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# Letters



Star 6

### The Haulotte Star 6

In the 'Low level access' article in the July issue of Cranes & Access we made an error regarding the overall width of the Star 6 mast type lift. We listed it as being 890mm wide, while it is in fact 790mm - making it much easier to go through standard single doorways.

### Electric powered loader cranes

Dear Sir,

We work with Hiab Cranes, Question I am after an answer for is :- Due to the Zero emissions will there in the near future be an electric operational Hiab (type) crane up to three tonnes?

Cheers

**Jason Webb**

Street Lighting Operation Supervisor



Hiab's new e-PTO loader crane

*We responded briefly stating: "Yes Hiab has built and exhibited a prototype, the ePTO but not sure if and when production is due to begin. There have also been a number of specials made with hybrid power packs, where a lithium - or regular - battery pack on the deck powers the crane and can be recharged when travelling or plugged it when back at base. They can also be operated by the standard PTO if all else fails. This type of power unit is becoming increasingly popular in the US utility market for Bucket trucks."*

### Where do I find a Giraf

Good afternoon,

We are an electric DNO based in southeast England, and are interested in the Giraf Track crawler mounted boom lift that we spotted on your website, for our works replacing electricity poles, are you able to assist with us in finding a supplier for this machine? Particularly with any information in hiring this machine?

Regards

**CM** (Full name withheld, and details edited out as we were unable to reach the writer for permission to use his name prior to publication)

*We provided the reader with information that Giraf Track was no longer produced but did put him in contact with a couple of companies that represented Giraf Track or had purchased one and suggested a few alternative machines that might do the job, putting him in touch with those who had such machines.*

### Annual Source Guide

Dear Sir,

I have not seen this feature in Cranes & Access before and wished that I had known about it sooner, it could be very helpful in my work and I will now keep this by my desk. It is a good thing to have and I hope that you will continue to update it every year Thank you.

**Damien Schmitt**



*We have been publishing the UK /Ireland dealer guide for more than 18 years now, but this year added 'Source Guide' given the fact that this is what we discovered most of our readers used it for, we are looking to improve it again next year so any feedback would be much appreciated.*

### Martin Haak 1943 - 2019

Holland Lift founder and innovative engineer Martin Haak passed away in late July. Haak, a highly talented consulting engineer, established Holland Lift at the end of 1983 to design and build large, heavy duty self-propelled scissor lifts, producing the first units in 1984. His first customer was Hooghovens steel works, which ordered several units of his first production model the 41ft 125EV.



Martin Haak

After going through some tough financial difficulties in the recession of the early 1990s, Haak sold the business to Germany's MBB in 1993, which also owned German company AZ. The business was acquired by Terex in 1998, starting a period which did not go well, given the Terex 'Pile 'em high sell 'em cheap' policy of the time was totally at odds with the high value high quality niche market that Holland Lift relied upon. In 2002 when Terex decided that the access market was not to its liking the company was acquired by Roger Tracey and Stoneham Equipment. With the change to an owner more tuned into his beliefs and the company's strengths, Haak began to get involved with the company again, albeit in a minor way.

A talented musician, he was one of the unsung heroes of the European access industry, a quiet man who might well have contributed a good deal more had his timing and circumstances been different. His company lives on and prospers, however.

### JCB unveils 360 degree telehandler

Nice machine with great features...HOWEVER it will require trained operators that understand the principles of crane operation. Otherwise there will many incidents.

**Robert Page**

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**Franco Fassi 1930-2019**

**Franco Fassi, founder of the loader crane company that bears his name, sadly passed away on the evening of August 19th from a 'fatal illness' while on vacation with his family in Pinzola, in the Trentino mountains. He was 89. Until the August vacation period began, he was still active and working, walking through the Fassi production halls whenever he visited the factory.**

Franco Fassi



The Fassi family originally operated a trading and transport business from the 1920s or possibly earlier? Franco's father Giacomo officially registered the company in 1946, to sell timber, coal and later building materials while providing the relevant delivery transport.

Franco joined the family firm - now Fassi Giacomo e figlio, (Giacomo Fassi and Son) at a young age and became passionate about the trucks the company ran and in particular their engines which he helped maintain, while also helping to modify the vehicles to make them more efficient for the delivery of their products. As the company's expertise in this area grew, it began a side line installing and then manufacturing truck bodies such as tipper beds and ramps etc.. During this time he attended training courses in nearby Milan to learn more on engine technology and mechanical engineering, while keeping abreast of the increasing regulations surrounding the truck industry.

During a meeting between the trucking industry and the relevant ministry in Rome, Fassi met the Foco crane (later Hiab-Foco) importer for Italy and agreed to try and sell the cranes in his local area.

Then in the mid 1960s a major economic crisis in the Italian building industry hit the company particularly hard. The Fassi family had no option but to drastically adjust the business to reflect the situation, cutting the



1938 with (L-R) Alberto Fassi, an unnamed supplier and Giacomo Fassi



1943- Franco Fassi is the boy in shorts on the front of the truck bed

number employed from more than 100 to just a dozen of the most skilled employees.

In 1965, realising that a change was needed, he decided to build his own loader cranes and commissioned an engineer - Ermes Campanella - to design them. The first prototype apparently failed on the test bed while carrying out its first lift, requiring a redesign. The updated crane sailed through the test programme and the first unit - the three tonne M30 - was built and sold to a local company. This was the start of the new business Fassi Gru and over the next three years the company built and sold 150 cranes.

In 1968 the company exported its first crane to France, where it appointed its first overseas dealer. Representation in Spain quickly followed, kicking off a gradual international expansion. By the 1980s the company was Italy's dominant loader crane producer and began expanding its overseas distribution network more rapidly. Today it is a global business and among

the top three loader crane manufacturers worldwide.

Franco Fassi leaves behind wife Angela, along with three children, his son and Fassi Gru chief executive Giovanni, along with daughters Anna Maria and Raffaella.



1962 and Fassi had a secondary business installing truck bodies



1965 and the first Fassi crane

**James 'Jimmy' Lomma 1945 - 2019**

New York crane man James 'Jimmy' Lomma passed away at his home in Staten Island on July 14th, He was 73.

Lomma owned a number of crane companies in the New York area, including J.F. Lomma Inc., TES Inc. and New York Crane. A crane man through and through, he came to wider prominence in 2008 when two of his tower cranes collapsed in the City within a three month period, resulting in seven fatalities in the first and two in the second. The latter case led to a legal suit and a \$98 million award against him causing JF Lomma into Chapter 11 bankruptcy in 2016. In spite of the

challenges and the stress from these incidents he continued to develop the business that was his life.

He is survived by his son James B. Lomma, daughters, Jenifer Gabel, and Lauren Lomma and two grandchildren.

Aside from his crane activities he actively participated in a wide range of charitable and humanitarian efforts without seeking any public recognition. He was an accomplished pilot, owning several aircraft and took a great interest in motorcycles and 'muscle cars' and was something of a collector. Those who knew him well said he had a good heart and would always try and help out a friend if he could, he was

certainly larger than life and was a major player in the tough New York crane market.



Jimmy Lomma