES			
N <sub>1</sub>		Light vans and trucks	3.5t or less
N <sub>2</sub>		Mid size vans and trucks	Over 3.5t and not more than 12t
N <sub>3</sub>		Heavy vans and trucks	Over 12t
TRAILERS			
O <sub>1</sub>		Very light trailers	0.75t or less
O <sub>2</sub>		Light trailers	Over 0.75t and not more than 3.5t
O <sub>3</sub>		Medium trailers	Over 3.5t and not more than 10t
O <sub>4</sub>		Heavy trailers	Over 10t



received an answer before going to print. Information published in 2011 showed that it had a total of 86 centres with 61 in England, 20 in Scotland and five in Wales.

### Costs

It is impossible to accurately calculate the cost of approvals under each scheme, as they vary depending on the number and complexity of the tests required and the time taken to undertake them. The fees will also vary depending upon the complexity of initial consultation with the manufacturer to decide what testing and inspections will be required, and the review of the test reports resulting from the tests and inspections.

Additional costs may also be incurred in preparing the vehicle to undergo the testing – including the time and cost of any further changes and alterations should it fail its inspection. Depending on the size of a company's operation the type approval process will more than likely need a dedicated employee - which obviously comes at a cost.

Which certification route is most suitable depends on the manufacturer's plans for a vehicle in terms of production volumes, its distribution network and intended markets. The choice is far from straightforward and requires careful consideration. With advantages and disadvantages aplenty, it is likely that adopting more than one will be the best solution. Below we outline the key points to each process.

### European Community Whole Vehicle Type Approval (ECWVTA)

ECWVTA is best suited to manufacturers which produce large numbers of the same vehicle, especially if it intends to export them across Europe.

For this process a single production vehicle is tested as being representative of the 'type', ensuring it meets all European

environmental, safety and security requirements which extend not only to the vehicle's chassis but also the bodywork. A number of performance requirements will apply to a given vehicle type, ranging from tyres through to exhaust emissions and braking systems. Once all of the system and component approvals are in place, the vehicle will be considered as a whole by the designated approval body. Once approved, the manufacturer can produce a Certificate of Conformity (CoC) for each vehicle manufactured on an unlimited basis and vehicles can be registered throughout the EU without further approvals.

This assessment can take place at a manufacturer's/installation company's facility, providing it has the appropriate equipment and its manufacturing processes have been approved and given a Conformity of Production (CoP) certification. Obtaining this is greatly simplified if the company is already ISO certified.

### EC Small Series Type Approval (ECSSTA)

EC Small Series Type Approval (ECSSTA) has been created for lower volume car, light van and truck producers only. Although it is still subject to European type approval standards, the technical and administrative requirements are reduced, making it more suitable for smaller businesses. The most noticeable difference is that it has a limit of 1,000 units a year for each type. As such, this will be an attractive option for crane and aerial lift manufacturers.

### National Small Series Type Approval (NSSTA)

Manufacturers and installers which produce moderate numbers each year and/or have a limited export market, will probably find the European type approvals an unnecessary expense and



*Picking the most suitable type approval route depends entirely on the manufacturer's plans for the vehicle in terms of production volumes, its distribution network and intended markets*

will prefer a National Approval. NSSTA allows manufacturers to produce up to 500 vehicles of a similar specification each year and although it is still a 'type' approval the requirements and costs are more modest. The Conformity of Production (CoP) requirements will also be proportionate to the scale of the manufacturer's operation. Once a vehicle is approved it is the responsibility of the manufacturer to issue NSSTA certificates for each vehicle produced as part of the series and to record and maintain the details of vehicles produced. There is a limited requirement for

other EU member states to accept National Approvals, so an individual vehicle test may be required when exporting a vehicle.

Steve Couling, managing director of Versalift UK, said: "As the UK's leading van mount producer, we have the volume to make type approval worthwhile. Production some of our models mounted on a 3.5 tonne Ford Transit run to around 150 units a year. Small series approval is a considerable cost upfront and quite bureaucratic putting all the technical files together, however, once approved we are able to use our approval



*Versalift has adopted the same under-run method as its sister company Time Export (Denmark) in order to comply with specific legislation*



*Versalift's NSSTA sticker of conformity*





*King's 14 metre GSR 140TJV which the company claims is the first rear wheel drive 3.5 tonne Ford Transit to be type approved. Because of the UK specific IVA procedure there was no need for items such as the under-run at the rear of the vehicle*

tonne chassis. In the UK this is not possible."

Under the latest type approval rules a vehicle is required to be tested with a full tank of fuel and a 75kg allowance for every seat. With zero tolerance on Gross Vehicle Weight in several countries, including the UK, all individually approved vehicles will need to prove that they comply before they can be registered. With the imminent arrival of Euro 4 and 5 engines and with aerial lifts already stretching the capabilities of 3.5 tonne chassis, something has to give. An interesting and equally complicated subject this is something we will look to address in another issue of C&A.

**Things will get worse before they get better**

Given the current financial climate this legislation has undoubtedly come as an additional and unwelcome burden for many. With margins already tight, any extra costs will have to be passed on to customers and with VCA and VOSA inspectors already in short supply, testing is likely to add further delays to what is already a lengthy process. Therefore it is more important than ever to communicate with customers, educating and advising them on what to expect. Engaging with the process as early as possible is also crucial to avoid delays further down the line.

It is likely that on a national basis most companies will choose IVA in order to comply with the new rules as it allows them to maintain extensive ranges and continuing to offer specialist and one-off vehicles for customers. It will obviously take time before companies, approved bodies and customers alike fully understand the implications however with the introduction of large vehicles next year it is likely to get worse before it gets better.

number time and time again."

"In the past a van mount's fly boom and bucket was not considered to be part of a vehicle in the UK," says Couling. "Under the European Whole Type Approval it is part of the vehicle, obliging us to consider rear under-run protection – something that was already required in some other markets. We have had to extend the rear step to comply, but have been able to combat the extra weight by mounting it on a front-wheel drive vehicle."

"In a typical year prior to whole type approval we might do on average 15 aerial lifts mounted on Opel Movanos and maybe a few on Renault chassis. To do that now requires each individual vehicle to be tested (see the IVA process on opposite page). You are very much at the mercy of what dates are available and getting a test date can take up to 10 to 12 weeks from submitting the application. There is also the issue and costs of transporting the vehicle to the nearest testing facility - I recently heard of a case in which a company had to drive all the way from Scotland to Cumbria! All in all the combined cost of transport and the test fee can add around £600 to each vehicle individually tested."

"It is easy to see how customers might become frustrated when they cannot take delivery of a finished vehicle just because it is waiting on a test date. Unfortunately the ability to satisfy customers one-off requests is not as easy and straightforward as it used to be. We have been warning customers for almost 18 months that this new approval was coming and that it

would lead to significant changes. Hopefully they understand that if they want a certain boom on a specific chassis it now involves extra costs and more than likely with a longer wait time."

**Individual Vehicle Approval (IVA)**

If you are making just a single unit or limited number of the same type, the one off IVA scheme is the way to go. While it is the least onerous of the approval routes, it involves an inspection of each and every vehicle and only applies within the respective country.

**Carrington on IVA/GGR and its test facility.**

Mark Carrington, managing director of King Highway, which produces transport trailers, truck beds and mounts GSR aerial lifts, said: "Given that small series approval is for the production of up to 250 trailers and 500 3.5 tonne vehicles a year we have adopted the policy to individually approve each vehicle. A lot of what we do is low volume production of vehicles intended solely for the UK market. It is therefore far more cost effective for us to apply for IVA than any other routes available."

**Test facility**

"One of the largest costs with this process tends to be transporting vehicles to a testing station. We established our own testing facility - originally for our trailers - making us the first company to do so in the UK. The facility now allows up to five vehicles a day to be inspected, however as it is not a self-certification process, we still require a VOSA inspector on site to

physically inspect each vehicle."

"We have had to make a number of changes to our facility, with a designated VOSA testing bay and working area, along with a range of requirements including the installation of a head lamp tester, calibrated weighing pads and waiting bays, to name a few. The company is gradually reaching a point where, in theory, it could become a MOT test station."

**Is that a 3.5 or 3.6 tonne chassis?**

"Varying tolerances and requirements in each European country means that it is possible to get a vehicle type approved in one country but not another," adds Carrington. "As the UK distributor of GSR we have fully assessed and tested its range of truck mounted lifts and are able to supply its entire range bar one or two of the larger models mounted on a 3.5 tonne chassis. The reason for this is that some countries allow a 10 percent tolerance on the gross weight of a vehicle, which permits larger booms to be mounted on a 3.5



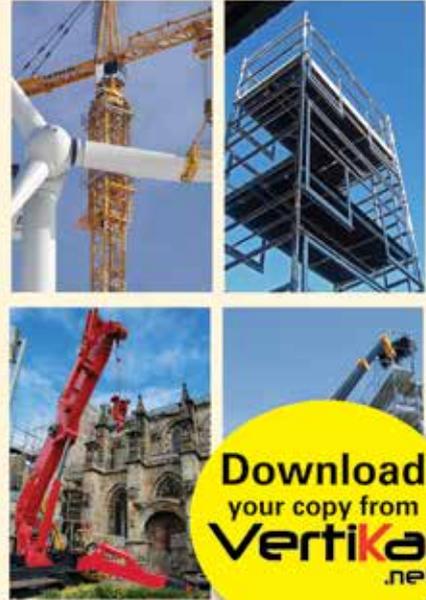
*King's VOSA test station at its facility in Market Harborough*

# media information pack 2014

Specialist information for the  
lifting equipment industry

Cranes • Access Platforms • Telehandlers  
Loader Cranes • Scaffold and Alloy Towers

## Vertikal Press



Download  
your copy from  
**Vertikal**  
.net

[www.vertikal.net](http://www.vertikal.net)

## MTT-Cranes



- full range from 4t to 25t max. capacity
- jib lengths from 45m to 80m
- latest design, technically superior
- transport and erection friendly
- exceptionally economic in operation
- after sales service 24/7
- Made in Germany



MTI-LUX S.A.

JOIST CRANES  
AUTHORISED  
DEALER

Tel. +352 26 72 94 46 • [www.mti-lux.com](http://www.mti-lux.com)  
Fax +352 26 74 54 83 • [info@mti-lux.com](mailto:info@mti-lux.com)

Please contact us also for **used** tower cranes  
of all brands and sizes!

## We build relations



*TVH, the passion, the people, the parts*

## TVH

TVH UK LTD

Unit 17 • Paragon Way • Exhall • GB-CV7 9QS Coventry  
T +44 2476 585 000 • F +44 2476 585 001  
[sales@tvh-uk.co.uk](mailto:sales@tvh-uk.co.uk) • [www.tvh-uk.co.uk](http://www.tvh-uk.co.uk)

# Stars of the Future moves to Vertikal Days 2014

The 2014 Stars of the Future awards will be presented at Vertikal Days on May 14th

There is a strategic need to promote the construction equipment industry to young adults and their parents. The Construction Plant-hire Association (CPA) 'Stars of the Future' scheme is looking to help provide a lead to this end by recognising the achievements of young people training to become plant mechanics through its 'Stars of the Future' programme. In addition to the obvious benefits, the Public Relations value to the industry as a whole is equally significant.

The inaugural 'Stars of the Future' programme ran during the 2012/13 academic year and attracted 489 entries from a dozen colleges throughout the UK. The first awards ceremony took place during the Plantworx show at Stoneleigh Park in May and attracted hundreds of interested parties. Richard Noble OBE - a land speed record holder and the pioneer of the current Bloodhound project - presented the awards and said, "There is a serious problem finding engineers in the UK. The majority that we do find are already in their 40s to 60s. We need new blood and 'Stars of the Future' is a good start towards this."

Haydn Steele, CPA's training manager, adds: "It was amazing to see so much support for the 'Stars of the Future' we received, it encapsulated the ethos of the industry, employers, trainers and the next generation of engineers. We have set a very high benchmark but we intend to make the scheme even bigger and better next year."

The CPA is now busy planning for the 2014 'Stars of the Future' award event, which will be held at the Vertikal Days show, taking place at Haydock Park, Merseyside on the 14th and 15th of May 2014. The presentation will take place on the first day of the event - Wednesday May 14th.

The entry criteria for 'Stars of the Future' 2014 remains the same, it is open to plant mechanic apprentices on courses at Level 2 and Level 3. The two national winners will receive tool vouchers for a substantial amount, while the 20



Poster for 'Stars of the Future' 2014.

regional winners will each receive vouchers amounts to be confirmed. To date 10 colleges have already committed to the 2014 competition and, in addition to the Finning Academy and the National Construction College, they include Askham Bryan, Bridgend, Coleg Lysfasi, Myerscough college, North Glasgow, Reaseheath, Wiltshire and Stafford.

Stafford College construction plant lecturer, Eddie Peake said: "The 'Stars of the Future' event this year was fantastic and the students who attended found the speech from Sir Richard Noble very inspirational. Seeing their peers receive awards also gave them something to aim for and they found that aspect really motivational. We are looking forward to participating in the 2014 event."

Why is 'Stars of the Future' and other apprentice schemes vital to our industry?

A recent survey published by PwC



Some of the 2013 regional winners

has highlighted just how important 'Stars of the Future' and other apprentice schemes are. PwC economists have predicted that there could be as many as 100,000 jobs on the cards for engineering industry sectors by 2020! Jobs comprise of 50,000 new UK manufacturing jobs, 40,000 jobs in transport and 17,400 new jobs in construction!

Another published report from CIPD (Chartered Institute of Personnel and Development) suggests that there will be 13.5 million job vacancies in the UK over the next 10 years, but only seven million school and college leavers to take them up.

Of particular concern to the construction sector are leavers with professional level grades, to take up critical posts ranging from field service engineers to manufacturing machine operators and design engineers. Nick Ground, president of the Construction Equipment Association (CEA) and managing director of GKD Technik said: "The construction equipment sector is as advanced as aerospace and offers engineers of all disciplines the opportunity to be involved in the creation of advanced vehicles. What surprises me is the high number of chief executives in our sectors that were once apprentices."

Surely that is an attractive incentive to future engineers?"

To find out more about Stars of the Future call Haydn Steele, CPA training manager, Tel: 020 7796 3366 or visit [www.cpa.uk.net/stars](http://www.cpa.uk.net/stars). Don't forget to put 14th and 15th May in your diary.



James Scott national winner Level 3



Nathan Wadiun national winner Level 2



## Are you properly trained to work at height?

For a complete range of IPAF Operator, MEWPs for Managers and Instructor courses, join us at one of our IPAF accredited training centres. Our indoor training facilities provide year round, all weather training. More than 30,000 delegates successfully trained across the UK. Call our training team to book your course **0844 26 44 360**

Facelift Access Hire, Sales and Training | T 0844 22 54 360 | E [hire@facelift.co.uk](mailto:hire@facelift.co.uk) | W [www.facelift.co.uk](http://www.facelift.co.uk)



## ALLMI accredited Lorry Loader Operator Training Providers

### Nationwide

#### T H WHITE

Contact: David Ottaway 01380 722381

Email: [cranes@thwhite.co.uk](mailto:cranes@thwhite.co.uk)

[www.thwhite.co.uk](http://www.thwhite.co.uk)

Nursted Road Devizes

Wilts SN10 3EA



### Ireland



Church Road, Tullamore, Co. Offaly, Ireland

Tel: 086 2500 825 Mobile: 086 1042 787

### Nationwide

#### ATLAS CRANES UK LTD

Wharfedale Road, Euro Way Ind. Est. Bradford. BD4 6SL

Tel: 08444 996688

Neale Martin: 07836 238281

Web: [www.atlas-cranes.co.uk](http://www.atlas-cranes.co.uk)

### Nationwide



Hiab Ltd

Cargotec Industrial Park, Ellesmere, Shropshire, SY12 9JW

Tel: 01691 626427 Fax: 01691 626472

e-mail: [training.uk@hiab.com](mailto:training.uk@hiab.com) • Web: [www.hiab.co.uk](http://www.hiab.co.uk)

Are your Lorry Loader Operators properly trained? Call a certified ALLMI training provider and Insist on the ALLMI card.

## The training accreditation service of Lorry Loader Manufacturers and Importers

ALLMI Unit 7b, Prince Maurice House, Cavalier Court, Bumpers Farm, Chippenham, Wiltshire. SN14 6LH

TEL: 0844 858 4334 email: [enquiries@allmi.com](mailto:enquiries@allmi.com) web: [www.allmi.com](http://www.allmi.com)

# Pre-operational checks



The effective maintenance of a loader crane is an essential part of the equipment's safe operation and pre-operational checks are a crucial element of this regime. Pre-operational checks are also a legal requirement (HSWA, MHSWR, LOLER, PUWER and RTA) and the Vehicle & Operator Services Agency (VOSA) has the authority to issue on the spot fines for non-compliance. For these reasons, it's imperative that pre-operational checks are carried out and that lorry loader operators undergo the necessary training in order to fulfil this part of their job.

The following guidance is provided for operators as part of ALLMI's campaign to raise awareness of this important topic. The information below is not an exhaustive list and the manufacturer's handbook/recommendations should always be checked against the advice provided.

handbook and proof of your own training? Is the boom height warning sign present and correct? Does the PTO engage properly and is the handbrake interlock working?

- **Stabilisers:** Deploy the stabilisers. Do they work satisfactorily (in/out/up and down)? Are the locks working correctly and do the hoses look ok? Are there signs of any leaks?
- **Loader Crane:** To prevent the need for working at height, the loader crane can be moved into a suitable position for the remaining visual items to be checked. This includes looking for leaks, damage to the structure or pipework and the condition and level of the hydraulic oil. Before manoeuvring the loader crane check that all control levers are returning to neutral and that the emergency stop buttons are working.
- **Attachments:** Are there any cracks or leaks? Are the capacity plates intact and legible? Are the grab rails secure and rubbers intact? Are the wear blades secure and serviceable? Are the hooks intact, fitted with safety catches, and marked with their rated capacity? Do the hoses and fittings look ok? Are the rotator bolts tight? Is the 'A' link pin secure and are all pivot points well lubricated?
- **Function Check - Safety Systems:** You can now check whether additional safety systems/features are operating correctly. The first item to check is the Rated Capacity Limiter, the manufacturer's handbook will explain how to do this specifically.

Other safety systems can then be checked – these may include legs locked warning, leg deployment systems, stand-up controls and slew limitation, as well as the height warning indicator of course. Remember - if it's fitted, it must be working. The attachment functions should also be checked, along with all other loader functions for a second and final time before stowing the crane.

- **Other checks:** You may also need to check whether you have cones, stabiliser footpads, PPE and wet weather gear, lifting plans and appropriate accessories such as slings or chains. Slings and chains must also have a pre-operational inspection and should be checked after each use to ensure no damage has occurred.
- **Signing off:** When all points have been checked, the form should have a tick, cross or N/A against every item. Remember - blank boxes cause doubt! The form should be signed by both you and your manager. Copies should then be kept in the cab and the office.

ALLMI technical director Alan Johnson said: "The operator is the person responsible for ensuring the lorry loader is safe to use and that in the event of any defects being discovered, these are reported to management. Should any defects be found which are detrimental to the safe operation of the machine then it must not be used until repairs have been completed and signed off by a person who is suitably competent." Contact ALLMI for further information and a free template form to assist with pre-operational checks.




## What are pre-operational checks?

- Pre-operational checks record whether the lorry loader is safe to use and that any defects have been reported to management.
- The process should be carried out at the start of the working day or shift (in the depot - to avoid arriving on site, only to discover that a fault prevents the machine's use) or when taking over the lorry loader for the first time (e.g. mid-shift).
- A form, designed for the purpose, should be used to help ensure that all appropriate checks are carried out and recorded.

What to check:

- **In-Cab:** Do you have the documentation you require, e.g. current Reports of Thorough Examination for the crane, attachments and accessories, the loader crane manufacturer's

## ALLMI meetings

The next ALLMI Operators' Forum meeting will take place on 13th November and will include a presentation from the Suffolk Constabulary, covering a manslaughter case concluded earlier this year following a fatality with a loader crane. The manufacturer/service company members will meet on 3rd December during which Mike Protheroe of the Vehicle Certification Agency, will talk about Whole Vehicle Type Approval. Both meetings will be held in Coventry. Non-members are welcome to attend but should contact ALLMI for further details.

## Increasing demand for remotes

ALLMI's market statistics for the first six months of 2013 show that 60 percent of all loader cranes were delivered with remote control units, and were as high as 84 percent in some market sectors.



# Are your staff **properly trained?** **Don't risk it** call a certified local company today

Operator  
 PAL+  
 Demonstrator  
 PAV  
 MEWPs for Managers  
 Safe Loading & Unloading  
 Harness

**AFI TRAINING**  
 is part of the AFI group of companies

**IPAF**

Tel: **08707 871 511**  
[www.afi-training.co.uk](http://www.afi-training.co.uk)    [info@afi-training.co.uk](mailto:info@afi-training.co.uk)

**CALL US NOW**

**Easi UpLifts**

Email: [training@easiuplifts.com](mailto:training@easiuplifts.com)

Tel: **0845 600 1550**

**www.boomtraining.co.uk**

**IPAF** **CP CS** **PASMA**

**HI-REACH**

Tel: 01793 766744  
**[www.hi-reach.co.uk](http://www.hi-reach.co.uk)**

**IPAF**

**Nationwide Platforms**  
 A Levendon Group Company

**0845 601 1032**

[training@nationwideplatforms.co.uk](mailto:training@nationwideplatforms.co.uk)  
[www.nationwideplatforms.co.uk](http://www.nationwideplatforms.co.uk)  
 Follow us on twitter @NWPlatforms

**IPAF**

**LOXAM ACCESS**

Tel: 0115 9008855 • Fax: 0115 9008880  
 Email: [training@loxam-access.co.uk](mailto:training@loxam-access.co.uk)  
**[www.loxam-access.co.uk](http://www.loxam-access.co.uk)**

**IPAF**

**HORIZON PLATFORMS**

Tel: 0845 0710 007  
 Email: [training@horizonplatforms.co.uk](mailto:training@horizonplatforms.co.uk)  
**[www.horizonplatforms.co.uk](http://www.horizonplatforms.co.uk)**

**IPAF**

**We offer IPAF and PASMA courses and a wide range of Height Safety Training...**

For further information on our training courses:

☎ 0115 924 1349  
 ✉ [aplanttraining@aplant.com](mailto:aplanttraining@aplant.com)  
 🌐 [www.aplant.com/training](http://www.aplant.com/training)

**IPAF** **PASMA**

Training Nationwide

**MENTOR** 01246 555222  
[access@mentortraining.co.uk](mailto:access@mentortraining.co.uk)

**IPAF** **PASMA**

[www.mentortraining.co.uk](http://www.mentortraining.co.uk)

**IPAF** **PASMA**

**instant training**  
 HEALTH, SAFETY & SKILLS TRAINING  
 FOR INDUSTRY, CONSTRUCTION & MAINTENANCE

is part of the AFI group of companies

**[www.instant-training.com](http://www.instant-training.com)**  
[info@instant-training.com](mailto:info@instant-training.com)  
 ☎ 01952 815750

**HEW DEN TRAINING** UK wide  
**0161 77 22 444**

Training@Hewden.co.uk • [www.Hewden.co.uk/Training](http://www.Hewden.co.uk/Training)

**IPAF** **PASMA** **CP CS** **NPORS**

**Your Partner in Training**  
 Call 01767 602222 or email [training.services@liebherr.com](mailto:training.services@liebherr.com)

**LIEBHERR**

**[www.liebherr.co.uk](http://www.liebherr.co.uk)**

**LYTE** **01792 765968**  
 LADDERS • TOWERS

**PASMA**

email: [training@lyteladders.co.uk](mailto:training@lyteladders.co.uk)

**[www.lyteladders.co.uk](http://www.lyteladders.co.uk)**

**the LADDER ASSOCIATION**

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

## Network Rail hit for £210,000

The UK's Network Rail has been fined £125,000 plus costs of £85,000, following the death of a track maintenance employee in June 2008. Malcolm Slater, along with two other Network Rail employees, were repairing overhead train lines between Margaretting and Ingatestone, Essex, using a road-rail truck mounted aerial lift when the platform broke free from the boom. The basket fell around five metres to the ground with all three men sustaining serious injuries, Slater died from his injuries three weeks later.

An investigation by the Office of Rail Regulation revealed that Network Rail failed to provide suitable work equipment, adequate training or properly plan the repair work. It also failed to identify the fact that the lift's overload sensor had been disengaged, in spite of evidence showing that the platform capacity had been significantly exceeded on a regular basis.

Ian Prosser director of railway safety at the regulator said: "While Network Rail has significantly increased its focus on worker safety, there remain too many occasions where a lack of appropriate training, poor management or inadequate planning leads to a catastrophic event. The company must do all it can to ensure the safety of those working on our railways and on this occasion, unacceptable failings by the company were identified."



## Konecranes opens UK centre

Finnish overhead crane and lifting equipment specialist Konecranes has opened a new training centre at its UK headquarters in Castle Donington, Leicestershire. The centre will provide training for Konecranes technicians and inspectors as well as customer service staff and crane operators. The courses will cover specialist product and maintenance training, health and safety as well as Tech 1 and 2 Service Technician Certification programmes and employee induction training.

Two purpose-built training rooms can accommodate up to 16 delegates, with the first containing the latest audio-visual and presentation equipment, while the second is designed for hands-on electrical training, featuring mobile workbenches and a variety of hoists.

A workshop training area allows training on overhead cranes and hoists to be undertaken at ground level and includes two fully automated and synchronised 2.5 tonne single gantry electric hoists as well as a combination of Konecranes' CXT hoists and CLX overhead cranes.



GGR has expanded CPCS offering to include a range of machines including the pick & carry crane.

## Glazing robot and portable crane training

Glass and lifting specialist GGR is the first company to offer the Lifting Equipment Engineers Association (LEEA) certified training schemes for operating glazing robots and portable workshop cranes. Available at the company's training facilities in Manchester, Buckinghamshire and Glasgow, the one day courses are available for Glassboy glazing robots, Bigfoot workshop cranes, Glassmax manual hoists, Oscar glazing robots and the Unic mini crane compatible GL-UMC600 Glazing Manipulator.

The company has also expanded its range of training courses to provide theory and practical-based CPCS A66 courses for mini cranes, pick & carry cranes, trailer cranes, compact crawler cranes and mini telescopic crawler cranes.

GGR chief executive Graeme Riley said: "It's becoming more and more common for principal contractors to ask for proof of training before allowing lifting equipment to be used on site. There is a common misconception that because compact machines are smaller they are less likely to cause damage, when in reality even the most user-friendly piece of kit can be dangerous when used incorrectly."



## Who trained him then?

Spotted in Slough, UK, a man rendering the wall of a house from a makeshift scaffold which has been cobbled together from various lengths of wood and combined with ladders. This in town where all manner of access equipment is available to rent.





**cranes  
& access**

Get the  
whole story...

...follow us on



**Vertikal**  
.net

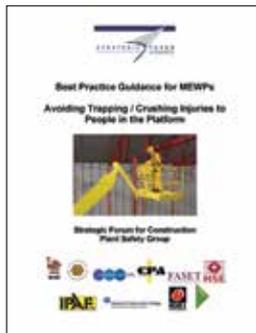
# Secondary guarding, not anti-entrapment

During the first meeting of the re-established MEWP Safety Sub-Group under the Strategic Forum for Construction Plant Safety Group, IPAF proposed to adopt the term 'secondary guarding devices' in place of 'anti entrapment devices'.

IPAF technical officer Chris Wraith said: "The term anti-entrapment devices is, in the vast majority of cases, factually incorrect – as most devices are only activated once a person has become trapped. Furthermore, using the term anti-entrapment is thought to encourage complacent behaviour. Operators wrongly believe that an anti-entrapment device will prevent any overhead crushing or entrapment. They become reliant on the device and less vigilant of their responsibilities and working environment."

IPAF has always maintained that aerial lifts are safe by design and that standard equipment already protects operators. It therefore believes the term secondary guarding is more appropriate to describe additional protective measures taken following a job and site-specific risk assessment. Most industry experts agree that no single solution will prevent overhead crushing incidents from occurring. Prevention requires the combined efforts of operators, site management, rental companies and manufacturers working towards improvements in operator training, aerial lift management on site, clarification of supplier roles and responsibilities as well as continuing aerial lift design initiatives.

A good background document is the best practice guidance: *Avoiding Trapping/Crushing Injuries to People in the Platform*, available on the Publications section of [www.ipaf.org](http://www.ipaf.org)



# TÜV certifies IPAF to ISO 18878 and 9001

An on-site audit by TÜV has confirmed that IPAF continues to comply with ISO 18878 *Mobile elevating work platforms - Operator (driver) training* and ISO 9001 *Quality management systems*.

With no non-conformities found, IPAF fulfilled all requirements of the ISO 18878 training standard and continued to comply with the ISO 9001 quality management standard, exceeding the requirements in some areas. The audit was performed in mid-August at the IPAF head office and included an audit of practical training conducted at IPAF-approved training centre 1 Up Access in Bolton, UK.

The audit report highlighted IPAF's progress in continuous development of the organisation itself towards an integrated management system and its "highly organised management system documentation with very transparent lists and references".



TÜV auditor Miroslav Mikolasek (L) and IPAF audit and QC manager Lynn Price review documents as part of the ISO 18878 and 9001 audits.



## Banger racing at first UK member event

IPAF held its first UK member event in early September, which featured a conference session in the morning and racing in the afternoon. A hundred people attended and there were 17 cars racing, with teams including Facelift, Haulotte, IPS, Lifterz, Manitou, Nationwide Platforms, Niftylift, Skyjack, Versalift and IPAF.

Versalift won the team trophy while the individual trophy went to IPAF's director of operations, Giles Councill. Congratulations to all who took part!

IPAF members enjoyed an educational and relaxing day, and the event will likely be held again next year.



## Enter now to win an IAPA in Windsor

Entries are now open for the International Awards for Powered Access 2014. The awards ceremony and dinner, and the IPAF Summit, will be held on 3rd April at the Beaumont Estate Hotel in Windsor, in the UK.

There are 11 award categories, open to all companies and individuals in the powered access industry, including Access Rental Company of the Year, Contribution to Safe Working at Height, and Award for Outstanding Customer Service. Another two categories are designed specifically for IPAF member companies and individuals.

Awards are available for activities undertaken and for products launched in 2013. The deadline for entries is 20th December.

Entries must be submitted using the official entry form available at [www.iapa-summit.info](http://www.iapa-summit.info). Also at this website is more information on sponsorship, dinner bookings and the venue.



## West London regional meeting

About 30 people attended IPAF's West London regional meeting, which garnered good feedback with one attendee commenting: "It was very good, with an interesting range of topics and speakers. All information was relevant and I was very pleased that I came."

Hosted by Mark Goodrum, managing director of Higher Concept Software, the meeting included talks from Fatimah Sulaiman-Hon, company development adviser at Construction Industry Training Board, who presented the latest changes to its Grants Scheme and explained how registered companies can retrieve levy money through claiming training grants, while Mark Sowerby of Brookes and Sowerby spoke on "Making social media work for your business". Presentations from the regional meeting can be found at the 'members only' section of [www.ipaf.org](http://www.ipaf.org).

The next regional meeting will be held on 28th November in Bristol. Register in advance at [www.ipaf.org/events](http://www.ipaf.org/events)

At the West London regional meeting: good topics that were well-presented.



# Platformers' Days 2014



**12 & 13 September 2014**  
**Hohenroda/Germany**



**Mobile lifting and moving** — The leading show for lifting and access equipment in the German-speaking region with domestic and international exhibitors presenting a wide range of current and new technology: Aerial work platforms, cranes, hoisting devices, mobile scaffold towers, telehandlers, etc.

**When:** 12<sup>th</sup> and 13<sup>th</sup> September 2014

**Where:** Hessen Hotelpark Hohenroda (Germany)

**For further information:** [2014@platformers-days.com](mailto:2014@platformers-days.com)



[www.platformers-days.com](http://www.platformers-days.com)



TVH expands its sweeper range with a model compatible with telehandlers.

## A clean sweep for TVH

Belgian parts supplier and rental company TVH has introduced a new model to its range of sweepers with the Maxi Sweeper specifically designed for telehandlers.

The height adjustable sweeper brush is fitted to the telehandler's front attachment bar and powered by a built-in hydraulic motor. Available in a range of sizes, from 1,800mm to 2,800mm, the brush bristles can either be of a purely synthetic material or a mixture of synthetic and steel. The device is fitted with high pressure hoses as well as a high-capacity galvanized scoop with a blade of wear-resistant HB400 steel used to scrape hardened dirt from surfaces.

The company said the Maxi Sweeper has initially been designed for Manitou telehandlers, due to the number of Manitou telehandlers in use in the markets where TVH is most active, but that it can also adapt the connection system to suit other brands of telehandlers. The Maxi Sweeper joins the company's four model range of sweeper systems predominately designed for fork lift trucks.

## Arcomet teams up with Control Techniques

Belgian tower crane company Arcomet has developed a new control system, in partnership and manufactured by motor control company Control Techniques, for its new rapid assembly T33, A33, A40 and A45 Eco City self-erecting tower cranes.

The new cranes have been fitted with a lifting motor controlled by a 15kW Unidrive SP motor and a 7.5kW Unidrive SP and 4kW SKC Commander motor to control the crane's aligning and turning movements. The company claims the system provides faultless deployment, precise positioning with millimetre accuracy and sway dampening. It also allows optimum use of load curves by working at maximum speed at any capacity and automatically compensates supply current variations.

Power restrictions at 20 kVA on the A33 and A40 models provide an easy start-up from either mains or a generator power and the system's speed adjustment feature uses variable rotation speed motors to achieve considerable energy savings. Additional features include a quiet, high torque start-up eliminating current spikes, smooth movement, precise positioning with counter control when lifting or aligning as well as controlled lifting and aligning functions.

Arcomet said it is looking to develop the drive system by reducing the crane's operational voltage from 400V to 230V and is also looking into the possibility of transferring the system for use on its range of tower cranes.



Control Techniques' control system fitted on a Arcomet A45 Eco City self-erecting tower crane

## New tyres for port handling applications

Continental has launched a new range of tyres for port handling vehicles. The StraddleMaster, ContainerMaster, DockMaster, CraneMaster, Terminal Transport, Trailer, ContiRV20 and ContiRT20 tyres are intended, as their names imply, for straddle carriers, reach stackers, gantry cranes and other port handling equipment.

The new tyres incorporate Continental's V-ply technology which is said to allow the construction of sidewalls up to three times thicker than conventional tyres. Stronger sidewalls mean less tilting, improved protection against damage and a longer service life. The kissing effect of twin tyres is also eliminated because the sidewalls are less inclined to flex. The company also claims that the stronger tyre improves steering on the spot and reduces tread cracks.

In a rather unusual demonstration to highlight the strength of its new tyres Continental had an archer fire an arrow, at the sidewalls of a cross-ply tyre, a radial steel carcass tyre and the new StraddleMaster tyre. In the video (which can be viewed at: [http://www.youtube.com/watch?v=TnTRlaqo\\_9A](http://www.youtube.com/watch?v=TnTRlaqo_9A)) naturally only Continentals' V-ply tyre prevented the arrow from punching all the way through the tyres sidewall...

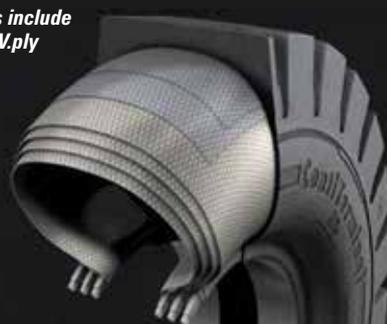


The new CraneMaster tyre



The new ContainerMaster reach stacker tyre

The new tyres include Continental's V-ply technology



enquiries

To contact any of these companies click on the 'Access & Lifting Directory' section of [www.vertikal.net](http://www.vertikal.net), where you will find direct links to the companies' web sites for up to 12 weeks after publication.

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

**PASMA TRAINING** **AFI UPLIFT**

Recognised PASMA training provider

18 depots nationally or on-site\*  
\*subject to site conditions being met

NATIONAL TRAINING LINE

**08707 871 511**  
training@afi-uplift.co.uk

[www.afi-uplift.co.uk/afitraining.asp](http://www.afi-uplift.co.uk/afitraining.asp)



**EMERSON TRAINING SERVICES**  
*Safety Through Knowledge*

**CP  
CS**



Operator of the Year 2012



**020 8548 3900**

info@emersontrainingservices.co.uk

[www.emersontrainingservices.co.uk](http://www.emersontrainingservices.co.uk)

MANUFACTURING ACCESS EQUIPMENT  
**FOR OVER 65 YEARS**

One of the most famous expeditions in the world, the ascent to the summit of **Mount Everest** in May 1953, was completed by Sir Edmund Hillary and Tenzing Norgay and involved the use of a Lyte sectional aluminium ladder.



British Made.  Built to last



**LYTE**  
LADDERS • TOWERS

Tel: 01792 796666

Email: sales@lyteladders.co.uk

Sales Fax: 01792 796 678 • Accounts Fax: 01792 796 796

Lyte Industries (Wales) Ltd, Beaufort Park, Sirames Close, Emmerdale Park, Swansea SA7 9BB

# We know equipment We know training

The UK's No.1 equipment hirer also trains  
over 1000 delegates a month

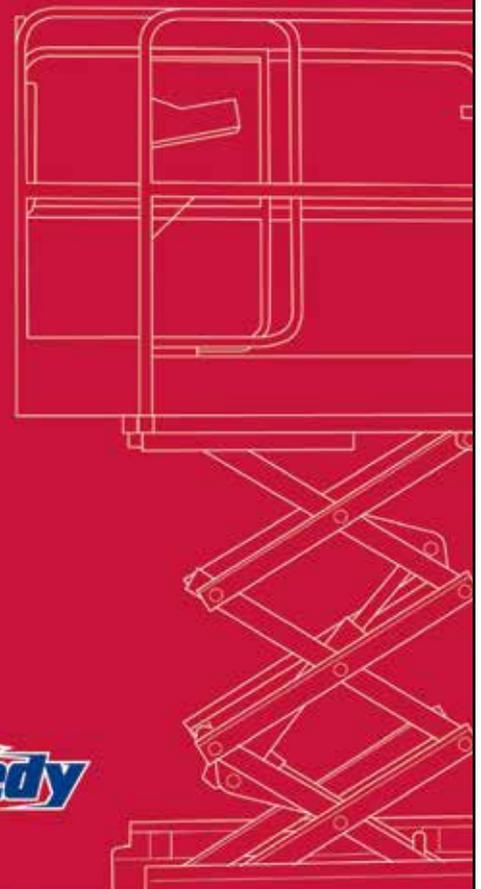
**PASMA**

**IPAF**

**CP CONSTRUCTION PLANT  
CS COMPETENCE SCHEME**

**0845 604 6682**

speedy.training@speedyservices.com  
[www.speedyservices.com](http://www.speedyservices.com)



# PASMA Tower Week: Promoting the Power of the Tower

From November 11th to the 15th, PASMA Tower Week will be held nationally for the first time. Supported by the HSE-sponsored national safety campaign Working Well Together, the focus will be on showing the distinct benefits of towers when it comes to safety, productivity, versatility and, of course, cost effectiveness.

PASMA will contribute a series of online digital events during the week, with its members holding local events around the country. Among PASMA's activities will be a series of seminars throughout the week addressing both general tower use and major current issues.

These seminars will be combined with 'ask the expert' sessions, with representatives from PASMA, the HSE and other safety-related organisations. People with any questions about towers or related issues can post them on the Tower Week website (see below) where the experts giving the online seminars will respond to them.

Also going on during the week will be free on-site health checks for towers. These will help ensure that tower users, and those responsible for their selection and supervision, are using them safely and competently as required by the Work at Height Regulations. The health checks will be supported by free guidance and advice.

Tower workshops, surgeries, displays and demonstrations, including training tasters, will also be delivered by PASMA member organisations across the country, with the events and activities varying from member to member. Please check the Tower Week website to find out what's

happening near you.

PASMA Tower Week is one of the most ambitious work at height campaigns on the calendar, with its national focus and a large number of PASMA member organisations having already signed up to take part and carry out events.

The association's managing director, Peter Bennett, said: "Towers are a familiar part of the workplace landscape. They enjoy a proven track record for safety and productivity and are the natural and logical choice for a great many access tasks.

"PASMA Tower Week will turn the spotlight on this versatile piece of access equipment and give it the prominence and attention it rightly deserves. It will showcase the latest developments in tower design, assembly techniques and safe practice, and highlight why towers are increasingly chosen in preference to other forms of temporary access."

As Tower Week continues to grow ahead of its November launch, full details are available from the new Tower Week website, which will act as the focus and resource hub of the campaign. The site can be found at: [towerweek.pasma.org.uk](http://towerweek.pasma.org.uk).



## Online seminars on tower diversity, PAS 250 and more

In addition to its members' events, the online seminars will make up the bulk of PASMA's direct involvement during Tower Week. These will cover a range of subjects.

The first planned subject - 'Diversity, Advantages and Potential of Towers' - covers the uses of mobile access towers that people and companies may not be fully aware of. With aluminium equipment available for low level work, stairs, 3T and AGR tower types, cantilevers, high-clearance frames and more, this talk walks viewers through the wide variety of tower types and uses they can be put to.

Low level platforms in particular have changed rapidly in recent times - first gaining a huge popularity boost as people began to use them as an alternative to ladders for some jobs, and now changing again with the introduction of a safety standard for the first time.

This standard, PASMA's PAS 250, will be the subject of another seminar, aimed particularly at people who use low level platforms and podiums and want to know what the new specification means for them.

The talk 'Looking After Your Tower' focused on tower maintenance is also planned along with a talk for people who may not use towers as

regularly - or at all - to work at height, explaining the essential things to know.

All of these talks will be interactive, with experts answering questions sent to them through the Tower Week site [towerweek.pasma.org.uk](http://towerweek.pasma.org.uk).

Finally, an interview with the Health and Safety Executive (HSE) will discuss the findings and outcomes of this year's HSE Inspection and Enforcement campaign aimed at the refurbishment sector. Targeting poor standards and unsafe practices on Britain's construction sites via 'unannounced' visits, the interview will focus on the issues found with particular reference to working at height and towers in particular.



[www.pasma.co.uk](http://www.pasma.co.uk)

As a PASMA member, if you have an interesting or unusual story to tell about towers and tower training, please send it to [michael.fern@pasma.co.uk](mailto:michael.fern@pasma.co.uk)



# TOWER SAFETY WEEK

11-15 November 2013



## Guess what it's about?

Find out more at:

[towerweek.pasma.org.uk](http://towerweek.pasma.org.uk)

Visit the website for a **FREE** Tower Fact Pack

# Ladder Exchange 2013 gets underway



The Ladder Association has launched its second ever Ladder Exchange, after taking the scheme over in 2012. Held between September 1st and December 31st, the Exchange lets people and businesses swap any of their old ladders for a discount on a new one.

Those who want to trade in their old ladders simply have to check the Ladder Exchange website ([ladderexchange.org.uk](http://ladderexchange.org.uk)) for their nearest trade-in partner participating throughout the UK. They can then contact these partners, which include nationwide equipment suppliers, to find out how much of a discount they are entitled to.

Previously held for three months, the Ladder Association has expanded the campaign to take in Christmas following the success of last year's Exchange - which saw a 35 percent jump in the number of ladders traded in compared to the previous year.

The Ladder Association's chairman, Cameron Clow, said: "The Exchange will enable us to remind the public of the need to check and inspect ladders and stepladders before using them to put up Christmas lights and decorations, and, of course, how to use them safely."

This focus on home use in December is one of four themes the Ladder Exchange is promoting this year. September's focus was on inspection, with the Exchange website's 'Is My Ladder Dodgy?' section showing how to quickly check whether a ladder needs to be swapped.

In October, the focus is on training - emphasising the need to make sure the person using the ladder is as safe as the equipment itself. The Ladder Association runs a wide-ranging training scheme, offering courses on ladder use, inspection, and as of this year, a course for occasional ladder users who need to know the basics (see opposite).

November's 'Live and Learn' theme will also draw on the Association's expertise, showing the best places to find work at height guidance as well as taking a look at the personal stories of people who have fallen from height.

Cameron Clow added: "The ladder is an invaluable piece of workplace equipment. However, like everything else, some common-sense rules apply. Just remember that if it's right to use a ladder, use the right ladder, in good condition, and make sure you use it properly. If you're in any doubt, just ask a Ladder Association member for advice."

More details can be found at the new Ladder Exchange website: [ladderexchange.org.uk](http://ladderexchange.org.uk).



## The return of 'Idiots on Ladders'

Last year's first ever 'Idiots on Ladders' contest, which ran alongside the Ladder Exchange 2012, saw over 40 pictures submitted and thousands of views every week as the public voted on the biggest 'Idiot on a Ladder' of the year.

The contest, aimed at promoting the need for ladder safety by showing the alarming things that go on every day when working at height, has returned for the 2013 Exchange, with a number of pictures already submitted.

Anyone with a picture as good (or bad) as the one opposite, or simply anyone who spots some unsafe ladder work, can post an image onto the Ladder Association's Facebook or Twitter pages, or email it to: [michael.fern@ladderassociation.org.uk](mailto:michael.fern@ladderassociation.org.uk).

The album showing all of this year's pictures so far, as well as last year's album, is available on the Facebook page ([facebook.com/ladderassociation](https://www.facebook.com/ladderassociation)).



C&a ladders

A new step and step stool training course for occasional users

## New training course for occasional ladder users

Last month saw the launch of a new training course for occasional users of steps and step stools in shops, offices, schools and the health sector. Working with Steps and Step Stools is a half-day course delivered by approved Ladder Association training centres around the UK and joins the Association's existing courses, Ladders and Stepladders and Ladder and Stepladder Inspection - which last year saw a 47 percent increase in delegates trained than in 2011.

The new course covers regulations, relevant standards and the latest guidance as well as practical issues including potential hazards and storing and handling steps and step stools in the workplace.

Lasting a minimum of 2.5 hours, the half-day course is made up of four assessments: 15 multiple choice questions; fault finding; hazard analysis; and finally carrying, positioning and using steps and step stools. Successful candidates receive a Ladder Association certificate and LadderCard.

More information about the course can be found on the Ladder Association's website.



contact details



Tel: 0845 260 1048

Email: [info@ladderassociation.org.uk](mailto:info@ladderassociation.org.uk)

Web: [ladderassociation.org.uk](http://ladderassociation.org.uk)



# The 2014 HCEA Calendars are available!



**May Photo** - A Cat RD4 crawler and No. 22 pull grader at work. Weighing 3,575 pounds and wielding an eight-foot blade, the No. 22 was produced from 1936 through 1942, the year that Cat discontinued all pull graders. (Caterpillar, Inc. image, HCEA Archives)

Featuring 12 full page black & white photographs carefully scanned and restored from rare originals depicting construction equipment from all eras!

**The only calendar of this type offered!**

**Dealers!  
Contractors!  
Distributors!**

See the following page for info about ordering customized imprints!



## Order your 2014 HCEA Calendar today!

Order online at [www.hcea.net](http://www.hcea.net) or order by phone at 419-352-5616 with your Visa, Discover, or MasterCard, or fill out the form below.

### 2014 HCEA Calendar Order Form (with HCEA Imprint)

Please send \_\_\_\_\_ copy(s) of the 2014 HCEA Calendar @ \$10.00 each. \$ \_\_\_\_\_ Total Calendar Cost  
 \$ \_\_\_\_\_ 6.5% Sales Tax (**Ohio residents only**)  
 \$ \_\_\_\_\_ Total Enclosed (shipping and handling is included)

**Send this form, along with check or money order (U.S. funds only), to:**

HCEA  
 16623 Liberty Hi Road  
 Bowling Green, OH 43402

Ship To: \_\_\_\_\_  
 Contact: \_\_\_\_\_ Daytime Phone: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City/State/Zip: \_\_\_\_\_ County (Ohio only): \_\_\_\_\_

**or order online at  
[www.hcea.net!](http://www.hcea.net)**

# Liebherr 81K

The Liebherr 81K is a self-erecting tower crane with a maximum lifting capacity of six tonnes and a maximum radius of 45 metres. It can operate at various tower heights and can also climb using additional tower sections. This model of the 81K is made by NZG and is in 1:50 scale. It comes with a good quality instruction sheet.

The base has fold-out metal outriggers with simple screw thread pads which can be lowered to level the model. The crane has nicely decorated metal cabinets and the two winch drives are good too.

Counterweight slabs are metal with the Liebherr name embossed on them, and step irons are also included. An extra block of four slabs is supplied which is more than the real crane has and is a modelling compromise in order to give the model some extra stability.

Mast sections are good metal castings although there are no ladders, and the rope-operated mast raising system is modelled with small sheaves. It works well and the mast erection can be simulated, although only one height can be set. At the top is the distinctive cab.

The complex jib consists of three separate sections and the geometry and profile of the erected jib is very good. The jib suspension cables and rods are of a high quality and a very good job has been done to match lengths to obtain equalised tension. The trolley and erection motors are modelled in metal as is the

hook, and a small piece of chain is included which adds detail and also weight to the hoist line.

The crane slews and the trolley can be positioned anywhere along the jib by hand. The hook can be raised and lowered using a key in the winch drum although it works best with a small load on it.

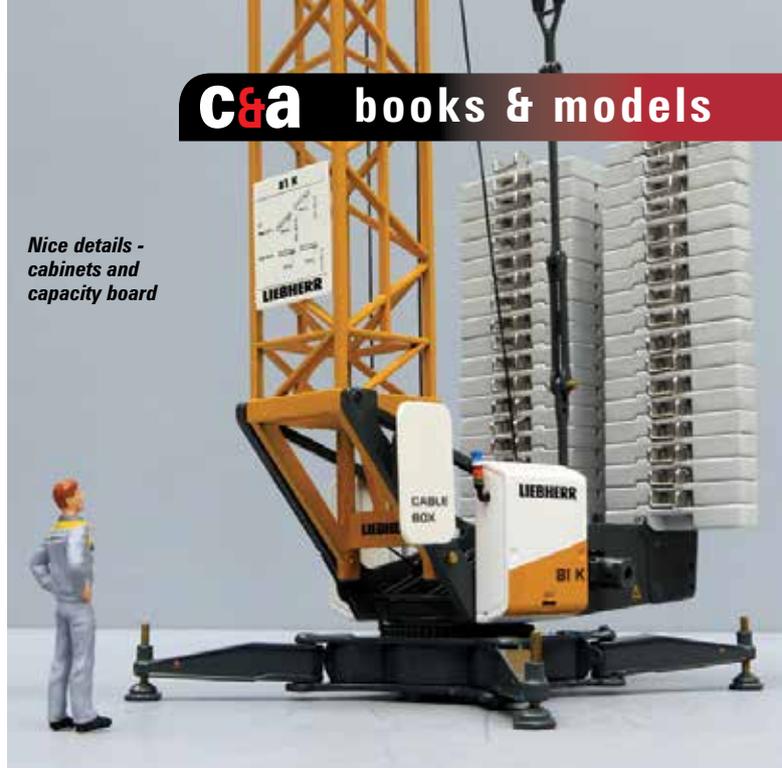
The 81K is an interesting and complex crane and this is a reasonable effort by NZG to model it. Fully erected this is a large and impressive model - 600mm high overall and nearly a metre end-to-end. It can be folded up with care, although there are no transport axles in this version of the model. It is good value at around 135.

To read the full review of this model visit [www.cranesetc.co.uk](http://www.cranesetc.co.uk)

## Cranes Ect Model Rating

Packaging (max 10)	8
Detail (max 30)	25
Features (max 20)	15
Quality (max 25)	20
Price (max 15)	11
Overall (max 100)	79

Nice details - cabinets and capacity board



Lifting a panel



Mast raising system is modelled



Distinctive cab



## REGISTER NOW TO SEE WHAT'S NEW

Get the ultimate up-close look at the future of lifting.

Registration is now open for the show that offers an immense unveiling of all the newest equipment, technology and product breakthroughs in lifting. Bringing you the latest in everything from capacity and reach to transportability, it's the one show that raises the bar for working smarter.

Register now at [www.conexpoconagg.com](http://www.conexpoconagg.com) to save over 30%!



IF IT'S NEW,  
IT'S HERE

# Letters



**Dear Sir,**

I would like to welcome the recent review of HSENI (Health & Safety Executive Northern Ireland) which took place following two attempts to prosecute me (Trevor Bailie) for Health & Safety offences. These prosecution attempts took place after my name was blackened by my competitor, a croney of one of the local HSE inspectors. The two not-guilty decisions before a 12 man jury were an expensive embarrassment to the HSENI and the government of Northern Ireland.

The review of HSENI resulted in its chief executive being asked to leave and replacement of the chairman and committee. It will take the new chief executive with his new chairman and new committee a considerable amount of time to remove the incidence and risks of cronyism and corruption in an organisation riddled with opportunity for corruption and cronyism.

HSENI's present policy of prosecution to promote safety appears to be having little or no effect, perhaps investigation and enforcement decisions should be left to the PSNI (Police Service Northern Ireland), this would be a massive step forward in removing the risk of cronyism and corruption within the HSENI. Such a move would provide the organisation with extra manpower to promote safety in the work place, as opposed to the use of fear, a bullying tactic with little or no benefit, just bad consequences.

**Trevor Bailie**

Boghead Bridge Road Aghalee N.Ireland

**Leigh and Mark,**

I have just read the entire file of Paul Adorian's correspondence of 2011 pleading for cessation of risky manoeuvres putting people up in crane baskets. If time and dollars allowed me to stop my two primary responsibilities I would find a way to help him in the mission.

The mission is massive, broad and intertwined to various types of equipment in C & A around the world. The mission also spreads to owner/users, rental or hire out firms and firms that hire out by contract... three quite different types of operator.

As an owner/user of a NiftyLift that serves my tree service and that we occasionally hire out for special tasks, my knowledge is small in contrast to those in the rental industry who are obliged to discern user applications and match available inventory to best suit a customer's project needs.

I write to say I am puzzled why more readers do not participate in the Discussion Forum of Vertikal. I read the site daily, if not more often, as it has made me smart, safer and so disciplined about uses of my equipment. Take a look at another site I read called arboristsite dot com where we have tremendous reader response and input. Perhaps there are some site design changes you could make to increase reader input. One that is evident to me is to relocate Discussion to the News category group and call it Operator Forum. Then broadcast the changes as a headline story in the monthly periodical. The dust of discussion. Ends to be kicked up before the accidents happen.

Sincerely,

**Sherman "Sherm" Anderson**

Best Tree Service, Mountain View, Arizona.

*We appreciate Mr Anderson's comments and would like to see the discussion forum on Vertikal.net gain momentum. There is clearly pent up demand for this, especially among the crane operator fraternity which often get into heated debates on certain news stories. This is an area we are now looking at and would appreciate further input on this subject. Ed*

**I trust that you are all well at Vertikal.**

Having just received the latest copy of Cranes & Access

I was a little surprised to find that we were not included in any of the items on the feature section of top 30 access companies. I don't know how you collate your information, but we have never been surveyed for anything like this.

Given the investment this year:-

- we would sit in the top 10 for investment, with around £1.5mill in the past 12 months
- The joint 3rd for Largest Truck mounted lifts with a 70 metre Wumag
- 15th in Top spider lifts
- 10th in Top Truck Mounted fleets

I appreciate, it is now too late for this issue, but as we are reasonably large as far as truck mount companies go, and always support the Vertikal Days, we would be very grateful to be included and surveyed in the future.

Also, how would we go about sending you information for your news section when we buy new trucks? We have three new Ruthmanns in the past six month alone?

Kind regards

**Jason Machin**

Managing Director Elev8 Access Platforms Ltd Sheffield

*While this year's Top 30 survey was the most complete in terms of responses, we still missed a few companies - in both the access and crane fields, while telehandlers continues to be a work in progress. It is odd that this year we have received a number of calls from companies like Elev8 many of whom should have been included.*

*We do publicise the feature both in the preceding magazine and frequently online as well as emailing and calling companies that could potential be in the Top 30. How we missed Elev8 is a mystery.. but as we often say when we compile large volumes of data such as this - especially when it involves input from dozens of different companies - there is only one thing that is certain.*

*We are going to make some mistakes and omissions. What we try to do is learn from these each year so that it continues to improve year on year.*

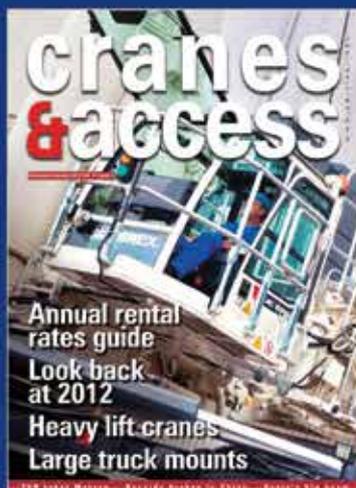
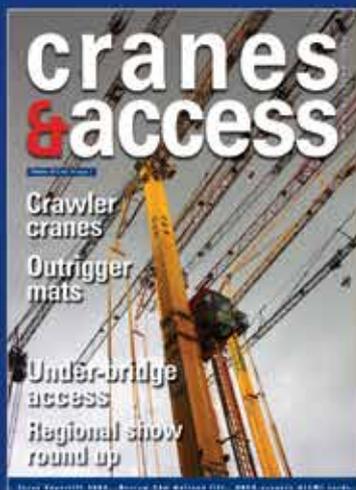
*Be warned now the December issue includes our annual rental rate survey, which also allows companies to input comments on the subject, either attributed or anonymous - so please do participate and make this one the best ever.*

*Forms are due out later this month. Ed*

# Subscribe to

# cranes & access

The only way  
to guarantee  
that you  
receive every  
issue



**Vertikal**  
.net

Subscribe online at [www.vertikal.net](http://www.vertikal.net)

## Subscription Application Form

Please complete this form and either fax back on  
+44 (0) 1295 768223 or +49 (0) 7618 866814 or  
post to The Vertikal Press, PO Box 6998,  
Brackley, NN13 5WY, UK. Tel: +44 (0)8448 155900

Name \_\_\_\_\_

Company \_\_\_\_\_

Job Title \_\_\_\_\_

Telephone \_\_\_\_\_

Address \_\_\_\_\_

Zip/Postcode \_\_\_\_\_

Country \_\_\_\_\_

Telefax \_\_\_\_\_

Email \_\_\_\_\_

Please start my one year subscription to  
Cranes & Access at the rate of:

£40.00/€60 (UK and Irish addresses only)

€75.00 (Rest of Europe)

\$110.00 / €60.00 (Other regions)

I enclose a cheque made payable to The Vertikal Press

Please invoice me

I enclose an international money order

Please charge to my credit card

Name \_\_\_\_\_

Card number \_\_\_\_\_

Expiry date \_\_\_\_\_

Security code \_\_\_\_\_

Dear Mr Editor,

**The Health and Safety at Work Act 1974** is now in its 39th year and while Parliament's well intentioned enrolment of this progressive legislation was intended to protect all construction workers from being Killed or Injured on site (See Sections 2.1 and 3.1) the Act has not been as successful as the members of Parliament would have desired.

For Example:

1. HSE published figures in UK confirm 173 men and Women were Killed at Work in 2011, of which 49 were killed in Construction with 18 killed by Cranes or Lifting operations. HSE's own long term report 1987 to 2007 confirms that the Trend is indeed down, but the shocking truth remains that 6,000 plus Men and Women have still been killed at Work since 1974, of which circa 1,800 have been Killed in Construction, with 500 Men Killed by Cranes or during Lifting Operations. (One of which was my Father in Law David Stanford).

2. Since Starting to record these Crane Mishaps on 7th May 2007, I have logged more than 553 Unsafe Crane Incidents Worldwide, most of which indicate a Lack of Training, Instruction and Supervision by Employers in **Safe Systems of Work** (The Common Law Obligation in the UK for all Employers). Most Notable Incidents in recent months include Cranes Overturning due to No Ballast, No Outriggers, No Mats under Outriggers, Short Rigged on One Side only, Overloaded beyond SWL, Fully Rigged Truck Crane moved on a Dirt Road at circa 224 tonnes GVW, (Twice), Axle Locks switched off, Lost Boom Footpins, Dropped Loads and the most heinous act of all, the Overriding of Crane Safety Controls. (To name but 10 of many so called "Crane Accidents" which are not accidental at all as they were entirely foreseeable and are seen all too frequently.)

3. Crane Safety imperils all of us, that is you, me, mine and yours. Because when a Crane goes over the Falling Jib or Dropped Load does not distinguish between Male or Female victims, nor even the Snr Executive walking on the streets below, for all are at Risk of being Killed, irrespective of Gender, Age or Status?

**The Corporate Manslaughter and Corporate Homicide Act 2007** is now a **gamechanger**, because in the event of a Crane Fatality in UK, Companies can now be charged with Manslaughter under Section 1(1) which states An organisation to which this section applies is guilty of an offence if the way in which its activities are managed or organised

(a) Causes a persons death and

(b) Amounts to a gross breach of the relevant Common Law Duty of Care owed by the organisation to the Deceased (person or persons).

Therefore those Doubting Thomas's in the Construction Industry would do well to read the Judgment in the Court of Appeal reported case of R.V. Tangerine Confectionery Ltd and Veolia plc [2011] CA EWCA 2015.

In particular the Judgment of Lord Justice Hughes LJ who commented that:

**" The sections do not command an enquiry into the likelihood of the events which have in fact occurred. They command an enquiry into the possibility of injury. They are not limited (to) the risks to which they apply, (rather than) to risks which are obvious (to another). They impose in effect, a duty on Employers to think deliberately about things which are not obvious" ( To them).**

The Ratio Decidendi of this Court of Appeal decision established a significant new precedent in English Law. That is, if the incident is **'Foreseeable'** then the resulting fatality is not an accident, because it was not accidental, but instead was foreseeable for anyone who cared to look. (Please consult a Solicitor for a more comprehensive explanation of the implications in Law for you as a Director).

In addition to which all Directors & Senior Executives can also be Charged under Section 37 of HSW Act 1974, with Section 40 then available to the Prosecution and thus reversing the Evidential Burden on the Defendant, so that he or she then has to prove that he/she did everything possible to comply with the Law.

Whenever I speak to Crane Industry Executives I get responses like " The Construction Industry is a Dangerous Place to Work" which it most definitely is.....and that it precisely why I am now calling for the Crane Industry to put its House in Order. The UK and EC Industry Trade Bodies are Noticeably Silent on these matters of importance, so if no-one else will speak up for the Dead, I definitely will. Those Crane Companies who do it by the (Mfrs) Handbook should be congratulated and those who do not should be exposed.....because they imperil all of us by not following the Crane Mfrs Instructions in the Handbook. As such I am now calling upon the HSE, the EC Parliament and OSHA (in USA) to enforce these Crane Safety matters to the full extent of the Law.

Finally and in closing those two chief executives who recently criticised me personally in a Public Forum for my work in attempting to drive-up crane safety standards should hang their heads in shame for such morally reprehensible behaviour. If you truly wish to challenge my work, the correct place to do it is in a court of law. Worker safety is important and one of my Core Values, only the gutter press think that Safety is unimportant, however the rest of us know that it is the difference between going home in one piece, or not going home at all. So please do whatever you personally can do to devise Safe Systems of Work, because if we do not Drive-up Crane Safety Standards, who will ?

Yours faithfully,

**Mike Ponsonby BA**

Silver Fox House, Fox Lane

Bromsgrove, Worcestershire. B61 7NL

# Readers Letters



I have just read the latest Cranes & Access and want to know if someone can tell me why we were included in the charts when we refused to participate?  
 What gives you the right to publish this stuff? The information on us is not right! Where did you get it from? I can spot some companies you have not included so why can we not be left out?

*This contribution came in verbally over the phone and concerns a large access sales and rental company - one of only two that prefers not to disclose its fleet numbers. When there is a company that we know has a fleet that qualifies for the Top 30 and yet who refuses to disclose the numbers we do several things to estimate them. We start with their web site to find the range of products they have - largest and smallest etc... We talk to others in the industry who should know, and industry associations etc and using this estimate their fleet. We have always felt that our duty here is to make the survey as accurate as we can - given the constraints - and to provide our readers with as true a picture of the relevant rental park as we possibly can. When we get reactions such as this it can help us with subsequent year's surveys.*

**Dear Leigh and Mark,**

Please find enclosed a photograph of the crane tip over at the drive through at a local McDonalds. The crane is owned by Reeds which have been in Plant Hire many many years, well before 'Drivers Tickets'. Just look at those beer mat sized pads and on the virgin tarmac! And zero outriggers. Was the crane on a drive through also? Greed over safety?

**Fred Pole.**  
 Darlington

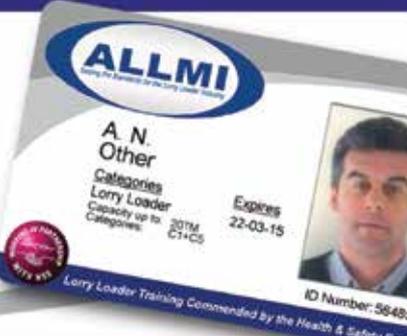
*The story carried on Vertikal.net generated an enormous number of comments, of which many of the later ones had to be deleted or edited due to being overly personal and contravened the sites rules. There we clear errors made with this lift, but fortunately no one was hurt or injured and it will hopefully have served as another reminder of the care needed with such seemingly routine lifts?*



**UKCG** LORRY LOADER OPERATOR TRAINING  
 Recognised by the UKCG

Courses also available:

- Slinger / Signaller
- Crane Supervisor
- Appointed Person
- Thorough Examiner
- Instructor
- Manager - PUWER 9.2




**The Trade Association for the Lorry Loader Industry**  
 Tel:0844 858 4334 • Email:enquiries@allmi.com • www.allmi.com



**Another good reason to join the CPA...**



Problems occur at the least expected times, but when they do, support and specialist knowledge from someone on your side is invaluable. The CPA specialists can help with many issues, including training, safety and legal matters.

Find out a whole lot more, call us on:  
**020 7796 3366,**  
 or visit our website:  
**www.cpa.uk.net**

If dealings with a government department or an industry authority are not going smoothly, CPA can advise on what to do, and can turn to their extensive range of contacts to find the right person to speak to.

This means your problem gets solved quickly and painlessly wherever possible - allowing you to get back to your business.

# Whats on?

2013

## SAIE 2013

Bologna Fair, building products.  
October 16-18th 2013, Bologna, Italy  
Tel: +39 051 282111  
www.bolognafiere.it



## IPAF US Convention

October 22-23, 2013  
IPAF's third national convention in the USA which will focus on management responsibilities  
Chicago, Illinois, USA  
Tel: +1 518 280 2486  
Website: www.ipaf.org



2014

## ARA / Rental Show 2014

Orlando Florida.  
Feb 9th-12th 2014  
Tel: +1800 334 2177  
www.therentalshow.com



## Samoter 2014

International earthmoving and construction equipment show  
February 27 - March 2nd, 2014  
Verona, Italy.  
Tel: 045 8298111  
www.samoter.com



## Conexpo 2014

The leading US equipment show  
March 4th-8th 2014  
Las Vegas, Nevada, USA  
Tel: +1 414-298-4133  
www.conexpoconagg.com



## IPAF Summit 2014

Annual Summit for International Powered Access Federation  
March 26th, 2013, Windsor, UK  
Tel: +44 (0) 1539562444  
Fax: +44 (0) 1539564686  
Website: www.ipaf.org  
E-Mail: info@ipaf.org



## IPAF Asia Conference

IPAF's third Asia conference will focus on how to keep the use of aerial work platforms safe and productive.  
9th May 2014 Singapore  
Tel: +65 9686 4191  
www.ipaf.org/asiaconference



## Vertikal Days 2014

UK/Ireland crane and access event  
May 14-15th 2014  
Haydock Park, UK  
Tel: +44 (0) 8448 155900  
Fax: +44 (0) 1295 768223  
www.vertikaldays.net



## Apex 2014

June 24th-26th, 2014  
Amsterdam, The Netherlands  
Tel: +31 (0)547 271 566  
www.apexshow.com



## Europlatform

European access conference  
September 25th 2014.  
Berlin.  
Tel: +44 (0) 15395 62444  
www.ipaf.org



## Bauma China

November 25-28, 2014  
Bauma in Shanghai  
Shanghai, China  
Tel: +49(0)89 9 4920251  
www.bauma-china.com



## bC India

December 15-18, 2014  
The third bauma/Conexpo exhibition in India  
Delhi, India  
Tel: +49 89 949-20255  
www.bcindia.com

2015

## Intermat 2015

20-25th April 2015,  
Paris France  
Tel: +33 1 49685248  
www.intermat.fr



## ICUEE - The Demo Expo

October, 2015  
The US show for the utility industry, Louisville, Kentucky, USA  
Tel: +1 866-236-0442  
www.icuee.com

2016

## Bauma 2016

World's largest construction equipment exhibition,  
April 11th-17th 2016  
Munich, Germany  
Tel: +49 (0) 89 51070  
www.bauma.de



Visit [www.Vertikal.net/en/events](http://www.Vertikal.net/en/events) for a full listing of events with direct links to the organisers.

# Marketplace

RECRUITMENT . USED EQUIPMENT . REPLACEMENT PARTS . RENTAL . SAFETY EQUIPMENT

## cranes & access

FOR USERS & BUYERS OF LIFTING EQUIPMENT

Cranes & Access reaches over six times as many UK/Irish buyers of aerial lifts and lifting equipment than any other crane or access magazine, along with an exceptionally strong international readership, with over 15,000 lifting related professionals around the world reading either the printed or online editions of the magazine.

Given the wide global readership you will be surprised at how cost effective it can be as a medium to promote your products or services.

### ADVERTISING:

The Vertikal Press Ltd.  
PO Box 6998, Brackley,  
NN13 5WY UK.  
Tel: +44 (0)8448 155900  
Fax: +44 (0)1295 768223  
E-mail: [advertising@vertikal.net](mailto:advertising@vertikal.net)

### GERMANY:

+ (49) (0)761 189786615.

## ADVERTISEMENT

**M. Sternick GmbH**  
Kran- u. Baumaschinenhandel

**CRANES FOR SALE**

ALL TERRAIN-CRANES

Make / Type	y. o. m.	Drive	Boom / Fly Jib
20 t Gottwald AMK 31-21	1984	4x4x4	20,50m
25 t Demag AC 75	1998	4x4x4	25,00m + 13,00m
30 t PPM AIT 335	1997	4x4x4	27,40m + 15,00m
30 t Liebherr LTM 1030/2	2003	4x4x4	30,00m + 15,00m
33 t P&H S 35	1987	4x4x4	25,90m
35 t PPM AIT 400-3	2002	4x4x4	30,40m
40 t Demag AC 40-1 City	2000	6x4x6	31,20m + 13,00m
40 t Liebherr LTM 1040-1	1999	6x4x6	30,00m + 14,50m
50 t Faun ATF 50-3	2000	6x6x6	38,60m + 16,00m
50 t Faun ATF 50G-3	2008	6x6x6	40,00m + 16,00m
55 t Liebherr LTC 1055-3.1	2005	6x6x6	36,00m + 7,80m
55 t Liebherr LTC 1055-3.1	2005	6x6x6	36,00m + 7,80m
55 t Krupp KMK 4055	1989	8x6x8	35,10m + 16,00m
55 t Grove GMK 3055	2004	6x6x6	43,00m + 15,00m
70 t Krupp KMK 4070	1995	8x6x8	38,10m + 16,00m
70 t Faun ATF 70-4	1999	8x8x8	40,50m + 16,00m
80 t Liebherr LTM 1080/1	2000	8x6x8	48,00m + 19,00m
80 t Faun ATF 80-4	2005	8x6x8	48,50m + 16,00m
100 t Grove GMK 5100	2002	10x8x10	51,00m + 18,00m
110 t Tadano Faun 110 G-5	2008	10x8x8	52,00m + 16,00m
120 t Terex-Demag AC 120-1	2006	10x6x8	60,00m + 17,60m
120 t Liebherr LTM 1120/1	2000	10x8x10	56,00m+28,00m+3,00m
180 t Grove GMK 5180	2000	10x8x10	60,00m + 22,00m
200 t Grove GMK 5200	2002	10x8x10	60,00m + 36,00m

LATICE-BOOM-TRUCK CRANE

Make / Type	y. o. m.	Drive	Boom / Fly Jib
115 t Link Belt HC 238	1981	10x6x6	48,00m/18,00m
170 t Demag TC 650	1981	10x4x6	72,00m/60,00m

INDUSTRIEKRAN / YARD-CRANE

Make / Type	y. o. m.	Drive	Boom / Fly Jib
14 t Demag V 73	1988	4x2x2	13,10m
12 t Liebherr LI 1012	1990	4x2x2	12,00m

Tel: +49-2364 - 108203  
Fax: +49-2364 - 15546  
Mobile: +49-172-2332923  
e-Mail: [info@sternick-krane.de](mailto:info@sternick-krane.de)  
Internet: <http://www.sternick-krane.de>

M. Sternick GmbH  
Kran- u. Baumaschinenhandel  
Import - Export  
D-45721 Hattem / Germany

Import • Export

RECONDITIONING • HIRE • WANTED • USED EQUIPMENT • SPARE PARTS • RECRUITMENT





# Kran & Bühne

DAS MAGAZIN FÜR KRAN-UND ARBEITS-BÜHNEN-ANWENDER

## Ihr Vorteil!

Um leistungs- und wettbewerbsfähig zu bleiben, benötigt die Industrie gerade bei härteren Marktbedingungen hochqualifizierte und ihre Märkte betreffende Informationen. Diesem Verlangen kommt Kran & Bühne mit praxisorientierten Artikeln nach, die dem Leser helfen, fundierte Entscheidungen zu treffen. Die Artikel werden von einem erfahrenen, international und in Deutschland tätigen Journalistenteam verfasst. Kran & Bühne liefert dem Leser harte Fakten darüber, welche Ausrüstung für welche Einsätze geeignet ist, sowie Neuigkeiten und Baustellenberichte.

Name/Vorname: \_\_\_\_\_  
 Firma: \_\_\_\_\_  
 Umsatzsteuernummer (nur bei Firmen) \_\_\_\_\_  
 Straße/Postfach: \_\_\_\_\_  
 Postleitzahl/Ort: \_\_\_\_\_  
 Land: \_\_\_\_\_  
 Tel: \_\_\_\_\_  
 Fax: \_\_\_\_\_  
 E-mail Address: \_\_\_\_\_  
 1. Unterschrift des Abonnenten: \_\_\_\_\_

Ich wünsche folgende Zahlungsweise:  
 Bargeldlos per Bankeinzug (nur in Deutschland)  
 gegen Rechnung

Kontonummer: \_\_\_\_\_  
 Bankleitzahl: \_\_\_\_\_  
 Geldinstitut: \_\_\_\_\_  
 Firma: \_\_\_\_\_  
 Postleitzahl/Ort: \_\_\_\_\_

Hiermit bestätige ich, dass die Abbuchung des jährlichen Abo-Betrages von € 26.00 für o.g. Firma/Anschrift vorgenommen werden kann.  
 2. Unterschrift des Abonnenten: \_\_\_\_\_

**Abonnieren Sie jetzt einfach und bequem!**  
 per Fax: (0761) 88 66 814  
 oder per Post: Kran & Bühne  
 Sundgaullee 15 D-79114 Freiburg  
**Tel:** (0761) 89 78 66-0 **Fax:** (0761) 88 66 814  
**E-mail:** info@Vertikal.net www.Vertikal.net

# Avoid the headache of dealing with any old Access Hire company

## www.accesslink.biz

**DOES YOUR USUAL ACCESS PROVIDER TICK ALL THE RIGHT BOXES?**

<input checked="" type="checkbox"/>					
SERVICE QUALITY AND SAFETY ASSURED	COUNTRYWIDE AND IRELAND COVERAGE	QUALITY, CLEAN AND MODERN FLEETS	SINGLE POINT OF CONTACT	NATIONALLY AGREED HIRE RATES	HIGH LEVEL SERVICE CARE AND ATTENTION

Click here to speak to one of your 23 local Access Hire Depots

# www.accesslink.biz

Aberdeen, Glasgow, Newcastle, Belfast, Hull, Leeds, Manchester, Dublin, Liverpool, Nottingham, Norwich, Derby, Leicester, Birmingham, Dunstable, Ipswich, Cork, Newport, Swansea, Oxford, London North, London South, Southampton, Plymouth.

# Vertikal Market

**Buy and sell  
your used  
machines**

**Stock  
updated daily**

[www.vertikalmarket.net](http://www.vertikalmarket.net)

**STRONGER THAN EXPECTED**

**8 SPIERINGS  
MOBILE CRANES**



[www.spieringscranes.com](http://www.spieringscranes.com)

Merwedestraat 15 5347 KZ OSS The Netherlands Tel +31 412 697777

SK2400-AT7 : Tip load 5.500 kg Max. load 18.000 kg  
Jib length 42 m Max. Hook height 56 m

## GOING UP IN THE WORLD

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

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

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

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

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

- Continental Europe €23 plus €6.50 postage & packing
- Rest of world \$31 plus \$10 shipping



### Ordering Information

Forename: \_\_\_\_\_ Surname: \_\_\_\_\_

Address: \_\_\_\_\_

Post Code: \_\_\_\_\_

Email: \_\_\_\_\_ Telephone: \_\_\_\_\_

**Please make all cheques payable to The Vertical Press Ltd**

I enclose a cheque for £24 (£19.50 + £4.50 p&p)

I enclose a cheque for €29.50 (€23 + €6.50 p&p)

I enclose a cheque for \$41 (\$31 + \$10 p&p)

Please invoice me: \_\_\_\_\_

Please debit my card:

Card No: \_\_\_\_\_ Issue No: \_\_\_\_\_

Issue Date: \_\_\_\_\_ Expiry Date: \_\_\_\_\_ 3 Digit Security Code: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please send completed order form to: The Vertical Press, Box 6998 Brackley, NN13 5WY, UK. Alternatively, fax it through on +44(0)1295 768225 or scan & email [info@vertikal.net](mailto:info@vertikal.net)

# Collé RENTAL & SALES

Your partner for every project  
RENTAL | SALES | SERVICE



**MAGNI**  
25 TON - 11 METER  
EUROPE'S TRUE  
POWERLIFTER

MR. M. KOKKELMANS  
+31 (0)6 - 46 34 59 03

MANITOU MAGNI WACKER NEUSON kramerALLRAD PALFINGER WUMAC // NACHI GEHL Genie H.A.B.

[www.colle.eu](http://www.colle.eu) | [info@colle.eu](mailto:info@colle.eu) | +31 (0)46 - 45 74 100

# FOR SALE 643 RHD Ex demonstration Telescopic Crawler Mounted Crane

- YOM 2011 – Hours Approx. 175
- Designed and manufactured in Germany
- 42,500 Kg machine weight
- High quality, reliability and good re-sale values
- Deutz diesel engine
- Multi cab with sliding door and side step
- Triple grouser track pads
- Tilttable 20 degree cab
- Safety check valves on boom and telescopic cylinders
- 30 metre main boom
- 4 piece telescopic boom
- Daily checks and refuelling from ground level
- Rayco-wiley SLI fitted

*Servicing and Supplying Specialist Equipment since 1974*

**HASSELL**

**E.H. Hassell & Sons Ltd** (Sennebogen UK and Eire dealer)  
 Alderflat Drive, Newstead Industrial Estate,  
 Trentham, Stoke on Trent, ST4 8HX  
 Tel : 01782 644299 Fax : 01782 657255  
 Email: info@hassells.com Web: www.hassells.com



# THE BEST QUALITY CRANE MATS



## WELEX RENTAL

Lower Drayton Farm  
 Penkridge, Staffordshire, ST19 5RE  
 T 01785 713675, F 05603 422006  
 Welex@Welexrental.co.uk, **Welexrental.co.uk**



USED EQUIPMENT • SPARE PARTS • RECRUITMENT • RECONDITIONING • HIRE • WANTED • USED EQUIPMENT • SPARE PARTS • RECRUITMENT • RECONDITIONING • HIRE • WANTED

## Access Equipment Manufacturers

Ascendant Access	<a href="http://www.ascendantaccess.com">www.ascendantaccess.com</a>
Aichi	<a href="http://www.aichi-corp.jp">www.aichi-corp.jp</a>
AIRO	<a href="http://www.airo.com">www.airo.com</a>
Alimak Hek	<a href="http://www.alimakhek.com">www.alimakhek.com</a>
ATN	<a href="http://www.atnplatforms.com">www.atnplatforms.com</a>
Barin	<a href="http://www.barin.it">www.barin.it</a>
Biljax	<a href="http://www.biljax.com">www.biljax.com</a>
Böcker Maschinenwerke	<a href="http://www.boecker-group.com">www.boecker-group.com</a>
Bravi	<a href="http://www.braviisol.com">www.braviisol.com</a>
CMC	<a href="http://www.cmc-platforms.com">www.cmc-platforms.com</a>
CTE	<a href="http://www.ctelift.com">www.ctelift.com</a>
Dino Lift	<a href="http://www.dinolift.com">www.dinolift.com</a>
Dingli	<a href="http://www.cndingli.com">www.cndingli.com</a>
Falck Schmidt	<a href="http://www.tcalift.com">www.tcalift.com</a>
GEDA-Dechentreiter	<a href="http://www.geda.de">www.geda.de</a>
Genie Global	<a href="http://www.genieindustries.com">www.genieindustries.com</a>
Genie UK	<a href="http://www.genielift.co.uk">www.genielift.co.uk</a>
GSR Spa	<a href="http://www.gsrspa.it">www.gsrspa.it</a>
Haulotte	<a href="http://www.haulotte.com">www.haulotte.com</a>
Hinowa Tracked Aerial Platforms	<a href="http://www.hinowa.com">www.hinowa.com</a>
Holland Lift	<a href="http://www.hollandlift.com">www.hollandlift.com</a>
Imer Access	<a href="http://www.imergroup.com">www.imergroup.com</a>
Isoli	<a href="http://www.isoli.com">www.isoli.com</a>
Iteco	<a href="http://www.imergroup.com">www.imergroup.com</a>
JLG	<a href="http://www.jlgeurope.com">www.jlgeurope.com</a>
Ladder Safety Devices	<a href="http://www.laddersafetydevices.co.uk">www.laddersafetydevices.co.uk</a>
Leader	<a href="http://www.leader-piatt.it">www.leader-piatt.it</a>
Leguan Lifts	<a href="http://www.leguanlifts.com">www.leguanlifts.com</a>
Manitou	<a href="http://www.manitou.com">www.manitou.com</a>
Mantall	<a href="http://www.mantall.es">www.mantall.es</a>
Matilsa	<a href="http://www.matilsa.es">www.matilsa.es</a>
MEC	<a href="http://www.mec-awp.com">www.mec-awp.com</a>
Niftylift	<a href="http://www.niftylift.com">www.niftylift.com</a>
Oil&Steel	<a href="http://www.oilsteel.com">www.oilsteel.com</a>
Omega Platforms	<a href="http://www.omegaplatforms.com">www.omegaplatforms.com</a>
Omme Lift	<a href="http://www.ommelift.dk">www.ommelift.dk</a>
Palazzani Industrie	<a href="http://www.palazzani.it">www.palazzani.it</a>
Palfinger Platforms	<a href="http://www.palfinger-platforms.com">www.palfinger-platforms.com</a>
Planet Platforms	<a href="http://www.planetplatforms.co.uk">www.planetplatforms.co.uk</a>
PB Liftechnik	<a href="http://www.pbgmbh.de">www.pbgmbh.de</a>
Platform Basket	<a href="http://www.platformbasket.com">www.platformbasket.com</a>
Ranger tracked access	<a href="http://www.tracked-access.co.uk">www.tracked-access.co.uk</a>
Ruthmann	<a href="http://www.ruthmann.de">www.ruthmann.de</a>
Sinoboom	<a href="http://www.sinoboom.com">www.sinoboom.com</a>
Skyjack	<a href="http://www.skyjack.com">www.skyjack.com</a>
Snorkel	<a href="http://www.snorkelusa.com">www.snorkelusa.com</a>
Socage	<a href="http://www.socage.it">www.socage.it</a>
SUP	<a href="http://www.supelefant.com">www.supelefant.com</a>
TCA Lift	<a href="http://www.tcalift.com">www.tcalift.com</a>
Teupen	<a href="http://www.teupen.info">www.teupen.info</a>
Turner Access	<a href="http://www.turner-access.co.uk">www.turner-access.co.uk</a>
Versalift distributors (UK)	<a href="http://www.versalift.co.uk">www.versalift.co.uk</a>
Youngman	<a href="http://www.youngmangroup.com">www.youngmangroup.com</a>

## Alloy Scaffold Towers

Eurotowers	<a href="http://www.eurotowers.co.uk">www.eurotowers.co.uk</a>
Instant	<a href="http://www.instantupright.com">www.instantupright.com</a>
Planet Platforms	<a href="http://www.planetplatforms.co.uk">www.planetplatforms.co.uk</a>
Svelt	<a href="http://www.svelt.it">www.svelt.it</a>
Turner Access	<a href="http://www.turner-access.co.uk">www.turner-access.co.uk</a>
Youngman	<a href="http://www.youngman.com">www.youngman.com</a>

## Mastclimbers & Hoists

Adastra Access	<a href="http://www.adastra-access.co.uk">www.adastra-access.co.uk</a>
Alimak-Hek	<a href="http://www.alimakhek.com">www.alimakhek.com</a>
Brogan Group	<a href="http://www.brogangroup.com">www.brogangroup.com</a>
GEDA-Dechentreiter	<a href="http://www.geda.de">www.geda.de</a>
Harsco Infrastructure	<a href="http://www.harsco-i.com">www.harsco-i.com</a>
Safi	<a href="http://www.safi.it">www.safi.it</a>

## Specialist Scaffolding

Advance Scaffolding (SW)	<a href="http://www.advancedscaffoldingltd.co.uk">www.advancedscaffoldingltd.co.uk</a>
Harsco	<a href="http://www.harsco-i.co.uk">www.harsco-i.co.uk</a>

## Platform Rental

1st Access Rentals	<a href="http://www.1staccessrentals.co.uk">www.1staccessrentals.co.uk</a>
Z Cousins Access Limited	<a href="http://www.zcousins.co.uk">www.zcousins.co.uk</a>
AA Access (Specialists)	<a href="http://www.aaaccess.co.uk">www.aaaccess.co.uk</a>
Access Link	<a href="http://www.accesslink.biz">www.accesslink.biz</a>
Access Platforms Direct	<a href="http://www.accessplatformsdirect.co.uk">www.accessplatformsdirect.co.uk</a>
Acrolift	<a href="http://www.acrolift.co.uk">www.acrolift.co.uk</a>
Active Rentals Scotland	<a href="http://www.activerentals.co.uk">www.activerentals.co.uk</a>
Advanced Access Platforms	<a href="http://www.accessplatformsuk.com">www.accessplatformsuk.com</a>
Aerial and Handling Services	<a href="http://www.aerialandhandlingservices.com">www.aerialandhandlingservices.com</a>
Aerial Platforms	<a href="http://www.aerialplatformsltd.co.uk">www.aerialplatformsltd.co.uk</a>
AFI-Uplift	<a href="http://www.afi-uplift.co.uk">www.afi-uplift.co.uk</a>
A-Plant	<a href="http://www.aplant.com">www.aplant.com</a>
APL	<a href="http://www.apl-aerialplatforms.co.uk">www.apl-aerialplatforms.co.uk</a>
ATP	<a href="http://www.atphire.com">www.atphire.com</a>
Bluelift	<a href="http://www.bluelift.ie">www.bluelift.ie</a>
Easi up Lifts	<a href="http://www.easiuplifts.com">www.easiuplifts.com</a>
ES Access Platforms	<a href="http://www.esaccess.co.uk">www.esaccess.co.uk</a>
Facelift	<a href="http://www.facelift.co.uk">www.facelift.co.uk</a>
Fraco	<a href="http://www.fraco.co.uk">www.fraco.co.uk</a>
High Access Hire	<a href="http://www.highaccesshire.co.uk">www.highaccesshire.co.uk</a>
Higher access	<a href="http://www.higheraccess.co.uk">www.higheraccess.co.uk</a>
Hi-reach	<a href="http://www.hi-reach.co.uk">www.hi-reach.co.uk</a>
Horizon Platforms	<a href="http://www.horizonplatforms.co.uk">www.horizonplatforms.co.uk</a>
Kimberly Access	<a href="http://www.kimberlyaccess.co.uk">www.kimberlyaccess.co.uk</a>
Lifterz	<a href="http://www.lifterz.co.uk">www.lifterz.co.uk</a>
Loxam Access	<a href="http://www.loxam-access.co.uk">www.loxam-access.co.uk</a>
Mainline Access & Training	<a href="http://www.mainline-access.co.uk">www.mainline-access.co.uk</a>
Manlift Hire	<a href="http://www.manlift.ie">www.manlift.ie</a>
Mr Plant Hire	<a href="http://www.mrplanthire.co.uk">www.mrplanthire.co.uk</a>
Nationwide Platforms	<a href="http://www.nationwideplatforms.co.uk">www.nationwideplatforms.co.uk</a>
Panther	<a href="http://www.platform-rentals.co.uk">www.platform-rentals.co.uk</a>
Peter Douglass Platforms	<a href="http://www.peterdouglass.co.uk">www.peterdouglass.co.uk</a>
Peter Hird	<a href="http://www.peter-hird.co.uk">www.peter-hird.co.uk</a>
Platform Sales & Hire	<a href="http://www.platformsales.co.uk">www.platformsales.co.uk</a>
Rapid Platforms	<a href="http://www.rapidplatforms.co.uk">www.rapidplatforms.co.uk</a>
Readyplant Ltd	<a href="http://www.readyplant.co.uk">www.readyplant.co.uk</a>
Riwal	<a href="http://www.riwal.com">www.riwal.com</a>
Trac-Access	<a href="http://www.trac-access.com">www.trac-access.com</a>
Universal Platforms	<a href="http://www.universalplatforms.com">www.universalplatforms.com</a>
Wilson Access	<a href="http://www.wilsonaccess.co.uk">www.wilsonaccess.co.uk</a>

## Notified Body

Powered Access Certification	<a href="http://www.pac.uk.com">www.pac.uk.com</a>
------------------------------	--

## New & Used Platforms

IAPS	<a href="http://www.iapsgroup.com">www.iapsgroup.com</a>
Advanced Access Platforms	<a href="http://www.aaplatforms.co.uk">www.aaplatforms.co.uk</a>
AFI Resale	<a href="http://www.afi-resale.co.uk">www.afi-resale.co.uk</a>
A.J. Access Platforms	<a href="http://www.accessplatforms.com">www.accessplatforms.com</a>
Baulift	<a href="http://www.baulift.de">www.baulift.de</a>
Davis Access	<a href="http://www.davisaccess.co.uk">www.davisaccess.co.uk</a>
Easi-uplifts	<a href="http://www.easiuplifts.com">www.easiuplifts.com</a>
Facelift	<a href="http://www.facelift.co.uk">www.facelift.co.uk</a>
Flesch	<a href="http://www.flesch-arbeitsbuehnen.de">www.flesch-arbeitsbuehnen.de</a>
Gantic Norway	<a href="http://www.gantic.no">www.gantic.no</a>
Genie	<a href="http://www.genieindustries.com">www.genieindustries.com</a>
Genie UK	<a href="http://www.genielift.co.uk">www.genielift.co.uk</a>
JLG	<a href="http://www.jlgeurope.com">www.jlgeurope.com</a>
Kemp Hoogwerkers	<a href="http://www.kemphoogwerkers.nl">www.kemphoogwerkers.nl</a>
Kunze GmbH	<a href="http://www.KUNZEgmbh.de">www.KUNZEgmbh.de</a>
Lavendon Sales	<a href="http://www.lavendonsales.com">www.lavendonsales.com</a>
Leader	<a href="http://www.leader-piatt.it">www.leader-piatt.it</a>
Liftright Access	<a href="http://www.liftrightaccess.com">www.liftrightaccess.com</a>
Manlift Sales	<a href="http://www.manlift.ie">www.manlift.ie</a>
Mech-Serv (GB)	<a href="http://www.mech-serv.co.uk">www.mech-serv.co.uk</a>
Mr Plant Hire	<a href="http://www.mrplanthire.co.uk">www.mrplanthire.co.uk</a>
Peter-Hird	<a href="http://www.peter-hird.co.uk">www.peter-hird.co.uk</a>
Tracked Access	<a href="http://www.trackedaccess.com">www.trackedaccess.com</a>
Platform Sales	<a href="http://www.platformsales.co.uk">www.platformsales.co.uk</a>

Promax Access	<a href="http://www.promaxaccess.com">www.promaxaccess.com</a>
Rapid Platforms	<a href="http://www.rapidplatforms.co.uk">www.rapidplatforms.co.uk</a>
Riwal	<a href="http://www.riwal.com/used">www.riwal.com/used</a>
Turner Access	<a href="http://www.turner-access.co.uk">www.turner-access.co.uk</a>
TVH - Group Thermote & Vanhalst	<a href="http://www.tvh.be">www.tvh.be</a>
Universal Platforms	<a href="http://www.universalplatforms.com">www.universalplatforms.com</a>
Wilson Access	<a href="http://www.wilsonaccess.co.uk">www.wilsonaccess.co.uk</a>

## Special/Bespoke Access & Lifting Solutions

APS	<a href="http://www.iapsgroup.com">www.iapsgroup.com</a>
GT Lifting Solutions	<a href="http://www.gtliftingltd.co.uk">www.gtliftingltd.co.uk</a>
Ladder Safety Devices	<a href="http://www.laddersafetydevices.co.uk">www.laddersafetydevices.co.uk</a>
Liftright Access	<a href="http://www.liftrightaccess.com">www.liftrightaccess.com</a>
Planet Platforms	<a href="http://www.planetplatforms.co.uk">www.planetplatforms.co.uk</a>
Platform Sales & Hire	<a href="http://www.platformsales.co.uk">www.platformsales.co.uk</a>
Ranger Equipment	<a href="http://www.spiderlift.co.uk">www.spiderlift.co.uk</a>

## Special & Niche Access

Acrolift	<a href="http://www.acrolift.co.uk">www.acrolift.co.uk</a>
Easi UpLifts	<a href="http://www.easiuplifts.com">www.easiuplifts.com</a>
Easy Reach Scotland	<a href="http://www.easyreachscotland.co.uk">www.easyreachscotland.co.uk</a>
Facelift	<a href="http://www.facelift.co.uk">www.facelift.co.uk</a>
High Access Hire	<a href="http://www.highaccesshire.co.uk">www.highaccesshire.co.uk</a>
Higher Access	<a href="http://www.higheraccess.co.uk">www.higheraccess.co.uk</a>
Rapid Platforms	<a href="http://www.rapidplatforms.co.uk">www.rapidplatforms.co.uk</a>
Universal Platforms	<a href="http://www.universalplatforms.com">www.universalplatforms.com</a>
Wilson Access	<a href="http://www.wilsonaccess.co.uk">www.wilsonaccess.co.uk</a>

## Special Lift & Transport Equipment

Collett A Sons, UK	<a href="http://www.collett.co.uk">www.collett.co.uk</a>
Wagenborg Nedlift, NL	<a href="http://www.wagenborg.com">www.wagenborg.com</a>

## Self-Propelled Modular Transporters

Collett & Sons, UK	<a href="http://www.collett.co.uk">www.collett.co.uk</a>
Wagenborg Nedlift, NL	<a href="http://www.wagenborg.com">www.wagenborg.com</a>

## Telescopic Handler Manufacturers

Dieci Telehandlers Ltd	<a href="http://www.dieci-telehandlers.co.uk">www.dieci-telehandlers.co.uk</a>
Genie	<a href="http://www.genieindustries.com">www.genieindustries.com</a>
Haulotte	<a href="http://www.haulotte.com">www.haulotte.com</a>
JLG	<a href="http://www.jlgeurope.com">www.jlgeurope.com</a>
Manitou	<a href="http://www.manitou.com">www.manitou.com</a>
Merlo	<a href="http://www.merlo.co.uk">www.merlo.co.uk</a>

## New & Used Telehandlers

Dieci Telehandlers	<a href="http://www.dieci.com">www.dieci.com</a>
Industrial Access	<a href="http://www.industrialaccess.ro">www.industrialaccess.ro</a>
Lisman	<a href="http://www.lisman.nl">www.lisman.nl</a>
Riwal	<a href="http://www.riwal.com/used">www.riwal.com/used</a>
VHS Vissers Heftruck Service	<a href="http://www.vhsbladel.nl">www.vhsbladel.nl</a>

## Telehandler Rental

GT Lifting Solutions	<a href="http://www.gtliftingltd.co.uk">www.gtliftingltd.co.uk</a>
Readyplant Ltd	<a href="http://www.readyplant.co.uk">www.readyplant.co.uk</a>

## Site Safety Audits

Alfa Access Services	<a href="http://www.alfa-access-services.com">www.alfa-access-services.com</a>
----------------------	--

## Industry Associations

ALLMI	<a href="http://www.allmi.com">www.allmi.com</a>
CICA	<a href="http://www.cica.com.au/">www.cica.com.au/</a>
CPA	<a href="http://www.cpa.uk.net">www.cpa.uk.net</a>
EWPA	<a href="http://www.ewpa.com.au">www.ewpa.com.au</a>
IPAF	<a href="http://www.ipaf.org">www.ipaf.org</a>
OSHA	<a href="http://www.osha.gov">www.osha.gov</a>
PASMA	<a href="http://www.pasma.co.uk">www.pasma.co.uk</a>

## Crane Manufacturers

Böcker Maschinenwerke	<a href="http://www.boecker-group.com">www.boecker-group.com</a>
Galizia	<a href="http://www.galiziagrupo.com">www.galiziagrupo.com</a>
Grove	<a href="http://www.grovetworldwide.com">www.grovetworldwide.com</a>
Jekko	<a href="http://www.jekko.it">www.jekko.it</a>
JMG	<a href="http://www.jmgcranes.com">www.jmgcranes.com</a>
Kobelco	<a href="http://www.kobelco-cranes.com">www.kobelco-cranes.com</a>
Liebherr	<a href="http://www.liebherr.com">www.liebherr.com</a>
Linden Comansa	<a href="http://www.comansa.com">www.comansa.com</a>
Maeda	<a href="http://www.maedaminicranes.co.uk">www.maedaminicranes.co.uk</a>
Manitowoc	<a href="http://www.manitowoccranes.com">www.manitowoccranes.com</a>

Mantis Cranes	<a href="http://www.mantiscranes.ie">www.mantiscranes.ie</a>
Ormig	<a href="http://www.ormig.co.uk">www.ormig.co.uk</a>
Potain	<a href="http://www.manitowoccranes.com">www.manitowoccranes.com</a>
Sany	<a href="http://www.sany.com.cn">www.sany.com.cn</a>
Sennebogen	<a href="http://www.sennebogen.com">www.sennebogen.com</a>
Spierings	<a href="http://www.spieringskranen.nl">www.spieringskranen.nl</a>
Tadano Faun	<a href="http://www.tadanofaun.de">www.tadanofaun.de</a>
Terex-Demag	<a href="http://www.terex-cranes.com">www.terex-cranes.com</a>
Unic Cranes	<a href="http://www.unic-cranes.co.uk">www.unic-cranes.co.uk</a>
Valla	<a href="http://www.valla-cranes.co.uk">www.valla-cranes.co.uk</a>
Wolffkran	<a href="http://www.wolffkran.de">www.wolffkran.de</a>
Zoomlion	<a href="http://www.zoomlioncranes.co.uk">www.zoomlioncranes.co.uk</a>

#### Lorry/Truck Loader Cranes

Atlas Cranes UK	<a href="http://www.atlasgmbh.com">www.atlasgmbh.com</a>
Effer	<a href="http://www.effer.it">www.effer.it</a>
Hiab	<a href="http://www.hiab.com">www.hiab.com</a>
Palfinger	<a href="http://www.palfinger.com">www.palfinger.com</a>
PM Cranes	<a href="http://www.pm-group.eu">www.pm-group.eu</a>

#### New & Used Cranes

AGD Equipment	<a href="http://www.agd-equipment.co.uk">www.agd-equipment.co.uk</a>
Cranes UK	<a href="http://www.cranesuk.net">www.cranesuk.net</a>
Crowland Cranes	<a href="http://www.crowlandcranes.co.uk">www.crowlandcranes.co.uk</a>
E.H Hassells	<a href="http://www.hassells.com">www.hassells.com</a>
Electrogen Int	<a href="http://www.electrogen.ie">www.electrogen.ie</a>
IMC Cranes	<a href="http://www.imc-cranes.com">www.imc-cranes.com</a>
Jones-Iron Fairy	<a href="http://www.jonesironfairy.co.uk">www.jonesironfairy.co.uk</a>
Kobelco	<a href="http://www.kobelco-cranes.com">www.kobelco-cranes.com</a>
Leader	<a href="http://www.leader-piatt.it">www.leader-piatt.it</a>
Maeda	<a href="http://www.maedaminicranes.co.uk">www.maedaminicranes.co.uk</a>
Mantis Cranes	<a href="http://www.mantiscranes.ie">www.mantiscranes.ie</a>
M. Stemick	<a href="http://www.stemick-krane.de">www.stemick-krane.de</a>
P.V. Adrighem BV	<a href="http://www.adrighem.com">www.adrighem.com</a>
Rivertek Services	<a href="http://www.rivertekservices.com">www.rivertekservices.com</a>
Terex Demag	<a href="http://www.terex-cranes.com">www.terex-cranes.com</a>
Hird	<a href="http://www.hird.co.uk">www.hird.co.uk</a>

#### Heavy Lifting Equipment

Lifting Gear UK	<a href="http://www.lifting-equipment.co.uk">www.lifting-equipment.co.uk</a>
-----------------	--

#### Crane Hire

AB2000	<a href="http://www.ab2000.co.uk">www.ab2000.co.uk</a>
Ainscough	<a href="http://www.ainscough.co.uk">www.ainscough.co.uk</a>
Berry Cranes	<a href="http://www.berrycranes.co.uk">www.berrycranes.co.uk</a>
Bob Francis Crane Hire	<a href="http://www.bobfranciscranehire.co.uk">www.bobfranciscranehire.co.uk</a>
City Lifting	<a href="http://www.cityliftng.co.uk">www.cityliftng.co.uk</a>
Emerson Cranes	<a href="http://www.emersoncranes.co.uk">www.emersoncranes.co.uk</a>
John Sutch Cranes	<a href="http://www.johnsutchcranes.co.uk">www.johnsutchcranes.co.uk</a>
King Lifting	<a href="http://www.kinglifting.co.uk">www.kinglifting.co.uk</a>
Ladybird tower crane hire	<a href="http://www.ladybirdcranehire.co.uk">www.ladybirdcranehire.co.uk</a>
Mantis Cranes	<a href="http://www.mantiscranes.ie">www.mantiscranes.ie</a>
McNally crane hire	<a href="http://www.cranehire-ireland.com">www.cranehire-ireland.com</a>
Port Services	<a href="http://www.portservices.co.uk">www.portservices.co.uk</a>
Heavy Crane division	

#### Mini Crane Hire

A Mini Crane Hire Company	<a href="http://www.aminicranehire.co.uk">www.aminicranehire.co.uk</a>
Easi Up Lifts	<a href="http://www.easiuplifts.com">www.easiuplifts.com</a>
Easy Reach Scotland	<a href="http://www.easyreachscotland.co.uk">www.easyreachscotland.co.uk</a>
Emerson Cranes	<a href="http://www.emersoncranes.co.uk">www.emersoncranes.co.uk</a>
GGR	<a href="http://www.unic-cranes.co.uk">www.unic-cranes.co.uk</a>
Hire Maeda	<a href="http://www.maedaminicranes.co.uk">www.maedaminicranes.co.uk</a>
JT Mini Crane Hire	<a href="http://www.jtminicranes.co.uk">www.jtminicranes.co.uk</a>
Hird	<a href="http://www.hird.co.uk">www.hird.co.uk</a>
Tracked Access	<a href="http://www.trackedaccess.com">www.trackedaccess.com</a>

#### Self Erecting Tower Cranes

City Lifting	<a href="http://www.cityliftng.co.uk">www.cityliftng.co.uk</a>
Electrogen Int	<a href="http://www.electrogen.ie">www.electrogen.ie</a>
John Sutch Cranes	<a href="http://www.johnsutchcranes.co.uk">www.johnsutchcranes.co.uk</a>
King Lifting	<a href="http://www.kinglifting.co.uk">www.kinglifting.co.uk</a>
Ladybird tower	<a href="http://www.ladybirdcranehire.co.uk">www.ladybirdcranehire.co.uk</a>

crane hire	
London Tower Cranes	<a href="http://www.londontowercranes.co.uk">www.londontowercranes.co.uk</a>
Mantis Cranes	<a href="http://www.mantiscranes.ie">www.mantiscranes.ie</a>

#### Tower Cranes

Electrogen Int	<a href="http://www.electrogen.ie">www.electrogen.ie</a>
----------------	--

#### Heavy Lift Management

DWLS	<a href="http://www.dwls.co.uk">www.dwls.co.uk</a>
------	--

#### Heavy Lift Planning & Risk Analysis

DWLS	<a href="http://www.dwls.com">www.dwls.com</a>
HLI Consulting	<a href="http://www.hliconsulting.com">www.hliconsulting.com</a>

#### Ancillary Equipment

TMC lifting supplies	<a href="http://www.tmc-lifting.com">www.tmc-lifting.com</a>
----------------------	--

#### Auction Houses

Ritchie Brothers	<a href="http://www.rbaction.com">www.rbaction.com</a>
------------------	--

#### Battery Manufacturers

Shield Batteries	<a href="http://www.shieldbatteries.co.uk">www.shieldbatteries.co.uk</a>
Trojan Battery	<a href="http://www.trojanbattery.com">www.trojanbattery.com</a>
UK Batteries	<a href="http://www.ukbatteries.co.uk">www.ukbatteries.co.uk</a>

#### Control Systems

MOBA Automation	<a href="http://www.moba.de">www.moba.de</a>
Intercontrol	<a href="http://www.intercontrol.de">www.intercontrol.de</a>

#### Generator Sales & Rental

Electrogen Int	<a href="http://www.electrogen.ie">www.electrogen.ie</a>
----------------	--

#### Insurance

First Insurance Solutions	<a href="http://www.firstins.co.uk">www.firstins.co.uk</a>
Specialist Insurance	<a href="http://www.cover1.com">www.cover1.com</a>

#### Online Technical Help

Crane Tools	<a href="http://www.cranetools.com">www.cranetools.com</a>
-------------	--

#### Outrigger Pads, Mats & Roadways

Alimats	<a href="http://www.craneriggermats.co.uk">www.craneriggermats.co.uk</a>
Eco power pads	<a href="http://www.outriggerpads.co.uk">www.outriggerpads.co.uk</a>
Grassform Plant Hire	<a href="http://www.grassform.co.uk">www.grassform.co.uk</a>
GreenTek	<a href="http://www.greensward.co.uk">www.greensward.co.uk</a>
GTP Europe	<a href="http://www.gtp-europe.com">www.gtp-europe.com</a>
Marwood	<a href="http://www.marwoodgroup.co.uk">www.marwoodgroup.co.uk</a>
Mat & Timber Services	<a href="http://www.sarumhardwood.co.uk">www.sarumhardwood.co.uk</a>
Nylacast	<a href="http://www.nylacast.com">www.nylacast.com</a>
Timbermat	<a href="http://www.timbermat.co.uk">www.timbermat.co.uk</a>
TMC lifting supplies	<a href="http://www.tmc-lifting.com">www.tmc-lifting.com</a>
Universal Crane Mats	<a href="http://www.universal-crane-mats.com">www.universal-crane-mats.com</a>

#### Parts & Service Suppliers

Aerial & Handling Services	<a href="http://www.aerialandhandlingservices.com">www.aerialandhandlingservices.com</a>
Alfa Access Services	<a href="http://www.alfa-access-services.com">www.alfa-access-services.com</a>
Caunton - Access	<a href="http://www.caunton-access.com">www.caunton-access.com</a>
Crowland Cranes	<a href="http://www.crowlandcranes.co.uk">www.crowlandcranes.co.uk</a>
C-Tech Industries	<a href="http://www.ctech-ind.com">www.ctech-ind.com</a>
Davis Access Platforms	<a href="http://www.davisaccess.co.uk">www.davisaccess.co.uk</a>
Electrogen Int	<a href="http://www.electrogen.ie">www.electrogen.ie</a>
IAPS	<a href="http://www.iapsgroup.com">www.iapsgroup.com</a>
JLG	<a href="http://www.jlgeurope.com">www.jlgeurope.com</a>
TVH - Group Thermote & Vanhalst	<a href="http://www.tvh.be">www.tvh.be</a>
Unified Parts	<a href="http://www.unifiedparts.com">www.unifiedparts.com</a>

#### Innovations

Aerial & Handling Services Ltd	<a href="http://www.aerialandhandlingservices.com">www.aerialandhandlingservices.com</a>
--------------------------------	--

#### Recruitment

Vertikal.Net	<a href="http://www.vertikal.net/en/recruitment">www.vertikal.net/en/recruitment</a>
--------------	--

#### Rental Management Software

Higher Concept Software	<a href="http://www.higherconcept.co.uk">www.higherconcept.co.uk</a>
Inspire	<a href="http://www.inspire.com">www.inspire.com</a>
MCS Rental Software	<a href="http://www.mcs.co.uk">www.mcs.co.uk</a>

#### Replacement Filters

Plant Filters	<a href="http://www.plantfilters.co.uk">www.plantfilters.co.uk</a>
---------------	--

#### Safety Equipment

AGS	<a href="http://www.ags-btp.fr">www.ags-btp.fr</a>
Airtek equipment	<a href="http://www.airteksafety.com">www.airteksafety.com</a>
Load Systems UK Ltd	<a href="http://www.loadsystems.com">www.loadsystems.com</a>
Marwood	<a href="http://www.marwoodgroup.co.uk">www.marwoodgroup.co.uk</a>

SMIE	<a href="http://www.smie.com">www.smie.com</a>
------	--

#### Software

Higher Concept	<a href="http://www.higherconcept.co.uk">www.higherconcept.co.uk</a>
inspHire	<a href="http://www.inspire.com">www.inspire.com</a>
Matusch GmbH	<a href="http://www.matusch.de">www.matusch.de</a>
MCS Rental Software	<a href="http://www.mcs.co.uk">www.mcs.co.uk</a>

#### Structural Repairs

Avezaat Cranes	<a href="http://www.avezaat.com">www.avezaat.com</a>
Crowland Cranes	<a href="http://www.crowlandcranes.co.uk">www.crowlandcranes.co.uk</a>
John Taylor Crane Services	<a href="http://www.jtcranes.co.uk">www.jtcranes.co.uk</a>

#### Training Associations & Networks

ALLMI	<a href="http://www.allmi.com">www.allmi.com</a>
AWPT	<a href="http://www.awpt.org">www.awpt.org</a>
IPAF	<a href="http://www.ipaf.org">www.ipaf.org</a>
NASC	<a href="http://www.nasc.org.uk">www.nasc.org.uk</a>
Pasma	<a href="http://www.pasma.co.uk">www.pasma.co.uk</a>

#### Training Centres & Trainers

Access Platforms Direct	<a href="http://www.accessplatformsdirect.co.uk">www.accessplatformsdirect.co.uk</a>
IAPS	<a href="http://www.iapsgroup.co.uk">www.iapsgroup.co.uk</a>
Active Safety	<a href="http://www.activerentals.co.uk">www.activerentals.co.uk</a>
Advanced Access Platforms	<a href="http://www.accessplatformsuk.com">www.accessplatformsuk.com</a>
AFI	<a href="http://www.afi-uplift.co.uk">www.afi-uplift.co.uk</a>
Ainscough	<a href="http://www.ainscoughtraining.co.uk">www.ainscoughtraining.co.uk</a>
AJ Access	<a href="http://www.accessplatforms.com">www.accessplatforms.com</a>
APL	<a href="http://www.apl-aerialplatforms.co.uk">www.apl-aerialplatforms.co.uk</a>
Approved Safety Training -Ca	<a href="http://www.approvedsafetytraining.com">www.approvedsafetytraining.com</a>
Astra Access	<a href="http://www.astratraining.co.uk">www.astratraining.co.uk</a>

#### Safety Training

Atlas Cranes UK	<a href="http://www.atlasgmbh.com">www.atlasgmbh.com</a>
Avon Crane	<a href="http://www.avoncrane.co.uk">www.avoncrane.co.uk</a>
Brogan Group	<a href="http://www.brogangroup.com">www.brogangroup.com</a>
Davis Access	<a href="http://www.davisaccess.co.uk">www.davisaccess.co.uk</a>
Easi-UpLifts	<a href="http://www.easiuplifts.com">www.easiuplifts.com</a>
Emerson	<a href="http://www.emersontrainingservices.co.uk">www.emersontrainingservices.co.uk</a>

#### Training Services

Facelift	<a href="http://www.facelift.co.uk">www.facelift.co.uk</a>
HCS	<a href="http://www.hydrauliccraneservices.co.uk">www.hydrauliccraneservices.co.uk</a>
Hewden Training	<a href="http://www.hewden.co.uk/training">www.hewden.co.uk/training</a>
Hi-Reach	<a href="http://www.hi-reach.co.uk">www.hi-reach.co.uk</a>
Hiab	<a href="http://www.hiab.com">www.hiab.com</a>
Horizon Platforms	<a href="http://www.ipaftrainingcourses.co.uk">www.ipaftrainingcourses.co.uk</a>
IS Training	<a href="http://www.istraining.co.uk">www.istraining.co.uk</a>
JLG Training	<a href="http://www.jlgeurope.com">www.jlgeurope.com</a>
L&B Transport	<a href="http://www.lbtransport.co.uk">www.lbtransport.co.uk</a>
Liebherr Training (UK)	<a href="http://www.liebherr.co.uk">www.liebherr.co.uk</a>
Lifting Equipment Training	<a href="http://www.letitd.co.uk">www.letitd.co.uk</a>
Loxam	<a href="http://www.loxam-access.co.uk">www.loxam-access.co.uk</a>
Lyte	<a href="http://www.lyteladders.co.uk">www.lyteladders.co.uk</a>
Mentor Training	<a href="http://www.mentortraining.co.uk">www.mentortraining.co.uk</a>
Mr Plant Hire	<a href="http://www.mrplantire.co.uk">www.mrplantire.co.uk</a>
Nationwide	<a href="http://www.nationwideplatforms.co.uk">www.nationwideplatforms.co.uk</a>
Platforms	
Norfolk Training Services	<a href="http://www.norfolktraining.co.uk">www.norfolktraining.co.uk</a>
Rapid Platforms	<a href="http://www.rapidplatforms.co.uk">www.rapidplatforms.co.uk</a>
Southern Crane & Access	<a href="http://www.southerncranes.co.uk">www.southerncranes.co.uk</a>
TH White	<a href="http://www.thwhite.co.uk">www.thwhite.co.uk</a>
Terex Atlas (UK) Ltd.	<a href="http://www.atlascranes.co.uk">www.atlascranes.co.uk</a>

#### Wire Rope & Cable

Teufelberger Seil	<a href="http://www.teufelberger.com">www.teufelberger.com</a>
TMC Lifting	<a href="http://www.tmc-lifting.com">www.tmc-lifting.com</a>
Casar	<a href="http://www.casar.de">www.casar.de</a>

#### Winches & Hoists

Rotzler	<a href="http://www.rotzler.com">www.rotzler.com</a>
---------	--

#### Tyre suppliers

Mitas Tyres	<a href="http://www.mitas-tyres.com">www.mitas-tyres.com</a>
OTR Wheel Engineering - OTR Europe	<a href="http://www.otrwheel.com">www.otrwheel.com</a>

To arrange your listing in the ACCESS and LIFTING EQUIPMENT DIRECTORY: Tel: 08448 155900 Fax: 01295 768223 Email: [info@vertikal.net](mailto:info@vertikal.net)

**An entry in our online directory with hot-link to your website and publication here costs just £175/€280 for a whole year**

## DAVID HOPKINSON LTD



**Yorkshire Based**

- Access Platform Hire
- Cherry Pickers & Scissor Lifts
  - Competitive rates
  - Friendly & reliable service
- Family run business, established over 50 years

Transport to anywhere in the UK and all UK Ports

**www.hopkinsonplant.com**  
 Tel: 01977 621383 Email: dh@hopplant.demon.co.uk

## POTAIN Electrogen

by Manitowoc

**Electrogen provides:**  
 Sales, Service, Parts for Tower Cranes, Self Erectors and all Potain Products throughout Ireland.

**Potain Agent in Ireland**

<ul style="list-style-type: none"> <li>• Sales</li> <li>• New &amp; Second hand</li> <li>• Service</li> <li>• Inspection</li> </ul>	<ul style="list-style-type: none"> <li>• Fault Finding</li> <li>• Erection &amp; Dismantling</li> <li>• Repair</li> <li>• Genuine Parts</li> </ul>
---	--



Electrogen

Tel: +353 (1) 825 1644

Electrogen International Ltd.  
 Rathregan Batterstown, Dunboyne, Co.Meath.  
[info@electrogen.ie](mailto:info@electrogen.ie) [www.electrogen.ie](http://www.electrogen.ie)

# CRANES UK LTD

SOLE U.K. DISTRIBUTOR FOR **TADANO FAUN** MOBILE CRANES



### 2008 Tadano GR-700EX -

- YOM 2008 - Hours Approx. 2,300
- Available from UK stock with New Lower Price
- Sold with UK warranty
- 70t Rough Terrain, 44m Boom + 17.6m Fly
- Fully Serviced and Tested





### 2010 Broderson IC-200-3G

- YOM 2010 - Hours Approx. 237
- Sold from stock with UK warranty
- 13.6t Pick and Carry with 7.7t carry deck
- 15.2m Boom
- Fully Serviced and Tested

Paul Goodall - 07764 880611 • Andrew Plant - 07736 631377

Check out all our other stock cranes at: [www.cranesuk.net](http://www.cranesuk.net)

# ECO LIFT outrigger pads

- Manufactured in Germany to the highest standards from regenerated polyethylene
- Safe and easy to handle will not splinter
- No water absorption
- High resistance to impact and vertical pressures
- Under normal working conditions unbreakable
- Inbuilt memory, adapting to working surface
- Custom sizes available
- Supporting - mobile cranes, self erecting tower cranes, loader cranes, aerial work platforms, concrete pumps, tele handlers
- Load bearing capacities from 5 to 300 tonnes
- Lifetime warranty against breakage

The UK's Leading Supplier



Bill Green @ PLC Sales

Tel: +44 (0) 1449 674 154 Mob: +44 (0) 7885 020 582

Fax: +44 (0) 1449 674 173

Email: sales@outriggerpads.co.uk Web: www.outriggerpads.co.uk



PLANT & CRANE HIRE

- MOBILE CRANES 35-120 TONS
- IRON FAIRY & CITY CRANE
- CPA & CONTRACT LIFT SERVICE
- RIGGERS, SLINGERS - APPOINTED PERSONS
- TEST WEIGHT HIRE
- MACHINERY MOVEMENT SERVICE
- HIAB & LOW LOADER TRANSPORT
- FULL PLANT HIRE SERVICE AVAILABLE
- ALL OPERATORS FULLY CPCS CERTIFIED
- CALL FOR A FREE SITE VISIT AND QUOTATION



Main Office t: +44 (0) 141 646 1212 e: einfo@ab2000.co.uk

[www.ab2000.co.uk](http://www.ab2000.co.uk)



THE ECO-FRIENDLY SOLUTION

## GANTICHARGER

### The revolutionary new charger

The **GantiCharger** is made to revive, charge, check and maintain batteries.

- **GantiCharger** is designed to reduce the frequency and cost associated with battery replacement.
- **GantiCharger** is made to both save energy and significantly prolong battery life with reduced maintenance cost.
- **GantiCharger** prevents overheating the common cause of battery damage.



For UK sales: 07807 348584  
For Dealer enquiries: +47 93405970  
[www.ganticharger.com](http://www.ganticharger.com)

# TVH

## Get set for winter! Contact us now!



**TOTAL SOURCE**

TVH UK LTD

Unit 17 • Paragon Way • Exhall • GB-CV7 9QS Coventry  
T +44 2476 585 000 • F +44 2476 585 001  
sales@tvh-uk.co.uk • [www.tvh-uk.co.uk](http://www.tvh-uk.co.uk)



V14046 - Haulotte Optimum 8 - 2005  
Electric - 7.76 Mtr. - 396 Hrs.  
€ 3.500



V14669 - Genie GS2046 - 2001  
Electric - 6.10 Mtr. - 823 Hrs.  
€ 2.950



V14746 - JLG 2646ES - 2006  
Electric - 9.80 Mtr. - 354 Hrs.  
€ 6.500



V14663 - Genie GS2646 - 2001  
Electric - 9.92 Mtr. - 679 Hrs.  
€ 3.500



V14755 - JLG 3246ES - 2007  
Electric - 11.60 Mtr. - 366 Hrs.  
€ 7.750



V14510 - Haulotte H12SX - 2006  
Diesel 4x4 - 12 Mtr. - 861 Hrs.  
€ 9.500



V14622 - JLG 33RTS - 2000  
Diesel 4x4 - 12.06 Mtr. - 3247 Hrs.  
€ 5.000



V14583 - JLG 3394RT - 2005  
Diesel 4x4 - 12.06 Mtr. - 2151 Hrs.  
€ 11.500



V14752 - JLG 4394RT - 2005  
Diesel 4x4 - 15.11 Mtr. - 2388 Hrs.  
€ 14.500



V14756 - Genie GS5390RT - 2007  
Diesel 4x4 - 18.15 Mtr. - 350 Hrs.  
€ 22.500



V14441 - Upright TM12 - 2005  
Electric - 5.70 Mtr. - 7 Hrs.  
€ 2.950



V13732 - Haulotte Star 6 - 2007  
Electric - 6 Mtr. - 180 Hrs.  
€ 2.500



V13606 - Grove Toucan 860 - 2000  
Electric - 8.80 Mtr. - 422 Hrs.  
€ 3.750



V11311 - Genie Z30/20N - 2006  
Electric - 11.10 Mtr. - 386 Hrs.  
€ 16.000 - NEW WHEELS & BATTERIES!



V14614 - Genie Z34/22Bi - 1999  
Bi-energy - 12.52 Mtr. - 1631 Hrs.  
€ 6.750



V14693 - Genie Z34/22RT - 2001  
Diesel 4x4 - 12.62 Mtr. - 4064 Hrs.  
€ 6.750



V14671 - Genie Z45/25RT - 2002  
Diesel 4x4 - 15.90 Mtr. - 3549 Hrs.  
€ 10.500



V14346 - JLG 450AJ - 2007  
Diesel 4x4 - 15.72 Mtr. - 1362 Hrs.  
€ 23.500



V14393 - JLG 510AJ - 2006  
Diesel 4x4 - 17.81 Mtr. - 2543 Hrs.  
€ 23.500



V14562 - Genie Z135/70RT - 2009  
Diesel 4x4x4 - 43.15 Mtr. - 1541 Hrs.  
€ 120.000



V14750 - Genie S45 - 2001  
Diesel 4x4 - 15.70 Mtr. - 2530 Hrs.  
€ 10.500



V14619 - Genie S65 - 2000  
Diesel 4x4 - 21.80 Mtr. - 4420 Hrs.  
€ 17.500



V14617 - JLG 860SJ - 2007  
Diesel 4x4 - 28.21 Mtr. - 3224 Hrs.  
€ 52.500



V14582 - Genie S125 - 2001  
Diesel 4x4x4 - 40.10 Mtr. - 5169 Hrs.  
€ 42.500



V14023 - Genie GTH3512 - 2008  
Diesel 4x4x4 - 12.12 Mtr. - 1164 Hrs.  
€ 27.500

# Machinery For Sale



## Battery Scissors 7.6m - 19.8m

Genie GS-1932	7.8m	2005/6/7/8
Genie GS-2032	8.1m	2005/6
Genie GS-2632	9.9m	2005/6/7/8
Genie GS-2646	9.9m	2004/5/6/7/8
Genie GS-3232	11.7m	2007/11
Genie GS-3246	11.7m	2004/5/6/7/8
Liftlux SL 153-12	17.3m	2001
Liftlux SL 180-12	19.8m	2008
JLG 1930ES	7.7m	2007
JLG 3246ES	11.6m	2007
JLG M4069	14.1m	2008
Skyjack SJ-4632	11.8m	2005
Skyjack SJ-4626	9.9m	2007

## Diesel Scissors 11.5m - 26m

Skyjack SJ-6832	11.5m	2007/8
Genie GS-3384 RT	12.0m	2005/6/7
Skyjack SJ-7135	12.5m	2007/8
Skyjack SJ-9250	17.1m	2007
Genie GS-5390 RT	18.1m	2005/6/7/8
Liftlux 210-25	23.5m	2006
Liftlux 245-25	26m	2007/8/9

## Electric Booms 9.4m - 13.5m

Genie Z-30/20N RJ	11.1m	2006/7/8
Genie Z-34/22N	12.5m	2005/6
Upright AB38	13.5m	2004/5/7/8

## Diesel Booms 16m - 20.4m

Genie Z-45/25J BI	16m	2005/6
Genie Z-45/25J RT	16m	2006/7/8
Genie S-45	15.7m	2005/6/7
Genie Z-51/30J RT	17.6m	2007
Genie Z-60/34	20.4m	2003/4/5/6/7
JLG 460 SJ	16m	2007

## Diesel Booms 21.8m - 43.1m

Genie S-65	21.8m	2005/6/7/8
Genie Z-80/60	26.4m	2005/6/7/8
Genie S-85	27.9m	2005/6/7/8
Genie S-125	40.1m	2007/8
Genie Z-135/70	43.1m	2007/8
JLG 660 SJ	21.9m	2008
JLG 800 AJ	26.2m	2008
JLG 860 SJ	28.1m	2008
JLG 1250 AJ	40m	2008
JLG 1350 SJ	42.9m	2008

## Specialised 12.2m - 42m

JLG Toucan 861	8.7m	2008
JLG Toucan 1010	10.10m	2007/8
Nifty TD 120 TN	12.2m	2007
CTE Traccess 135	13m	2010
CTE Traccess 170	17m	2010
Scanlift SL 185	18.5m	2000
Scanlift SL 190	18.4m	2001
Omme 2200 RBD	21.8m	2006/7/8
Denka Lift DL-22N	22.0m	2008
Aichi SP21A-J	23m	2005
Omme 3000 RBD	29.7m	2006/7
Spider FS 420C	42m	2008
Spider FS 520C	52m	2012

## Telescopic Forklifts 4m - 21m

Manitou SLT 415	4m/1.5 tonne	2004/5/7
Manitou BT 420	4m/2 tonne	2007
Manitou MLT 523T	5m/2.3 tonne	2006/7/8
Manitou MT 932	9m/3.2m tonne	2008
Manitou MT 1030	10m/3 tonne	2006/8
Manitou MT 1435	14m/3 tonne	2006/7
Manitou MLT 1740	17m/4 tonne	2005/6/7
Manitou MT 1840	18m/4 tonne	2008
Manitou MRT 2150	21m/5 tonne	2006/7
Manitou MRT 2540	25m/4 tonne	2006/7/8
Manitou MRT 3050	30m/5 tonne	2008

## Mini Crane 2 - 5 tonne

Valla 35E	6.5m/3.5tonne	2003
Maeda MC285 CRM E	8.7m/2.82 tonne	2006/7
Maeda MC305 CRM E	12.1m/2.9 tonne	2006/7
Maeda MC405 CRM E	16.8m/3.8 tonne	2007/9
Maeda LC785	16.3m/4.9 tonne	2007/9

- 30 years experience in the access industry
- Machines sold direct from our rental fleet
- All machines CE marked
- Over 2,500 machines for sale

**Patrick McArdle** Mob: +353(0) 87 7975919

Ashbourne Business Centre, Ballybin Road,  
Ashbourne, Co. Meath, Ireland.

Tel: +353 (0)1 835 2835 Fax: +353 (0)1 835 2781



## Easi UpLifts

[www.easiuplifts.com](http://www.easiuplifts.com)

Email: [patrick.mcardle@heightforhire.ie](mailto:patrick.mcardle@heightforhire.ie)

# DELIVERING SUCCESS

CRANES



**EXPERIENCE** **SPEED** **RESULTS**



Contact us  
to learn how we  
can work for you.

[www.terex.com/cranes](http://www.terex.com/cranes)

**DELIVERING SUCCESS** is what drives us. We are a global manufacturer with strong local roots and a broad product offering that reflects over a century of **EXPERIENCE**. We are committed to **SPEED**, aiming for the highest level of responsiveness in everything we do. We focus on getting the job done, ensuring maximum uptime and the highest return on investment. Because our customers' **RESULTS** are what really matter.



**TEREX**<sup>®</sup>

**WORKS FOR YOU.**<sup>™</sup>