

cranes & access

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November 2019 Vol.21 issue 8

Spider lifts

**Alternative
lifting &
transport**

**Technology
& remote
controls**

**Access & lifting
for arborists**

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On the cover:

Arborist Peter Berecny of Port Tree Fella rescues a koala from the forest fires in Lake Innes Nature Reserve, near Port Macquarie, NSW, Australia, using a Platform Basket 18.90 spider lift supplied by Monitor Lifts.
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C&A contents

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Technology and remote controls 43

Until recently, if you raised the subject of remote controls in relation to lifting equipment, most would be quite clear about what you meant. However, this is beginning to change as we enter the world of the 'Internet of Things' (IoT), a technological change that is quietly slipping into the control systems of cranes, aerial work platforms and telehandlers.



Jens Ennen interview 49

At the beginning of August Tadano completed its \$215 million acquisition of the Demag mobile crane business from Terex. The new subsidiary is managed by chief executive Jens Ennen, who joined Tadano earlier this year after 25 years with Grove. Cranes & Access talked to Ennen about the new company and its plans going forward.

A look at Klaas 53

Earlier this month German aluminium crane company Klaas held two open days at its headquarters in Ascheberg, Westphalia, Northwest Germany, for customers and dealers along with its 320 employees and their families. Cranes & Access editor Mark Darwin chatted with chief executive George Küter about the company and its products.



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In the next C&A

The next issue of Cranes & Access scheduled for mid January will feature Scissor lifts, Rough Terrain cranes, the C&A annual Rental rate guide, a Look back at 2019 and Transport & rigging. If you have any contributions or suggestions to make or are interested in advertising in this issue, please contact our editorial or sales teams.

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Sinoboom's new 153ft articulated boom, XCMG 88000's first overseas lift, Liebherr uprates LTM 1750-9.1, Ahern - Tanfield dispute goes legal, Manitou launch four more ANSI booms, Jekko unveils new SPX1280, Skyking closes down, Boels bids for Cramo, New IPAF CEO, New 16m telescopic Movex, Manitex splits PM and Oil&Steel, Magni appoints Kranlyft UK, Snorkel begins production of lithium Speed Levels, Manitou for Ardent, New Helix fall arrest crane, Manitou acquires UK dealer and financials round-up...

Alternative lifting and heavy transport 17

Despite the increasing capacity of All Terrain, crawler and customer-built mega lift cranes, they cannot come close to raising some of the massive loads that need to be lifted and transported. This month we take a look at some of the alternative lifting and moving solutions from around the world.



Spider lifts 27

As each year passes, the spider lift becomes a more established concept and mainstream product for working at height. For some it has become the go-to product. The past few years has seen more manufacturers expand their ranges to include larger models most recently in the 30 to 35 metre range. We review the market and latest developments.

Access and lifting for arborists 37



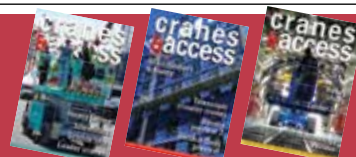
Working with trees is probably one of most dangerous occupations in the world, combining a lethal mixture of working at height, powerful cutting equipment and the unknown nature of individual trees. An increasing number of arborists are using aerial work platforms and mobile cranes to carry out tree work - we take a look as some of the reasons and some of the equipment.

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Provide the tools for the job...

It is now almost two and a half years since London's Grenfell Tower fire disaster in which 72 people died, so what has happened since?

In short - not a lot. Yes, the Phase 1 report has been completed with several recommendations - but no mention of the lack of large aerial work platforms or rescue equipment capable of saving people from a burning high rise building. There are still 267 such buildings in the UK with the defective ACM cladding, despite ministers saying that it should be

removed from social housing by the end of this year and from private housing blocks by June 2020.

Even Phase 2 of the Grenfell report - which will not be completed until 2022, five years after the disaster - will not cover the very equipment capable of rescuing stranded people on the upper floors of a tower block. A similar cladding fire at The Cube student accommodation building in Bolton earlier this month highlighted the ongoing problem and how high level rescue should now be in the public spotlight.

In another incident late last month a man trapped his leg on a ladder at the top of an 88 metre factory chimney in Carlisle in the early hours of the morning and was left hanging upside down. The emergency services attempted a helicopter rescue at first light but the strong downdrafts it created exacerbated the problem and the rescue was abandoned. Sometime later the emergency services made a public appeal over local and national radio stations for a 'crane' and then an access platform to help with the rescue.

As soon as it was notified rental company Height for Hire sent a 90 metre Bronto truck mounted lift from its Glasgow depot, which allowed the emergency services to reach the man shortly after it arrived on site late that afternoon. Sadly by then the man had died from hypothermia and cerebral swelling caused by hanging upside down for almost 15 hours.

Both this and the Grenfell incidents were avoidable tragedies. Both are examples of fire and rescue services that have not kept in touch with developments in the crane and aerial lift market or where to source them. Why is it that in other countries, such as Germany, most fire services not only operate their own cranes but can quickly call on platforms of 100 metres or more?

There was a time when every fire department in the UK subscribed to Cranes & Access magazine in order to keep abreast of the latest developments and the companies offering this type of equipment. A special free subscription was provided for the emergency services as a gesture of goodwill in the face of cutbacks, and yet, several fire services have stopped their subscriptions after the named recipients moved on, stating it was 'no longer required'. Clearly it is! It is also surprising that more fire services are not members of IPAF - after all, they work at height on a regular basis.

Perhaps in light of these incidents the emergency services will sit up and take notice. Equipment is available to buy or rent which would allow firefighters to save more lives without risking their own.

Mark Darwin

Comment and feedback is most welcome via post, email, fax or phone stating if we may publish them or not: editor@vertikal.net

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First overseas lift for XCMG 88000

Sinopec Engineering's 4,000 tonne capacity XCMG 88000 - the world's largest crawler crane - has completed its first ever lift outside of China, lifting and placing a 1,926 tonne washing tower vessel at the \$700m ethylene oxide/ethylene glycol III plant being built in Saudi Arabia by Sabic and manufacturing affiliate United for Samsung Engineering.



The vessel is the heaviest of three that the crane will lift on this project. The crane was rigged with 102 metres of dual boom, topped by a dual 27 metre jib. GHHL's 1,750 Terex Demag CC 8800 crawler crane was used to tail in the vessel with the lift taking a total of five hours. The crane - a joint development between Sinopec and XCMG - went into service in 2013 and has completed 150 heavy lifts on 11 projects across China. This 12th project is the first international job. After lifting the two 1,312 tonne reactors into place, it will move to another job in the Kingdom, followed by a series of lifts in Oman.

Ahern - Tanfield dispute goes legal

Snorkel and another Ahern company, SKL Holdings, have filed a legal suit against Tanfield, over the value of its 49 percent stake in Snorkel. Don Ahern who owns 51 percent of Snorkel, exercised the call option that was outlined in the original purchase deal with Tanfield, but with a zero value. In other words Ahern believes that Tanfield's 49 percent stake should be handed over without further payment. Tanfield values its 'investment' at £19 million.



New Movex truck mount

Spanish aerial lift manufacturer Talleres Vellila, which sells its aerial work platforms under the Movex brand, has launched a new 16.4 metre telescopic truck mounted lift, the TLR16H+H.



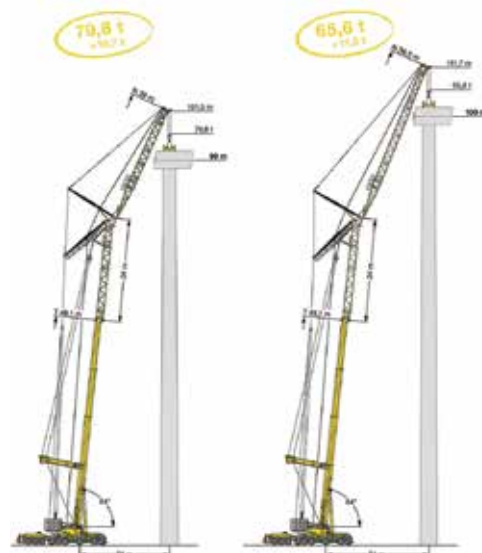
The new platform - mounted on an Iveco 3.5 tonne 35s 3750 chassis - has a three section boom and a bottom mounted fibreglass platform. The machine's maximum outreach of 10 metres is available over the side or rear with a platform capacity of 80kg. The maximum platform capacity of 230kg is available at full height or up to six metres outreach, with 200kg available at seven metres. Overall length is 7.37 metres, overall width including wing mirrors is around 2.2 metres and overall height just over three metres. The outriggers are simple inclined jacks and set up within the wing mirror width of the machine. Controls are full hydraulic.



Liebherr uprates LTM 1750-9.1

Liebherr has uprated the nominal capacity of its nine axle 750 tonne LTM 1750-9.1 to 800 tonnes, although it will retain its 1750-9.1 nomenclature. The company says that the upgrade has been made possible using refined static calculation methods which have allowed improved lifting capacities across most of the load chart. Owners of the LTM 1750-9.1 will be able to update their crane software with the new load charts.

The company is also introducing a new luffing jib configuration using existing lattice sections to provide capacity increases for wind power applications. The changes allow the crane to lift 79.8 tonnes on a 28 metre jib to a hub height of 90 metres - a 10.7 tonne improvement - or 65.6 tonnes on a 38.5 metre luffing jib at a hub height of 100 metres and a 24 metre radius, an 11.5 tonne increase on the old configuration. This can also be retrofitted to existing cranes.



It's Boels for Cramo

Dutch international rental group Boels has made a cash offer of €13.25 per share for Finnish rental group Cramo, valuing the business at around €592 million, representing a premium of 31.2 percent. The Cramo board has recommended the deal and has acceptances for at least 20 percent of the outstanding shares. It is subject to acceptance by holders of 90 percent of Cramo's shares by mid-January. The combination of the two companies will create a business with revenues of around €1.25 billion and 750 locations across 17 countries.

Boels chief executive Pierre Boels said: "Our vision is to build a European leader in the equipment rental market. We have a strong conviction in the strategic combination of Boels and Cramo and the combined company will be a leading player in Europe with a business in 17 countries, and a top three position in 12 of those. Our companies know each other well and have a good fit both strategically and culturally."





New Jekko SPX1280

Jekko has launched a new eight tonne SPX1280 telescopic spider crane with hydraulic luffing jib, which replaces the 7.5 tonne SPX1275 launched in 2014. It maintains the same boom and jib configuration with a 26.6 metre maximum tip height but has been extensively re-engineered. The 17.7 metre five section main boom has a range of jib and searcher hook options, including the 7.6 metre four section telescopic jib which luffs hydraulically from horizontal with the boom at 80 degrees, to 60 degrees above. Maximum radius is 20 metres and 360 degree slew is standard. Overall transport width is 1.45 metres with tracks extending to 2.05 metres in work mode. Overall weight is seven tonnes.

The crane has a new intelligent outrigger set-up system which monitors the position of each leg including the opening angle and extension plus the counterweight. The machine's software then calculates a load chart for the specific configuration. The crane is operated via an in-house designed radio remote controller, which is used to start, control, configure and operate the machine and attachments.

There is no fixed control station. A new electronically controlled hydraulic system is said to provide smoother, more precise operation with up to four simultaneous functions. Power comes from a Stage V/ Tier 4 Final diesel matched with a new, more efficient variable displacement pump for improved performance and fuel economy.



Skyking closes

UK-based King Vehicle Engineering has closed its Skyking aerial work platform operation and is exiting the aerial lift market. Skyking director Richard Martin and operations/service manager Dan Glaze have left the company while staff dedicated exclusively to the Skyking business have either been given notice or will transfer to other parts of the King Group.

King, acquired by the HW Martin group in 2016, is the dealer for Palfinger and Isoli truck mounted lifts. Skyking posted revenues of £2.1 million last year with a pre-tax loss of £127,600.

A statement from HW Martin group said: "The King Group of companies have taken the decision to exit the access platform industry and, as such, Skyking Limited will be pursuing a voluntary and solvent wind up of its activities. Skyking shall continue to provide a new sales, aftersales and parts service on behalf of Palfinger Germany until alternative arrangements are in place and customers should continue to use their usual Skyking contacts".



Manitou announces more ANSI booms

Manitou has launched ANSI/CSA versions of its 65, 80 and 85ft straight telescopic boom lifts for the North American market. The 65ft 220TJ and 220TJ+ become the TJ 65 and TJ 65+, while the 80ft 260TJ becomes the TJ 80+ and the 85ft 280TJ becomes the TJ 85.

The TJ 65 provides 17.63 metres of outreach and 230kg unrestricted platform capacity, while the TJ 65+ has an outreach of 17.78 metres with 408kg unrestricted platform capacity. The TJ 80+ can achieve 19.7 metres of outreach with its maximum 408kg platform capacity, while the TJ 85 has 21.45 metres of outreach with 240kg unrestricted capacity, or 19 metres with the maximum platform capacity of 350kg. The TJ 65+ and TJ 80+ models also include a larger 2.31 metre by 890mm platform. Shipments begin in 2021 when the new Candé plant is fully operational.



153ft articulated Sinoboom

As reported in the last issue, Sinoboom unveiled the 153ft GTZZ46J articulated boom lift during the International Rental Conference in Shanghai. With a claimed platform height of 46.6 metres, it is the highest reaching articulated boom lift on the market, topping the JLG 1500AJP by 400mm. Maximum outreach is 25.5 metres with a platform capacity of 275kg, while the maximum capacity of 455kg is available at up to 19.1 metres.

The new boom has a three-section telescopic riser/lower boom and a three section upper boom, topped by an articulating jib - the same general configuration as the JLG 1500AJP. Unusually it has dual lift cylinders for the upper boom. Overall weight is 26.3 tonnes, while the chassis also looks very similar to that used on Genie's large ZX and SX models and the JLG 1500AJP which was the subject of patent related issues a few years back. Overall stowed width is around 2.5 metres opening to five metres in working mode.

How do they stack up?

	Sinoboom GTZZ46J	JLG 1500AJP
Working height	48.6m	48.15m
Max outreach	25.5m with 275kg	23.55m with 270kg
Up & over reach	17m est	18.4m
Max capacity	455kg	450kg
Total Weight	26,300kg	26,027kg
Transport width	2.5m	2.5m
Working width	5.0m	5.0m
Horizontal jib rotation	Yes	Yes





The Spierings City Boy

First electric Spierings

Scottish rental company Bernard Hunter Mobile Cranes has ordered the first Spierings SK487-AT3 electric self-erecting mobile tower crane in the country.

The SK487-AT3 City Boy has a maximum capacity of seven tonnes at a radius of 11.96 metres and can handle 1,700kg at its maximum radius of 40 metres. The crane offers four tower heights - 21, 24, 27 and 30 metres - and jib luffing angles of 15, 30 and 45 degrees for a maximum lift height of 55.45 metres. It can be operated as a full battery electric machine or used as a plug-in hybrid model with a low emission Euro 6 diesel. The new crane will be delivered mid next year.



The Hiab Nugent trailer mounted crane

Hiab Nugent trailer crane

Hiab has worked with Northern Irish trailer manufacturer Nugent to develop the Hiab Nugent Crane Trailer, an electric loader crane mounted on a small trailer.



The crane is a standard 1.8 tonne/metre Hiab T-CLX 018 crane and is powered by two 12 volt deep cycle batteries, allowing it to be operated entirely independently of the towing vehicle. The trailer is a Nugent F3720H 3.5 tonne flatbed, which features Nugent's Dual Drive suspension, which is said to reduce vibration and suspension noise. The new crane is aimed at builders' merchants, farmers and landscape gardeners.

Crowland Cranes to distribute Terex RTs

Terex has appointed Crowland Cranes as distributor for its Rough Terrain crane range in the UK and Ireland. Crowland also offers Grove Rough Terrain and industrial cranes in the UK, along with Ormig pick & carry cranes and operates from a base in Peterborough with extensive workshops, an office-based technical support team, a crane test area - including rolling road brake testing rig - and a spare parts warehouse, along with 10 mobile service engineers.

Crowland has ordered a number of units for stock and will show the Terex product line at Vertical Days next year. Crowland's managing director Pete Issitt said: "We are delighted to sign this agreement with Terex, with the selection of cranes currently available from the two manufacturers we represent, Crowland Cranes can now offer a complete range of capacities to our customers in the UK. The new deal will also allow us to enter the Rough Terrain market in Ireland with Terex."



(L-R) Federica Assueri and Stephan Wijkmans of Terex, Peter Issitt and Andy Cahill of Crowland and Paolo Sanclare of Terex.

New IPAF CEO

Earlier this month The International Powered Access Federation - IPAF - confirmed Peter Douglas as its new chief executive. He joins the association from the Pullman Fleet Services division of transport and logistics group Wincanton, where he has been managing director since March.



Peter Douglas

Prior to that he spent more than 27 years with Nationwide Access/Platforms in a number of senior roles, having joined the business when it acquired Access Rentals in 1992. He was also instrumental - along with Mike Evans - in setting up the Nationwide Skylift truck mounted lift business in 1995 and was UK operations director for Nationwide Platforms until the end of last year. He has been active with IPAF for many years as a member of the Council, chairman of the UK Council and a board member from 2014 until 2018.

He was one of almost 50 applicants for the job and takes over from interim chief executive Andy Studdert at the start of December. His appointment follows the departure of Tim Whiteman in July.

90m Bronto for Israel

Bronto's Israeli distributor SIG has taken delivery of the first 90 metre Bronto Skylift S-90 HLA-X truck mounted lift to arrive in the country and the first 90 metre work platform to be based in Israel. The company celebrated the arrival of the new machine with an open day/launch evening.



The first 90m in Israel - SIG's Bronto S-90 HLA-X



Manitex splits PM and Oil&Steel

Manitex is separating the PM and Oil&Steel operations into separate businesses. It has appointed two new general manager each having full responsibility for their respective companies.

Giovanni Tacconi takes over as general manager of the PM articulated loader crane business while Fabrizio Girotti becomes general manager of the Oil&Steel aerial work platforms operation. Both report directly to Manitex chief executive Steve Filipov.



Giovanni Tacconi

Fabrizio Girotti

Magni appoints Kranlyft UK

Magni has appointed Kranlyft UK as its telehandler dealer for southern England, it follows its appointment as Magni distributor for Sweden earlier this year. Kranlyft will provide sales, parts and service across the south of England from its base in Avonmouth. The company also distributes Maeda and Klaas cranes.



Magni RTH 6.30 SH

Snorkel's lithium Speed Levels

Snorkel has started production of its new lithium battery powered Speed Levels at its UK facility. The two new models - the 26ft SL26RTE and 30ft SL30RTE - feature lithium-ion battery packs with a built in battery management system and an integrated electric powertrain developed in partnership with Hyperdrive Innovation.

Chief manufacturing officer John Gill said: "We worked closely with Hyperdrive Innovation to develop a stable and reliable electric powertrain. The design has undergone thorough testing, both in concept and in field evaluations and we are confident that they will exceed customers' expectations."



Snorkel Speed Level

Manitou for Ardent

UK telehandler rental company Ardent has placed a £13 million order for Manitou telehandlers. It includes around 120 fixed frame telehandlers including 50 MT1440 and 70 MT625. The company has also ordered a number of Manitou's 360 degree models from 21 to 32 metres, part of a plan to build a 100 unit 360 degree telehandler fleet during 2020. Ardent operates from 12 locations in the UK with a fleet of 3,700 telehandlers.



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New Helix fall arrest crane

German aerial lift manufacturer Hematec has launched the electric Helix MH 35120 mast boom fall arrest crane. The model was developed in response to a request by German engineering company Bosch, which will use it as a mobile fall arrest harness anchor point, rather than a lift crane.



The electric MH 35120 can also be operated via remote control

The overall design is based on the company's 35500 crane with an overall width of 980mm, five section mast and three section telescopic jib, providing a maximum outreach from the edge of the machine of 3.5 metres, when the jib is horizontal, and a maximum height of almost 10 metres at a radius of 1.5 metres. It is certified and tested for individuals up to 120kg on a fall arrest lanyard. The machine can be operated via remote control.



Helix MH 35120 fall arrest crane

New Spierings board

Spierings has recruited two new senior managers and formed a new management board. Gijs Delissen becomes chief operating officer while Camiel Both has been appointed chief technical officer and Cindy van Vugt chief human resources officer.

The board also includes Koos Spierings who was promoted to chief executive in May. Founder Leo Spierings remains closely involved with the company as technical advisor.



(L-R) Cindy van Vugt, Gijs Delissen, Koos Spierings and Camiel Both

JCB telehandlers for Boels

Dutch international rental company Boels Rental has placed a €29 million order with JCB which includes a significant number of telehandlers from the 2,500kg/six metre 525-60 to the 18 metre/4,000kg 540V180 models.

They will be delivered to Boels' locations in Belgium, Netherlands, Germany, Poland, Slovakia, Austria and Italy, and will be equipped with JCB's latest LiveLink telematics fleet management system. Established in 1977, Boels operates from around 400 locations across 17 European countries.



(L-R) Rene Wetzels of JCB, Guy Cremer of Boels, Yvette Henshall-Bell of JCB, John Smeets of Boels, Claudio Fiorentini of JCB, Jim Field and Volker Blome of Boels



(L-R) Steve Atkinson, Rob Dunn, Adrian Baggott, Arnold Baggott, Anne Baggott and Dale England of ABA Crane Hire.

First Liebherr MK 88 Plus for ABA

UK rental company ABA Crane Hire has taken delivery of a Liebherr MK 88 Plus mobile self-erecting tower crane.

The crane has a maximum capacity of eight tonnes at up to 12 metres radius and a height of 30 metres, while it can handle 2.2 tonnes at its maximum radius of 45 metres. The company has also ordered a five axle 110 tonne Liebherr LTM 1110-5.1 All Terrain crane with 60 metre main boom to be delivered next year.

CE certification companies merge

UK-based notified body Powered Access Certification (PAC) has merged with the UK operation of Amtri Veritas to form a new business - Kuiper Certificering which will be based in Apeldoorn, The Netherlands.

The merger - spurred on by the UK's impending departure from the European Union - will be led by Amtri Veritas managing director Eline Beun who will be joined by three PAC technical officers, Peter Reed, Darren Gibson and David Johns. After 19 years with the company, PAC technical director Tim Watson has announced his retirement following health complications, but will continue as technical consultant to the CPA.

By combining the two UK notified bodies into a Dutch operation, Kuiper says it will be able offer CE type approvals from within the EU, and all the other services that the two companies currently provide, including the ongoing holding of technical files.

PAC managing director Paul Adorian said: "We are thrilled that we have found a wonderful solution to the problems created for UK notified bodies by the decision of the UK to leave the EU. Our main concern was to find a solution that would enable the many CE certificates we have issued to clients all over the world to be replaced by ones from an ongoing EU notified body so that, as and when the UK finally leaves the EU, our clients would still be in a position to continue the supply of their products into the EU."



Kalmar Eco reachstackers

Turkish rental company Maktas Makinali Tasima has ordered six Kalmar Eco reachstackers. Launched last year, the Eco reachstacker can handle up to 45 tonnes, stack up to six containers high and up to four rows deep. All machines will be delivered early in the new year.

Maktas owner Ender Erkul said: "We have been working with Kalmar for many years and chose the Eco reachstacker for its outstanding performance with significantly lower fuel consumption."



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Manitou acquires UK dealer

Manitou has acquired a majority stake in its UK dealer, Northamptonshire-based Mawsley Machinery. The move follows the retirement of Mawsley's main shareholders Ian Wright and Jane Sheldon who took over the company in a Management Buy In during 1998.

Two current directors Keith Pearce and Sam Sanderson have also taken a minority stake in the company as well as taking over as joint managing directors. Mawsley was established in 1981 to sell Bomag compaction equipment and became a Manitou dealer in 1988. Last year it had revenues of £19.2 million and currently employs 27.



Mawsley Machinery premises in Brixworth, Northamptonshire

Armoured Grove cranes for US Army

The US Army has ordered a fleet of 53 tonne Grove GMK4060HC All Terrain cranes for use in extreme areas, in a contract worth \$28.2 million. Designed to meet the US Army's specific requirements the four axle cranes feature a 7.9 to 32.9 metre six section boom with a 3.9 metre swingaway extension and will be delivered over the next 15 months.



Grove GMK4060HC

The cranes have the ability to ford water up to 1.2 metres deep and will be painted with chemical agent resistant coatings, in order to cope with the effects of nuclear or chemical weapon fallout. They will also be equipped with fully armoured cabs and military specification lighting that allows the cranes to operate in blackout lighting conditions by using night vision technology.

AMCS for Chanel factory

AMCS Technologies has installed its DCS 61-S anti-collision system on four Potain tower cranes - an MD 285, an MD 345 and two MDT 308s all with a maximum capacity of 12 tonnes - that are working on an extension of the Chanel leather goods factory in Verneuil-en-Halatte, northern France.

The system calculates the distances between the cranes and their loads in three dimensions and merges the data with the actual real time movement speeds to maintain safe distances between each crane. When complete by the end of 2020 the plant will cover 25,000 square metres and will make 'off the shelf' bags and small leather goods.



The system is installed on 4 Potain tower cranes



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Brazilian access rental company **Mills** achieved nine month revenues of R242.7 million (\$57.8 million) an increase of 60 percent, mostly due to the acquisition of **Solaris** in May. Pre-tax losses were R14.9 million (\$2.76 million) compared last year's loss of R10.3 million (\$2.5 million). Third quarter revenues doubled to R107.3 million (\$25.6 million), while pre-tax losses increased seven fold to R11.5 million (\$2.7 million).



Wacker Neuson reported nine month revenues of €1.42 billion, up 14 percent on last year. Pre-tax profit fell 31 percent to €115.8 million due to a €54.8 million one-off real estate profit last year along with lower productivity and higher costs. Third quarter sales increased 12 percent to €467.2 million, while pre-tax profits fell eight percent to €36 million.



Tadano achieved revenues for the first half of its fiscal year of ¥100.3 billion (\$917.3 million), up 22 percent on last year. Pre-tax profits were ¥7.74 billion (\$70.8 million) almost 37 percent higher than last year. Mobile crane sales were 32.3 percent higher at ¥64.2 billion (\$587 million), Loader cranes ¥11.3 billion (\$103 million) up 17.3 percent and Aerial lifts ¥9.51 billion (\$86.9 million) just 3.3 percent higher.



Manitowoc posted nine month revenues of \$1.37 billion up three percent, pre-tax profit however jumped from just \$3.4 million last year to \$47.6 million this year. Third quarter sales were flat in dollar terms at \$448 million, while pre-tax profits leapt from \$800,000 last year to \$21.2 million this year. Order intake however has been declining this year, leaving the order book/backlog at the end of September down 33.4 percent at \$466.5 million.



Nine month revenues at Finnish rental group **Cramo** declined one percent to €455.9 million, while pre-tax profits slumped 32 percent to €38.9 million. Capital expenditure was cut 41 percent to €68.3 million. Third quarter, sales fell three percent to €154.4 million, with pre-tax profits almost 30 percent lower at €19.9 million.



Dutch international rental group **Boels** has bid €592 million to acquire the company.



US-based **H&E Equipment** saw nine month revenues climb 12 percent to \$1 billion, while pre-tax profits were 28 percent higher at \$89 million. Third quarter sales were \$353 million, up 9.6 percent, while pre-tax profits jumped 34 percent to \$38.8 million.



Genie sales for the first nine months slipped four percent to \$2.23 billion, while operating profits fell 27 percent to 191.8 million. Third quarter sales were 14 percent lower at \$628.2 million - partly due to currency factors - operating profit slumped 44 percent to \$45.9 million. The order book was six percent lower at \$494 million.



Full year revenues at **JLG** were \$4.08 billion, up eight percent on 2018. They included \$1.94 billion of aerial work platforms - down four percent. Telehandler sales up 33 percent to \$1.26 billion, and other revenues of \$880.4 million. The backlog at the end of September was \$390.1 million, compared with \$962.4 million last year.



Operating profit was \$502.6 million, up 30 percent on 2018. Fourth quarter sales were four percent lower at \$1.02 billion, including \$479 million of aerial work platforms - down 14 percent while Telehandler sales increased eight percent to \$307 million. Operating profits were flat at \$126.5 million. Parent **Oshkosh** saw full year revenues rise eight percent to \$8.38 billion, while pre-tax profits were 26 percent higher at \$750.7 million.

Nine month revenues at **Palfinger** were 10 percent higher at €1.3 billion. 'Land' revenues increased 14 percent to €1.07 billion, with operating profit up one percent at €116.2 billion. 'Sea' division sales fell 14 percent to €142.1 million, while the operating loss was halved to €7.7 million. Group pre-tax profits improved 21 percent to €107.1 million.



Nine months sales at **Hiab** increased 18 percent to €982 million. Operating profits were 12 percent higher at €111 million. Third quarter sales increased 18 percent to €307 million, while operating profits were 27 percent higher at €30.3 million. The order book was flat at €458 million.



Revenues at **United Rentals** increased 20 percent to \$6.89 billion year to date, due to the BakerCorp and BlueLine acquisitions. Pre-tax profit was three percent higher at \$1.08 billion. Third quarter revenues improved 15 percent to \$2.15 billion, while pre-tax profits were \$510 million, up 11 percent on the year.



Manitou posted nine month sales 18 percent higher at €1.6 billion, with the Material Handling division up 21 percent to €1.12 billion. Third quarter revenues were four percent higher at €436 million.



Louisiana-based **Aerial Access Equipment** has closed and sold its 2,000 unit rental fleet, following financial difficulties and an excessive debt pile. The company had five locations with revenues of more than \$33 million in 2017.



Nine month revenues at **Snorkel** improved 11 percent to \$169.5 million, while net operating profit was 20 percent higher at \$799,000,



For the full reports on all these stories check out Vertikal.net

First Jekko JF990 in Norway

The first Jekko JF990 spider crane to arrive in Norway has been delivered to Asbjorn Dahlen Transport company. Launched at Bauma, the crane has a maximum capacity of 21.5 tonnes, a maximum lift height of 41 metres and a maximum radius of 38 metres.

It is also possible to equip the crane with either a gravity suspended platform or a fully integrated work platform attachment, effectively converting it to a spider lift with a working height of 38 metres and up to 34 metres of outreach. The diesel powered crane was also equipped with an AC electric power unit and was sold and delivered by local dealer Jekko Norge.



The Jekko JF990

BrandSafway acquires Bowline

BrandSafway has acquired New England-based mastclimber, scaffold, suspended platform and hoist rental company Bowline Construction.

Based in Norwell, Massachusetts - around 15 miles south of Boston - Bowline was established in 2004 and has provided façade access systems on a number of high profile projects including Yale and Harvard Universities and the Museum of Fine Arts in Boston.

Guests had a full plant tour

c&a

news



25 years of Versalift UK

Versalift UK celebrated its 25th anniversary with a special factory event, with around 60 visitors attending to hear more on the company history and its latest products, along with a factory tour, demonstrations and a celebratory lunch, complete with birthday cake.

Liftex MK

The LEEA celebrated its 75th anniversary at its annual conference in Milton Keynes, UK this month, alongside the Liftex material handling and rigging equipment exhibition.



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- Germany's **Arbeitsbühnen Koch** has taken a 24m **GSR B240PX** truck mount.
- Manitex** has appointed **Giovanni Tacconi** as GM for **PM** loader cranes and **Fabrizio Girotti** as GM of **Oil & Steel**.
- UK's **Advanced Access Platforms** has taken six 60ft **Genie Z-60/37 FE** hybrid boom lifts.
- Mammoet** has opened a location within Port of Coeymans, New York.
- Manta Equipment** has taken Singapore's first **Potain MCR 295 H20** luffing jib tower crane.
- Northport** of New Zealand ordered a **Konecranes Gottwald G HMK 6507 Model 6** mobile harbour crane.
- Snorkel** has begun production of lithium Speed Levels in the UK.
- Genie** has opened a distribution centre in the Jebel Ali Free Zone, Dubai.
- Liebherr** has delivered its 100th mobile harbour crane in Spain to **Maritima del Principado**.
- Ireland's **Kavanagh Crane Hire** has taken the country's first 45t **Demag AC 45 City**.
- Jekko** launched the eight tonne **SPX1280** spider crane.
- Magni** appointed **Kranlyft UK** as dealer for southern England.
- UK's **Lifterz** has appointed **Tony Stokes** as customer care/hire operations manager.
- Terex** appointed **Crowland Cranes** as RT crane distributor for the UK/Ireland.
- Liebherr** updated the 750t **LTM1750-9.1** to 800 tonnes.
- UK **Crowland Cranes** has taken a 90t **Liebherr LTM 1090-4.2 All Terrain** crane.
- NASC** has signed the Armed Forces Covenant.
- Boels** has confirmed a bid to acquire **Cramo**.
- Canadian rental company **Accès Location +** has become a **Dieci** telehandler dealer.
- UK's **Birmingham Crane Hire Company (BCHC)** has taken a 40t **Liebherr LTM 1040-2.1**.
- Germany's **Prokom ETF** has taken a 13.6m **GSR E140P** truck mounted platform.
- Ronnie Stuart** a founding father of the UK crane hire industry has died.
- UK notified body **PAC** has merged with **Amtri Veritas** to form Netherlands-based **Kuiper Certificering**.
- Germany's **Insoltrade Baumaschinen & Hebebühne** has taken a 16m **Dino 160XT II** trailer lift.
- Switzerland's **Vogel Kranvermietung** has taken a **Liebherr 125 K** self-erecting tower crane.
- Sinopec**'s 4,000t **XCMG 88000** crawler crane has completed its first lift outside of China.
- Germany's **Hennemann Holzbau** has taken two **Liebherr All Terrains**.
- Ireland's **Liffey Crane Hire** has taken a 35t **Kato CR-350Ri** city type AT crane.
- Germany's **Jens-Karl Lange Industriewartung** has taken a 16.8m **Ommelift 1700 EXB** trailer lift.
- French crane and access veteran **Gilles Marchand** has died.
- Hiab** and **Nugent** have launched the **Hiab Nugent Crane Trailer**.
- IPAF** has confirmed **Peter Douglas** as its new CEO.
- Germany's **Sim-Tec** has taken a 20m **Oil & Steel Snake 2010 H Plus**.



Giovanni Tacconi



Fabrizio Girotti



Tony Stokes



Ronnie Stuart



Peter Douglas

- US **CSX Intermodal Terminals** has taken three 41t **Liebherr RTG** cranes.
- Paul Brown of Tadano** has retired, for the second time.
- AMCS Technologies** has installed anti-collision systems on **Potain** cranes at a **Chanel** factory in France.
- UK's **ABA Crane Hire** has taken a **Liebherr MK 88 Plus** mobile self-erecting tower crane.
- WernerCo UK** has appointed **Justin White** as MD.
- UK **Platforms** has been absorbed into **Nationwide Platforms**.
- Irish crane industry pioneer **Sean Meade** has died.
- Germany's **KLS Kran-und Schwerlast** has taken three **Liebherr** mobile cranes.
- Empire Crane's Luke Lonergan** joined **Swim Across America** for cancer research.
- Southern California's **SoCal JCB**, has opened a new headquarters.
- The **Access Alliance** has appointed **Michelle Warren** as chairman.
- Spierings** has appointed four new directors.
- Hyva** has opened a service location in **Apeldoorn, the Netherlands**.
- Australia's **Verton** has appointed **Adam Wallace** as national sales manager.
- Brazil's **Prestobat** has taken the first 61ft **Haulotte HA20 LE Pro** in the country.
- Scotland's **Bernard Hunter** has ordered the first **Spierings SK487-AT3** electric self-erecting mobile tower crane.
- Versalift UK** has appointed **Mooretown Precision Engineering** as service provider in Ireland.
- Manitou** has acquired its UK dealer **Mawsley Machinery**.
- UK's **Emsley Crane Hire** has taken a 90t **Liebherr LTM 1090-4.2**.
- Comet** has appointed **Antonio Micacchioni** as head of production.
- France's **Martin Levage** has taken a 150t **Grove GMK5150L All Terrain** crane.
- Scotland's **Onestop Access** held an open day at **Hamilton Park**.
- Jekko Norge** has taken the first **Jekko JF990** spider crane in Norway.
- Austria's **Implemia-Swietelsky Tunnelbau** has taken a 41ft **Platform Basket RR14 EVO** road/rail boom lift.
- Versalift International** has appointed **Martin Sloth** as sales director Europe.
- Germany's **Baum-Plus** has taken a 33m **Ruthmann T330** truck mounted platform.



Michelle Warren



Adam Wallace



Antonio Micacchioni



Paul Hecker



Gene Johnston



David Beck

- UK's **Ainscough Crane Hire** has taken two eight tonne **Liebherr MK 140** self-erecting mobile tower cranes.
- Sweden's **TSS Train Station Service** has taken its third 45ft **JLG M450AJ** hybrid road rail boom lift.
- US-based **CraneWorks** has appointed **Paul Hecker, Gene Johnston** and **David Beck** to its management team.
- UK's **Diversified Industrial Rigging** has changed its name to **ProLift Rigging Co**.
- US **Diversified Industrial Rigging** has changed its name to **ProLift Rigging Co**.
- Palfinger UK** has appointed **Zoe Ellis** as an ALLMI loader crane instructor.

- CTE** has appointed **Christian Cazabat** as a customer support consultant.
- CTE UK** highlighted mental health with a sponsored a charity bike ride.
- UK's **B&A Cranes** has taken a 13t **Kato CR-130Rf** city AT crane.
- Germany's **Hematec** has launched the **Helix MH 35120** fall arrest crane.
- UK-based **Hire Safe Solutions** has taken four 53ft **LGMG SR1623** scissor lifts.
- US-based **Herc** has posted its nine month results.
- Haulotte** and **Linde China** have signed a cooperation agreement.
- Alimak** has reported higher third quarter profits.
- Boels** has placed a €29 million order with **JCB**.



Christian Cazabat

- Maqel** the **JLG** distributor for Iberia has appointed **Oscar Bravo** as MD.
- Morocco's **Eurogrues Maroc** has taken 99 **Genie Z-60/37 FE** 60ft hybrid and **XC** boom lifts.
- Casey Law** of Australia's **Old Access** and **Jason Cranmer** of **Skyjack** have completed the **Shitbox Challenge** for cancer charities.
- UK rental company **Ardent** has ordered £13 million of **Manitou** telehandlers.
- Tanfield** which owns a 49% of **Snorkel** and 51% owner **Ahern** have started a legal battle.
- France's **AUTAA** has taken the country's first 45t **Demag AC 45 City All Terrain**.
- Italy's **CMI Noleggi** has taken a 32m **Palazzani XTJ 32** spider lift.
- Liebherr** has sold 48 **LRS 545** reachstackers across North and South America.
- Manitowoc UK** has appointed **Jerry Welford** as **Potain** sales manager.
- Sinoboom** has launched the 153ft **GTZZ46J** articulated boom lift.
- Manitou** has launched ANSI/CSA versions of its 65, 80 and 85ft straight telescopic boom lifts.
- Germany's **Falch** has launched a water jet accessory for the 135ft **Genie SX-135 XC** boom lift.
- Kalmar** has launched the 54t **DCG380-540** heavy duty fork truck.
- Three companies have been fined for their role in fatal tower crane collapse in **Seattle** in April.
- Austria's **Kran Mitterhauser** has taken a 220t **Tadano ATF 220G-5 All Terrain** crane, with a 400t **ATF 400G-6** on order.
- Japan's **Cranetal Noda** has taken five **Liebherr 53 K/J** tower cranes.
- Manitou** has opened a new training centre in **Ancenis, France**.
- Versalift UK** has celebrated its 25th anniversary with a special factory event.
- Russia's **Avtokran-Tjumen** has taken a 500t **Liebherr LR 1500** crawler crane.
- Italy's **Offshore CN** has taken a 300t **Demag AC 300-6 All Terrain** crane.



Oscar Bravo



Jerry Welford

- US **Diversified Industrial Rigging** has changed its name to **ProLift Rigging Co**.
- Palfinger UK** has appointed **Zoe Ellis** as an ALLMI loader crane instructor.



Zoe Ellis

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OTHER HEAVY MACHINERY

Another way of doing it

Despite the increasing capacity of All Terrain, crawler and mega lift cranes, they cannot even begin to look at some of the massive loads that need to be lifted and transported. Even Mammoet and Stoeff Engineering's latest mega lifter called 'Focus' which has a theoretical capacity of 24,000 tonnes may well be insufficient or not a practical option. This month we take a look at some of the alternative lifting and moving solutions from around the world.

Two years ago in a similar feature C&A profiled Enerpac - one of the world's leading manufacturers of high pressure hydraulic systems for lifting and shifting heavy loads - looking at its strand jacks, hydraulic gantries, skidding systems and SPMTs. The company has recently launched a new 56 tonne SCJ-50 Cube Jack - a compact and portable alternative to wooden cribbing for various applications including equipment maintenance, vehicle unloading or jacking a transformer.

The jack uses a base lifting frame and self-aligning, lightweight steel cribbing blocks giving a safer, controlled and more efficient alternative to climbing jacks with wooden cribbing.

Using a similar operating principal to Enerpac's larger Jack-Up Systems, the SCJ-60 has a much smaller footprint and without the need for

electrical controls. Up to eleven, 16kg steel cribbing blocks can be safely and easily stacked onto the compact Cube Jack base frame giving a maximum lift height of two metres. The base frame footprint measures 502mm x 430mm making it easy to move around particularly in a restricted operating space. A low 494mm minimum initial jacking height increases flexibility and reduces start up time. The SCJ-50 Cube Jack operates with standard 700 bar hydraulic pressure and is compatible with standard Enerpac pumps such as the Split-Flow Pump that offers the ability to synchronously operate multiple Cube Jacks.

Overload testing for the SCJ-60 has now been completed using four Cube Jacks connected together to provide simultaneous lifting and lowering, lifting a 226.5 tonne test load up to a height of two metres. The Cube Jacks were also subjected



French heavy lift company Scales SAS has used an Enerpac JS-250 Jack-up gantry system to lift and lower Koumba - a 8.9m diameter, 11.4m long tunnel boring machine weighing 880 tonnes - in the latest phase of the Paris Metro extension project.

to a 1.5 percent side load at its maximum height to demonstrate its stability even with an oversize load.

"The incremental system mechanically locks the load as each cribbing block is manually added or removed, instead of being held by hydraulic pressure," said Peter Crisci, product line director, Enerpac heavy lifting technology. "Once the mechanical lock engages, the lift cylinder retracts and another cribbing block can be added or removed. This safer, simplified operation sequence can be accomplished with 50 percent fewer cycles than climbing jacks, yielding a substantial increase in productivity."

Electric modular side shifts

Enerpac has also expanded its hydraulic gantry lifting options

for industrial movers. In addition to fixed lifting lugs, it now offers modular electric powered header beam side shift units for its entire telescopic gantry range from the SL100 through to the SBL1100. The modular side shift units allow gantry users to customise the 'below the hook' distance to suit header beam dimensions and project requirements. It also requires less space above the header beam compared to hydraulic powered side shift units.

Controls for the electric side shift are integrated within the gantry base units and wireless control system. The side shifts are available with extension bars and sling guides providing more lifting options and all side shift systems ship in dedicated storage frames for ease of handling.



An Enerpac gantry with electric powered header beam side shift

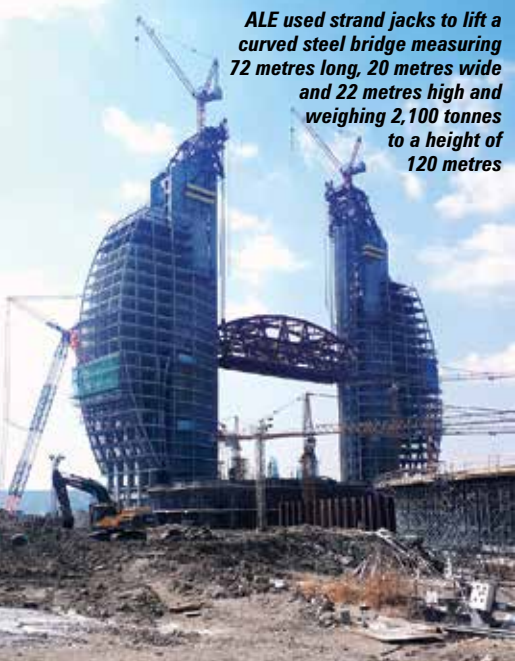
Record-breaking lift in Azerbaijan

Heavy lift and transport company ALE has used strand jacks to lift a curved steel bridge - measuring 72 metres long, 20 metres wide and 22 metres high - weighing 2,100 tonnes to a height of 120 metres during the construction of the seven-star luxury La Luna hotel in Baku, Azerbaijan. The bridge forms a link between two of the hotel towers and claims to be a record-breaking lift using this method. When completed in 2010 the 28 storey hotel will be crescent-shaped.

The bespoke lift was initially suggested using several large cranes to lift the bridge. However these would have been costly and impractical for the project's congested site. The region's frequent high wind speeds would also have risked significant delays to the project.

Strand jacks were prepared on specially-designed jacking beams mounted on each of the towers 138 metres above the ground. The entire beam assembly consisted of jacks, beams, clevises and strand jacks. And by using this method it allowed the linkspan bridge to be constructed entirely at ground level which minimised work at height as well as being a much easier and quicker way of construction.

ALE used strand jacks to lift a curved steel bridge measuring 72 metres long, 20 metres wide and 22 metres high and weighing 2,100 tonnes to a height of 120 metres



Dan Kempin, business development manager, ALE Offshore Services said: "Civil engineering projects often pose unique challenges so we used our offshore strand jacking expertise allowing us to work in confined spaces with restricted lifting options and using a micro-step by micro-step methodology."

"This area can experience wind speeds of up to 80kph but our bespoke design ensured we could continue to operate in greater wind speeds as we could monitor the real time wind effect, maximising the client's operational time."

Alternative shipyard solution in Spain

Marine engineering operations for unexpected shipyard recoveries often need to be performed quickly to minimise costs and reduce disruption to other work. ALE used a variety of its heavy lifting equipment to right the 'Lumian' - a 400 tonne fishing boat which tipped over while undergoing repairs in a shipyard in A Coruña, Spain. Several other companies had attempted the operation unsuccessfully.

The 33 metre long vessel first had to be lifted and rotated until it was upright and then moved to rest on its keel. The limited space at the dock meant using a large crane was not an option and the solution also had to take into account the boathouse's steep slope. ALE worked with the shipyard owners to find the most efficient solution and had just 15 days preparation.

For the gantry lifting and heavy lift skidding operation, two A-frame gantries, four SLS2000 strand jack lifting units, eight skid beams and eight 150 tonne capacity strand jacks were used.

The two heavy lift gantries were installed over the ship, each supported on two skid beams that were connected to strand jacks. Two lifting units were also connected to each gantry. As each of the lifting units could be controlled separately, they provided a high degree of control and accuracy for the complex manoeuvres. This allowed ALE to carefully lift the ship into position. Once righted, the ship was skidded onto the beached bed to rest on its keel allowing further repairs to be completed.

A variety of heavy lifting equipment was used to right the 400 tonne fishing boat 'Lumian'



100 for Mega Jack 300 in Kuwait

ALE's 300 tonne Mega Jack 300 system - launched last year - has recently performed its 100th jack up on the Al-Zour oil refinery project in Kuwait. When completed the oil and gas complex is expected to become one of the largest refineries in the world. The Mega Jack system started work on the project in 2018 and previous lifts have included the longest and highest modules ever jacked-up and installed in Kuwait.

As the loads all vary in weight and dimensions, the system's flexibility has been vital. One of its benefits is the low starting height enabling it to pick up loads directly from SPMTs while the accuracy of the control systems has ensured modules can be manoeuvred safely.

ALE is providing the full onshore heavy lifting solution for the Fluor Daweco and Hyundai JV's module strategy, performing the jack-up, transportation and installation of 188 modules. The Al-Zour complex is divided into three projects and includes a refinery, liquefied natural gas (LNG) processing facilities, and a petrochemicals complex. The Al-Zour Oil Refinery's completion is planned for 2020 and is expected to deliver 615,000 barrels per day.

ALE's 300 tonne Mega Jack 300 system has performed its 100th jack up on the Al-Zour oil refinery project in Kuwait.





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Wishing you all a very happy Holiday season and a happy, healthy and prosperous year in 2020.



New method to exchange acid converter

Mammoet recently exchanged a 20 year old, 750 tonne acid converter vessel with a tailor-made solution never before attempted at a Gulf Coast spent acid regeneration facility. The vessel exchange - a critical part of an upgrade to the plant - had to be carried out in restricted space and with as little disturbance to nearby components that had already been upgraded in a previous shutdown.

The exchange was further complicated due to ground bearing pressure restrictions making it difficult to use heavy equipment however, Mammoet's cradling method meant the vessel could be moved with precision and control. Historically, exchanging a converter is a time consuming and space intensive process. In recent years, advances in technology have resulted in vessel designs that can be moved in one piece. However the converter still has to be fully supported around its foundations to prevent damage to the sensitive internal linings.

Mammoet designed a jack and slide system that could cradle both the old and new vessels at the foundations to elevate and slide

them into place. To lift the vessels, custom beams narrow enough to slide between the foundation supports yet still have the capacity to cradle the entire 750 tonne tank were installed. The beams were then attached to jacking components set up on each side of the vessel and resting on a pair of 500 tonne climbing jacks positioned at each end.

To remove the old vessel the whole arrangement was jacked up, lifting the converter. It was then skidded out directly onto three waiting SPMTs - placed under a total of 332 metres of skid track - before being transported out of the facility.

Mammoet installed the new vessel using the removal operation in reverse to ensure the correct



Mammoet designed a jack and slide system that could cradle both the old and new vessels at the foundations to elevate and slide them into place.

alignment of the piping etc. The installation included aligning the skid track on the SPMTs at precisely the correct angle to ensure that the vessel would clear the steel of the existing unit by the required 65mm.

Once cleared, the team positioned the trailers to ensure the skid tracks lined up with markers inside the unit and the converter's rotation was correct before skidding it into its final position.

Delivering two 335 tonne transformers

Collett & Sons used its Scheuerle girder bridge trailer to deliver two 335 tonne transformers made by Daher Projects in Germany to Sellindge Substation located between Ashford and Folkestone in Kent, UK.

Both units arrived at the Port of Dover on the same vessel and Collett lifted the first from the hold onto a waiting 14 axle SPMT for storage portside. The second was lifted directly onto its 79.5 metre long girder bridge which then made the 30 mile trip from the Port of Dover to the substation, arriving six and a half hours later.

The route from Dover circled the outskirts of Folkestone, before following the M20 towards the site. With planning and enabling works beginning in January, Collett had meticulously surveyed the route, undertaking topographical surveys and swept path analysis to identify any required modifications and street furniture removals ahead of the project's commencement. Once at the site, the girder bridge trailer was too long and heavy to navigate the site roads so the cargo was transferred from the girder bridge to a four file 10 axle SPMT equipped with power pack module.

With mats, supports and beams positioned under the transformer Collett used the girder bridge's hydraulics to lower the cargo to the supports and allowing the side decks to be autonomously driven clear. Then utilising climbing jacks it raised the transformer to a sufficient height allowing the SPMT to be driven underneath.

Once jacked down to rest on the SPMT, the team manoeuvred the 335 tonne transformer to a temporary plinth before jacking and skidding it to its final position within the substation at a later date. With the first of the transformers safely on site, Collett returned to the Port of Dover and repeated the process for the second.



Arriving at the Port of Dover



On site the transformer was transferred onto a 10 axle SPMT

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Hill Crane & Rigging skids stacked heat exchanger

Hill Crane & Rigging (HCR) used a 454 tonne capacity Hydra-Slide heavy-track HT500 hydraulic skidding system to change-out a stacked heat exchanger at a Carson refinery in its home state of California, USA.

HCR first had the emergency removal of a 118 tonne stacked heat exchanger before installing a 127 tonne replacement unit having to overcome major obstructions onsite, a tight schedule and project delays inherited from other contractors. For the task HCR used the HT500, 91 tonne capacity engineered modular

support stands and Hydra-Pac synchronous hydraulic power unit, as well as additional equipment from HCR's fleet. The HT500 has a total height of just 200mm, saving jacking time and making it ideal for use in confined spaces. It can push 454 tonnes and pull 227 tonnes with a standard double track layout.



Both heat exchangers weighed in excess of 118 tonnes, shown here loaded on the HT500 system and engineered 91 tonne modular support stands



Obstructions and restricted access presented challenges onsite

The full scope of the work included transportation of the old exchanger back to the manufacturer, and the transportation and installation of the new 8.4 metre by 2.3 metre by 4.6 metre exchanger in the refinery. HCR also employed a 454 tonne capacity Enerpac gantry to load and offload the exchangers onto a dual lane, eight line trailer. The project took five days to complete and was delivered on schedule.

Michael Barry, general rigging superintendent at HCR, said: "The existing stacked exchanger was sitting on 1.22 metre high concrete pedestals; we used crib stacks and pipe stands to support the slide track at the same height then slid the exchangers a total of 9.1 metres. Without removing the overhead structure beams, a jack and slide solution was the only viable option."

Intricate ship engine removal

A Type 23 frigate recently underwent routine maintenance in the dry dock at Her Majesty's Naval Base Devonport in Plymouth, UK including the removal of two of its 40 tonne propulsion motors for refurbishment - the first time this procedure has ever been undertaken.

The contract length and adhering to the work schedule were crucial factors in the project with each additional week in the dry dock costing more than £70,000. Other significant challenges included space restrictions, very tight tolerances on the alignment of the motors and the vast amount of additional maintenance works in the near vicinity.

Heavy lift and transport company ALE was chosen to remove both engines, the first time this has been needed since the original Type 23 frigate - HMS Norfolk - was commissioned in 1989. Named after British Dukes, the ships are commonly known as the 'Duke class'. The Royal Navy's current Type 23 frigates will be replaced by the Type 26 Global Combat Ship beginning in 2023.

The intricate project began with the cutting of a large opening in the side of the ship before ALE's heavy lifting team arrived. This was needed because the motors were installed and the ship built around them, leaving no easy access point for removal.

Once the opening was complete, ALE constructed a platform on the dock base alongside the ship and jacked it up the required height of five metres to form a continuation of the ship's motor room floor. A bespoke skidding system was then installed within the engine compartment after the motors had been jacked up. Due to the ship's design the weight of the motors could only be supported on very specific and limited positions within the engine compartment and on the platform.

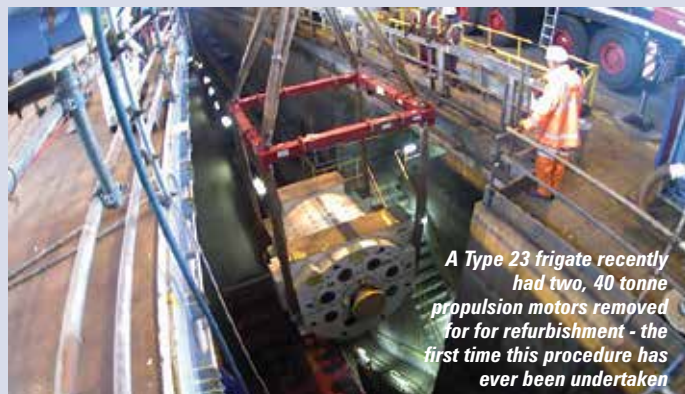
Starting with the starboard motor, it was jacked up just enough to allow the installation of the bespoke skidding system designed to take into account the

geometric alignment of the motors and gearboxes and allowing the motor to be skidded on an angle without affecting the gearboxes.

Each motor in turn was skidded onto the platform and lowered onto a waiting six axle SPMT which then moved each motor a short distance to the rear of the dock base where they were lifted by crane onto a Neck 4 trailer and then taken off site.

Other equipment used included hijack frames, conventional and climbing jacks, Teflon skid tracks and shoes plus specially fabricated beams. All the equipment had to enter and leave the dock base through a narrow three metre wide entrance.

The project was completed two days ahead of schedule providing a substantial cost saving to the client. The repair itself forms part of an initiative to extend the life of the Duke class fleet, which is a versatile ship for warfighting, peacekeeping and maritime security operations worldwide.



A Type 23 frigate recently had two, 40 tonne propulsion motors removed for refurbishment - the first time this procedure has ever been undertaken

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100 tonne Nootboom low-loader

Nootboom has further expanded its Euro-PX low-loader programme. The latest addition is the four axle IC Interdolly Compact which combined with six steered pendle axle lines at the rear, is now the largest low-loader combination in the range. The first sale is to C. Zwagerman Transport from Nederhorst den Berg in the Netherlands. The combination has been optimised for the German regulations with axle load of 12 tonnes at 80kph allowing loads of up to 100 tonnes to be transported.

Cor Zwagerman, director and owner said: "The cranes and machinery we transport are getting heavier all the time. This new low-loader is the largest that Nootboom has ever put on the road. With a German exemption the load capacity is just over 100 tonnes and this enables us to enter a new segment of the market. The Nootboom 4+6 low-loader has several advantages for us. In order to adapt the low-loader to comply with the German regulations for exemptions, the axle distance has been increased to 1.51 metres instead of the usual 1.36 metres. In practice this means it minimises the load on bridges and viaducts and the exemptions in the various federal states of Germany are easier to obtain. Another advantage is the close coupling system which makes it easy for us to convert the trailer into a 10-axle semi low-loader. In

this configuration the load capacity increases to around 110 tonnes and the steering of the Interdolly can easily be adjusted to this shorter configuration."



The latest EURO-147-46(ICP) low-loader combination has been optimised for the German regulations

When purchasing the latest 4+6 Zwagerman opted for a flat, thin, 2750mm wide extendable floor as well as a narrow spine floor for the transport of large tracked vehicles. The spine floor also comes with bolsters to extend the load floor's width, in a high or low position.

The Interdolly with four axle lines is optionally equipped with a hydraulic landing leg which makes it even easier to couple/uncouple the load floor and the Interdolly. The gooseneck of the low-loader can be used on a four axle or five axle tractor.

Nootboom has introduced the largest low-loader combination with a load capacity of more than 100 tonnes at 80kph

Trailer Power Assist completes first outing

Mammoet's Trailer Power Assist (TPA) - designed to improve transport efficiency - has been used for the first time on a Deugro Danmark and Siemens Gamesa contract to transport 23 generators and 23 hubs along a challenging twisty section of road to a wind farm site near the northern Norwegian town of Narvik.

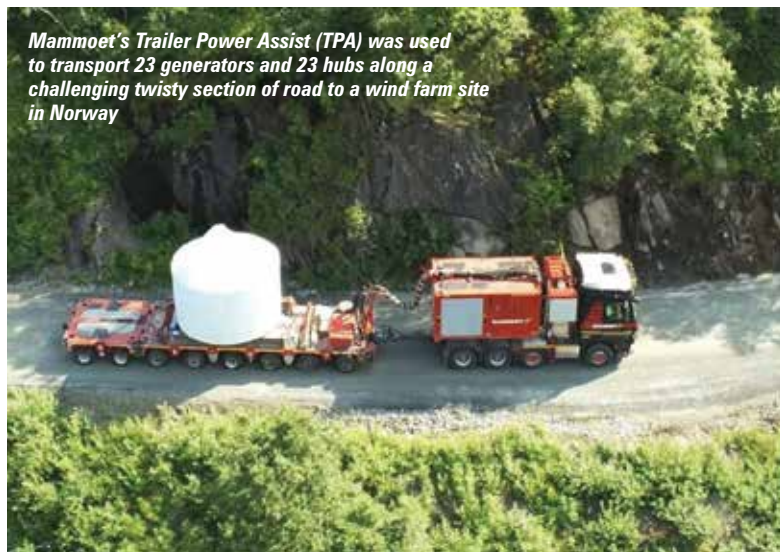
TPA is a powered trailer system designed to improve transport efficiency and significantly lower the carbon footprint of long haul heavy transport projects. An alternative to SPMTs and conventional prime movers it consists of six axle lines, the middle four of which are driven by a 1,000hp hydraulic Power Pack Unit. This system delivers twice the pulling force of a conventional prime mover and offers significant improvements to the safety and efficiency of projects.

Anders Bräuner, sales manager Mammoet Denmark said: "The four kilometre section of the route to the

Narvik site involved climbing an 18 percent gradient and navigating 14 hairpin bends. With each generator weighing 74 tonnes and each hub weighing 47 tonnes, we needed to use the TPA system to maintain safety."

"Traditionally, an operation of this magnitude would have involved several vehicles working together. With multiple drivers having to work as one, this would have made negotiating numerous hairpin bends especially difficult and time consuming. Combined with the TPAs' decreased turning radius and the improvements this gives

Mammoet's Trailer Power Assist (TPA) was used to transport 23 generators and 23 hubs along a challenging twisty section of road to a wind farm site in Norway



for navigating tight bends, this solution mitigated the risks involved with multi-truck configurations and improved the safety and speed of each individual journey."

By reducing the number of vehicles needed to complete the transport, the TPA offers significant

sustainability improvements. Reducing the carbon footprint of heavy lifting and transport equipment is also becoming increasingly important and smart engineering solutions like the TPA are just one example of achieving this aim.



The 4,000 tonne Huisman crane for the Bokalift 2 crane vessel

Huisman to deliver giant ship crane

Specialist crane manufacturer Huisman has supplied Dutch dredging and heavylift company Boskalis with a 4,000 tonne Offshore Mast Crane (OMC) to be installed on its Bokalift 2 crane vessel. This follows the delivery of a 3,000 tonne OMC for Bokalift 1 in 2017.

With a lifting capacity of 4,000 tonnes at 100 metres above deck, the crane is capable of lifting jackets for wind turbines off the deck of the vessel. A fly jib allows lifting of smaller components up to a height of 125 metres above deck level. The crane has a number of auxiliary systems, aimed specifically at installing tall structures while the vessel is subject to wave induced motions. For its first project Boskalis will install jackets for the Taiwanese Changfang and Xidao offshore wind farm project.

The main advantages of the Huisman OMC include a small footprint and zero tailswing which leaves maximum space on the deck of the vessel for payload. Its ability to lift structures of more than 100 metres high means the Bokalift 2 will be well positioned for the installation of current and future generation offshore wind turbine foundations as well as work in the offshore oil and gas, decommissioning and salvage industries.

Qatar reduces World Cup travel times

Ahead of hosting the 2022 FIFA World Cup and an estimated 1.5 million additional visitors, Qatar is carrying out a significant civil infrastructure project linking Hamad International Airport to Umm Lekhba Interchange in central Doha reducing travel times by more than half. The project includes constructing a new 8.7km long, four lane expressway, several bridges including a 1,200 metres cable-stayed bridge - the first of its type in Qatar - plus upgrades to nine sections of existing roads.

As part of this project, ALE is to transport 854 heavy items weighing between 128 and 202 tonnes two kilometres from a precast yard to the build site using one 16 axle lines of SPMT alongside three conventional 12 axle trailers.

The items mainly include sections of precast concrete measuring up to 19 metres long, 3.9 metres wide and three metres high. Transportation of items from the precast yard to the steel storage frames on site takes place during the night, while during the day they are moved directly for lifting into position by the onsite crane.

ALE is to transport 854 heavy items weighing between 128 and 202 tonnes



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Spider and atrium lifts

As each year passes, the spider lift becomes a more established concept and mainstream product for working at height. For some - such as those carrying out tree work and building maintenance - it has become the go to product. We often note the absence of mainstream aerial lift manufacturers developing their own machines, however the vast number of specialists more than makes up for this - and the sector is none the poorer for it. There are around 30 spider lift manufacturers in total, the majority of them in Europe - mainly Italy - with Chinese manufacturers also beginning to take an interest.

Over the past few years the trend has been towards larger models, with a substantial growth in the 25 metre market, and more recently there has been an 'explosion' in the number of companies launching units in the 30 to 33 metre range. Some of these manufacturers have now moved up into the far more specialist 40 to 43 metre market, which may be showing signs of the growth that often goes with an influx of greater choice and more participants?

However the question remains whether there are enough end users out there to create the demand, or whether the wider rental market is ready for these larger machines. Until now the largest spider lifts in the 50 metre range were only available from Danish manufacturer Falcon Lift, Italian producer Palazzani and to a lesser extent German manufacturer Teupen. Many of them have been purchased by end users specifically for cleaning and

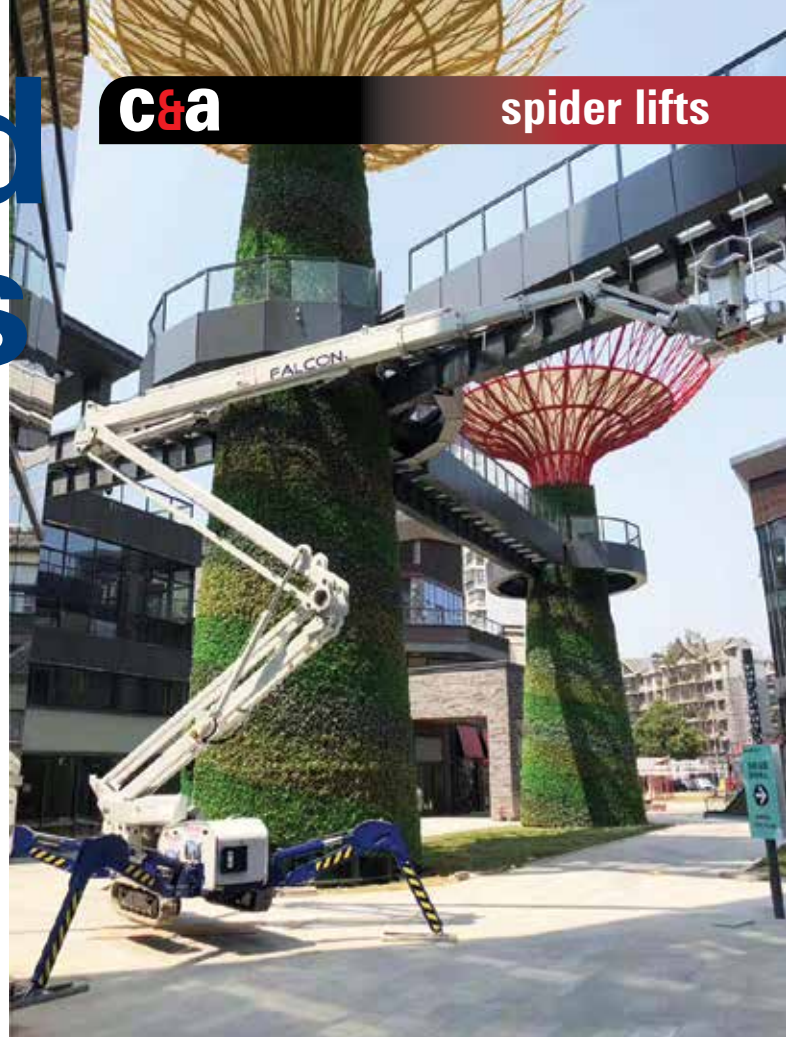
maintaining commercial and high rise residential developments. Other developments in the spider lift market include a dramatic increase in availability of electric and hybrid models, increased platform capacities and improved outreach, partly due to automatic sensing and variable capacities.

Guaranteed resale values

In an effort to encourage rental companies to consider the top end, more niche models, Falcon Lifts has launched a finance plan that offers guaranteed residual values for its heavy duty spider lifts in order to encourage buyers to not only trial its machines, but by doing so expand the overall market through wider availability.

Falcon is in a similar place to the German and Finnish truck mounted manufacturers in that over the years they have moved up the height scale, unable to compete on price at the lower end of the market. Its range begins at 29 metres, but the average height of all the models sold is probably close to 37 metres or even 40 metres, with its largest machine being the 52 metre FS520C.

The company is offering a guaranteed no questions 'buy back' deal of up to 60 percent



after one to two years, and 40 percent after two to three years. The only condition is that the machine is serviced and inspected by authorised/trained technicians according to the company's maintenance programmes.

The company says: "Investing in a Falcon Lift product is no longer just a safe investment from an operational point of view. Our new 'safe investment programme' offers more than fine words when it comes to the value of your Falcon lift. We guarantee to either buy it back or trade it in at a price we agree to before you buy the lift in the first place, no questions asked."

Investing in a big spider lift is a big and risky step for many rental companies and end users, given its cost and the smaller pool of potential customers, but this programme is clearly intended to help ease such a decision. In the past a number of rental companies, particularly in the UK, have added 50 metre Teupen spiders only to end up selling them due to the lack of utilisation. Falcon says that it will also help companies obtain financing by underwriting the residual as the levels

proposed are not a major risk for the company. In fact it is almost certain that they would be able to turn a profit on the values they are willing to buy back at. Falcon - previously Falck Schmidt and TCA - has never been a mass producer and its products have a typical working life of well over 10 years, with plenty of 20 year old models working on a daily basis within rental fleets.



Falcon Lifts has launched a guaranteed residual value scheme to encourage buyers to invest in models such as its 52 metre FS520C



Platform Basket Spider 43T

Investing in a big spider lift is a big and risky step for many rental companies and end users, given its cost and the smaller pool of potential customers



A Hinowa LL 17.75 bi-energy machine shown at Bauma



Hinowa's latest and largest spiderlift is the 32.5 metre Lightlift 33.17 Performance IIS

We understand that the company has a decent order book/backlog, which begs the question 'why offer this programme now'? It says that it wants to spread the geographic coverage for its products and add to its distribution network and hopes that this initiative will help investors take the plunge in markets where the concept is less developed.

Some companies will, of course, be concerned that programmes like this encourage rental companies that cannot obtain finance to buy products that they do not have the skills to market or operate, and which as a result end up slashing the rental rate in order to get the machine out and cover the finance payments, thus screwing up another profitable market sector. However the company says it is not offering any easy finance, finance underwriting, cash flow offers or balloon payment programmes that most critics believe are the greatest cause of such issues.

Market leading Hinowa

The leading spider lift producer in terms of production volumes and overall population is Italian manufacturer Hinowa, which also builds machines for JLG which sells

them under its own brand. Hinowa is particularly strong in most of the larger spider lift markets, such as the Netherlands, Germany and the UK where it claims an 80 percent share of the mid-range spider lift market.

Hinowa spider lifts range from the 13.3 metre Lightlift 13.70 Performance IIS, with an outreach of just over seven metres to the 32.5 metre Lightlift 33.17 Performance IIS, with an outreach of 16.5 metres. All models in the Lightlift range have an unrestricted platform capacity of 230kg and use the same operating system with a high level of component commonality.

Feedback also shows operatives like features such as Auto2Speed tracking system that speeds up tracking to work-sites, start and stop technology that powers the electric motor only when necessary extending battery life, and a simple to use emergency descent system designed to make Lightlift platforms easy and more productive to use.

Steve Couling, managing director of Hinowa's UK distributor APS said: "We have had strong sales in 2019

and believe that we now sell four out of every five spider platforms in the 13 to 33 metre working height range. Hinowa has worked very hard to create products that have strong performance and compatibility features across all models which is proving very attractive to both access rental companies and end user customers alike. This is playing a key role in driving demand."

Hinowa Lightlift 33.17

The latest and largest platform in Hinowa range is the Lightlift 33.17 Performance IIS. The diesel powered version features a low emission Kubota D902 engine, while a lithium ion battery electric powered model was added to the range earlier this year with a bi-energy or hybrid model due shortly. Having the ability to operate on either diesel or batteries is proving particularly popular on these large models, with end users often tracking the platform across a site or into position in the diesel mode, and the switching over to battery while working, providing the benefits of zero emissions and low noise while working. This is particularly appreciated when working in or around sensitive areas such as hospitals, schools and residential areas while main contractors increasingly look for any possibility to reduce the 'carbon footprint' of their job sites.

New products

Once among the market leaders, Teupen has struggled a little of late,

but its latest new product, the 35 metre Leo35T Plus is an upgraded version of the Leo35T and features a five section boom, topped by a jib, providing 17 metres of outreach with 300kg unrestricted platform capacity, or 13 metres with its maximum platform capacity of 400kg capacity.

It has an overall width of 1.58 metres, an overall length of 7.5 metres and an overall height of 1.98 metres, with a total weight of 5,400kg. The width and height of the tracked chassis can be hydraulically extended to provide greater stability on uneven ground, while it can also increase the ground clearance and level up on side slopes.

The machine also includes radio remote controls with a two line digital display, which includes the fuel level indicator, the platform capacity and the actual load as a percentage of the capacity available for the actual height and outreach. The remote control is also equipped with an engine start/stop function. The outriggers have several set up positions to cope with challenging work spaces, and allows the lift to level up on slopes of up to 30 percent. The machine is also available with four different platform sizes with widths ranging from 900mm to two metres.

The first Leo 35GT Plus was recently delivered to French rental company Joly Location based in Couternon, near Dijon. It runs a fleet of mostly Ruthmann truck mounted lifts up to



(L-R) Lionel Joly of Joly Location, Marc Valtel of Teupen and Marcel Joly of Joly Location



The 35 metre Leo35T Plus is an upgraded version of the Leo35T and features a five section boom topped by a jib, providing 17 metres of outreach with 300kg unrestricted platform capacity.



Ruthmann Italia's new hall means more production capacity for its Blueline spider lift models

90 metres and Teupen spider lifts up to 40 metres. Speaking of the new model chief executive Lionel Joly said: "This new telescopic platform offers the perfect compromise between the overall weight, the maximum capacity and the size of the platform, allowing two users to work from the platform in addition to the operator. The memory function also offers great advantages because it can automatically return to the stowed position with a single control. This is very useful when working on power lines."

Ruthmann Italia expansion adds Bluelift capacity

Ruthmann Italia opened a new production hall for truck mounted lifts this summer at its plant in Montescudo to the south of Rimini. While the new hall will produce the company's line of Ruthmann Ecoline truck mounted platforms, it leaves the whole of the existing production building to build its Blueline spider



The new 'mini' or compact spider lift, 10.8 metre Ruthmann SA 11 P

lift models, thus significantly increasing production capacity. The number of production employees has also increased to 43.

The company has introduced a new 'mini' or compact spider lift, the 10.8 metre SA 11 P, essentially an SA11 with unusual detachable 'Jib-Lift' attachment - a telescopic vertical boom that provides the spider lift with the ability to reach over the balcony handrail and down, in a similar way to underbridge inspection platforms. The machine has been developed for use in shopping centres, airports and hotels etc and in particular on atrium type open galleries... mezzanines or balconies. The device was developed in close collaboration with a UK-based facility management and shopping mall operator.

The machine enables the operator to set up on a balcony or gallery with the boom and jib manoeuvred

over the handrail and lowered to carry out tasks such as cleaning, maintenance, and installing signage and decorations up to metre or so below the balcony floor level.

This sort of work in shopping centres normally requires larger, more cumbersome work platforms working from the ground floor, where thanks to its larger footprint, it can be highly disruptive, especially during normal business hours. The ultra-compact SA 11 P has an overall stowed width of 840mm, is just 2.36 metres



The machine can be set up on a balcony or gallery with the boom and jib manoeuvred over the handrail

long, and 1.95 metres high, while weighing 1,295kg without the attachment, allowing it to be easily be transported in the standard freight elevators found in most shopping malls and airports etc, while offering low ground bearing pressure thanks to its rubber tracks. The Jib-Lift attachment is moved on a special frame, while the basket can be removed and pushed along on its own castors. The working footprint which outriggers set is just 2.72 by 2.41 metres.



Balcony work normally requires larger, more cumbersome work platforms working from the ground floor

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FALCON LIFTS

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The Palfinger 25 metre P 250 AJTK with 220kg platform capacity and up to 12.9 metres outreach

The 1.3 metres x 700mm platform has a maximum capacity of 200kg and the machine has a maximum outreach of 6.2 metres. The SA 11 P is also fitted with the quiet, emission-free lithium ion battery powered motor which, according to the company can run continuously for six to eight hours on a full charge. The lift is also fitted with a secondary guarding system to help protect the operator from entrapment/crushing injuries while working.

Palfinger P 250 AJTK

Palfinger unveiled its first spider lift - the 15 metre P 150 AJTK - in early 2016. It has since added 18 and 21 metre versions, and earlier

this year unveiled its largest model to date, the 25 metre P 250 AJTK with 220kg platform capacity and up to 12.9 metres outreach. The lift features a dual sigma type riser, three section telescopic boom and articulating jib. Overall width is 1.4 metres, but this can be reduced to one metre when the basket is removed. Overall length without the basket is 5.37 metres, while total weight is 4,100kg. The P 250 has automatic outrigger levelling and is available with either diesel or electric power.

Palazzani 37m update

Palazzani has launched an updated version of its 37 metre spider lift - the Spider XTJ 37+ part of its new 'Plus Series'. The lift features a telescopic boom, topped with a telescopic jib giving a maximum working height of 37 metres with 16 metres of outreach. It can also work up to 5.5 metres below ground level. Designed with relatively compact dimensions, it has an overall length of 7.8 metres, an overall width of 1.2 metres and is just under two metres high. Maximum capacity is 330kg and the standard basket is 1.8 metres wide by 700mm deep, while a 2.4 metre basket is available as an option.



Palazzani has launched an updated version of its 37 metre spider lift - the Spider XTJ 37+ part of its new 'Plus Series'.



Another new 'compact lift' is the 25 metre Ommelift 25.00 RXJ, which offers an outreach of 12.5 metres, at a seven metre up and over height

Equipped with radio remote controls, air/water hoses to the platform and intercom are all standard, while optional equipment includes a 500kg lifting winch to convert it to a spider crane. The XTJ 37+ is available in both tracked and wheeled versions as well as Bi-energy, ECO (AC + DC) and Hybrid power options.

New Ommelift Compact

Another new 'compact lift' is the 25 metre Ommelift 25.00 RXJ, which offers an outreach of 12.5 metres, at a seven metre up and over height. Overall transport length is 6.91 metres, which can be to 6.16 metres by removing the basket. The overall width without basket is 890mm. The standard version is a true diesel/battery hybrid with engine generated re-charge. The machine can be set up on slopes of up to 40 percent. Ommelift

says the machine has low ground pressure, important when operating on sensitive surfaces such as tiles, marble, flagged foot paths, wooden floorings or if the platform is craned into multi-storey buildings where high reach is required but low weight a necessity.

New Easy Lift RA31

The new 30.2 metre Easy Lift RA31 has just been developed to build on the success of the 26 metre RA26, which was launched in 2017, its first spider with double telescopic booms and 170 degree jib in the Easy Lift range.

The RA31 has 14.5 metres of outreach at an up and over height of 15 metres, maximum platform capacity is 230kg with full 180 degrees platform rotation. Stowed dimensions are 6.1 metres long, 890mm wide and 1.9 metres high. The machine weighs 4,300kg.



The new 30.2 metre Easy Lift RA31 has just been developed to build on the success of the 26 metre RA26



The first six units of Boels' latest order for Easy Lift spiders ready to ship

PLATFORMANCE



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Multitel's latest model is the 21 metre SMX 210 with 9.5 metres outreach and 200kg platform capacity

Maximum outrigger footprint is 4.5 by 5.8 metres, while power comes from a Stage IV diesel plus a 48 volt 200Ah lithium ion battery pack.

The boom is made from thin wall Strenx high resistance steel, however the depth of the sections has also been increased considerably in order to improve platform rigidity. Standard equipment includes Scanreco radio remote controls as well as a fixed controller in the platform, hydraulic track extension, electric emergency pump and dual speed travel.

Easy Lift has had considerable sales success in some areas, and most notably with Dutch international rental company Boels Rental, which has taken delivery of more than 170 units over the past few years. Earlier this year Boels ordered a further 28 units including the 12.2 metre R130, 15.6 metre R160 and 18.5 metre R190, duplicating an order it places in 2018.

Multitel SMX 210

The Multitel range of SMX spider lifts now ranges from 17 to 30 metres, all of them with twin telescopic aluminium booms. Its latest model is the 21 metre SMX 210 with 9.5 metres outreach at an overall height of 10.2 metres and 200kg platform capacity. The unit has a 1.4 metre x 700mm metre removable aluminium basket and standard electrohydraulic controls. Options include a fibre glass bucket platform, automatic outrigger set up and radio remote controls.

Overall weight is about 2,500kg allowing it to be transported on a standard two axle trailer. A lithium ion battery powered version will shortly be available, although it increases the overall weight by 100kg. The onboard battery charger recharges the batteries in eight

hours from a standard 230/110 volt mains power source but is able to take the batteries to 80 percent of full charge in just two hours. Total battery life between charges is said to be 12 hours, depending on usage.

Four new CMC spiders

Having ended production of its truck mounted platforms, Italian manufacturer CMC is now concentrating 100 percent on spider lifts and has launched four new models this year three of them form the new 'F' or Friendly range - the 12.9 metre S13F, 15 metre S15F and 17.9 metre S18F, along with the 28 metre S28, which slots in between the 25 metre S25 and 32 metre S32.

The 12.9 metre straight telescopic S13F offers nine metres of outreach from a machine with a platform capacity of 230kg, and an overall weight of just 1,400kg. The S15F is an articulated model with dual sigma type riser, telescopic boom and jib, offering 8.2 metres of



CMC has launched three F series spiders including this 15 metre S15F

The 28 metre CMC S28



CMC's 23 metre S23 spider lift has 12.4 metres of unrestricted outreach

outreach and 200kg platform capacity, while the machine has an overall weight of 2,260kg. The S18F has the same lift configuration but offers 9.7 metres of outreach 230kg capacity and an overall weight of 2,390kg. All platforms are designed to be easily transported on a 3.5 tonne truck or with a 3.5 tonne trailer.

The 28 metre S28 features a dual sigma type riser, telescopic boom plus jib giving up to 14 metres of outreach with an unrestricted platform capacity of 80kg, or 11.5 metres with the maximum 230kg. It also provides 6.7 metres of below ground reach, has an overall stowed width of 890mm, an overall length of 6.8 metres and an overall height of 1.99 metres, the total weight is 4,175kg.



A typical spider application

The new spider lift is available in diesel, hybrid or lithium battery versions and features the company's SCS (Self Control System) function with automatic outrigger setup and automatic speed control. It also features radio remote controls, air and water supply to the platform, while the width and height of the tracks can be hydraulically extended to provide greater stability when travelling on uneven or sloped ground or to increase ground clearance.

CTE Traccess 200

At Bauma, CTE unveiled its Traccess 200 prototype with petrol/diesel or electric power. The 20 metre working height lift as a dual sigma type riser, two section telescopic boom, and articulated jib has a platform capacity of 250kg and a maximum outreach of 8.5 metres. The outrigger footprint is just over 3.7 metres square, overall weight is 2,782kg with a 1.4 metre by 700mm platform. Overall width with platform in place is 1.4 metres, while the track width can be extended from 780mm to 1.28 metres, overall length when stowed is 5.3 metres

- with the basket in place - while the unit will just clear a two metre overhead restriction. The machine has 320 degrees of slew.

The company is also planning to launch a new 27 metre model, the Traccess 270, while no details have been released yet, we do know that it has a dual sigma riser, three section telescopic boom and fairly long articulated jib.

Platform Basket

Italian manufacturer Platform Basket must have one of the widest and most diverse ranges of spider lifts of any company. Over the past few years it has been particularly active in expanding its line of larger spider lifts sector launching several new models including its 30 metre 30T as well as the 27.14 and 33.17. However its latest model the 43 metre Spider 43T Hybrid takes it into new territory, competing with Falcon, Teupen and Palazzani. The company has also launched a new 20 metre Spider 20.95 and 22 metre 22.10.46KV insulated platform developed in partnership with its US dealer Tracked Lift.

Getting back to the 43.18 metre

Spider 43T, the new telescopic machine introduces a good deal of new design concepts for the company. It features a seven section telescopic boom, topped by a two section four metre jib with up to 90 degrees of articulation. Maximum outreach is 17.33 metres with 136kg platform capacity, while the maximum capacity is 330kg, available with up to 16 metres outreach. The outriggers can be set in narrow or wide configuration with automatic working envelope control. In transport mode the machine has an overall length of 8.39 metres, with an overall width with basket removed of 1.4 metres,

while the tracks extend from 1.4 to 1.9 metres for greater stability when travelling. Stowed height is just under two metres. Overall weight is around 12.5 tonnes, depending on the power supply - either a Kubota diesel, 380 volt AC, 24 volt DC or 48 volt DC Lithium ion battery pack. The lift can work on slopes up to 31 percent and self-load onto trailers as wide as 2.5 metres.

Leguan

Leguan Lifts is part of the Finnish Avant Tecno Group, and produced its first self-propelled aerial work platform with outriggers in 1994. All Leguan spider lifts are made in Finland and most of



Leguan's new generation of spider lifts include the 13.4 metre Leguan 135 NEO with 6.6 metre outreach and 250kg platform capacity



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At Bauma, CTE unveiled its 20 metre Traccess 200 prototype with petrol/diesel or electric power

to consider whether it is worth adding them to their product ranges. Goman is possibly the local company that has been active in the market for the longest time, but still only builds around 100 units a year spread over several models. Falcon on the other hand has been present in the Chinese market for more than 20 years and sells a good number of its larger machines to prestigious high-rise buildings and shopping centres. Teupen did take a look to replicate Falcon's success in 2005 and established a joint venture in 2006 with China Wuhan Fachman, which

had already started building a unit of its own. It now works with Easy Lift but is not a significant player. More recently Sinoboom and LGMG have been looking at the market, with the former offering a 29.5 metre GTSZ30J with a maximum platform capacity of 200kg and 12 metres outreach possible with 80kg in the basket, overall weight is 4,500kg. LGMG on the other hand has offered CTE Traccess units in China, and showed a 23 metre AC21JE, at Bauma earlier this year. The problem is that the domestic Chinese market is tiny, while the relatively small global market, spread over a wide range or totally different models does not play to the production strengths of the Chinese manufacturers, making it more attractive to either badge European products or leave this market sector to others. Probably the same reason why companies such as Genie, Haulotte, JLG and Skyjack do not build spider lifts.

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And finally - the Chinese market

And finally, it is probably worth looking at the Chinese market, where manufacturers such as Goman, Dingli, Sinoboom and LGMG have either dabbled in the spider lift market or are now beginning



LGMG has the CTE Traccess units in China, and showed this 23 metre AC21JE at Bauma earlier this year

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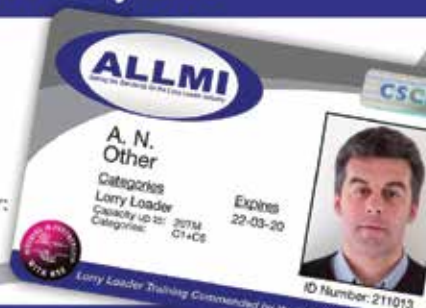
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Danger... working with trees!

Working with trees is probably one of most dangerous occupations in the world, combining a lethal mixture of working at height, powerful cutting equipment and the unknown nature of individual trees. Add in the risk of electrocution from hidden power lines and it is hardly surprising then that so many tree workers die at work each year.

On average Vertikal.net reports two tree worker fatalities a month, while in the UK, HSE statistics show that 32 people died from falls in the agriculture, forestry and fishing industry last year. Meanwhile in the USA the Tree Care Industry Association reported 153 tree care related occupational incidents for 2016, of which 92 were fatal. The youngest was just 18, the oldest 70, with the median age of 39. The 'Big Three' causes were Falls at 31 percent, Struck-by 25 percent and Electrical contact incidents at 22 percent - figures that according to the association have remained constant for several years.

Just last month online news service Vertikal.net reported yet another arborist fatality in Inman, near Greenville, South Carolina, USA. A man was cutting down a tree for a neighbour and had apparently attached two tree sections to a davit jib on his truck mounted platform. The rope holding the trees broke, causing a rapid unloading force on the boom which catapulted him out

of the platform. He was clearly not wearing a harness and fell around five to six metres and died at the scene from his injuries.

However, as dangerous as tree work is, it is far safer when carried out from an aerial work platform rather than actually climbing the tree. The growing use of platforms has made tree work more efficient, quicker and safer, it also allows experienced tree care workers who may be finding it difficult to climb as they get older, to continue to work in later years so that the industry benefits from their years of experience.

There are also specific issues such as the growing problem of ash dieback and the presence of the processionary oak moth, which are beginning to drive more tree surgeons to switch from climbing trees to using work platforms and given the nature of those diseases this trend is likely to gather pace.

Cranes in arboriculture

While falls from platforms are a major cause of incident reports, a similar level of incidents in the tree



The Proposed AA Technical Guide 4: Safe Use of Mobile Cranes in Arboriculture has received input from the HSE and the UK crane hire association the CPA.



Dangerous as tree work is, it is far safer when carried out from an aerial work platform rather than actually climbing the tree



care industry involves cranes. This is particularly prevalent in the United States, possibly due to the larger number of sizeable trees in the back yards of homes, but it also occurs regularly in Europe. The cause is usually down to three issues - overloading, with the cutting team slicing off trunk sections that are too large in a bid to reduce the number of cuts, the wind catching the tree section and moving it out of radius, or the ground giving way under the outriggers - see C&A October.

In stark comparison to aerial lifts, tree related crane incidents rarely result in fatalities. However such is the concern that the UK Arboricultural Association is working on a guidance document for the use of cranes and aerial work platforms with trees. The Proposed AA Technical Guide 4: Safe Use of Mobile Cranes in Arboriculture has received input from the HSE and the UK crane hire association the CPA. It is currently available in draft form and is open for comment. The comprehensive 94 page guide covers all aspects involved with using cranes or aerial work platforms for tree work, including planning, slinging, set up and safe methods for various types of tree work. The draft is open for consultation until the Friday 13th December, anyone may comment on the document,

at <https://www.trees.org.uk/News-Blog/Latest-News/New-Technical-Guide-4-%E2%80%93-Draft-Consultation>. The final document is due to be published sometime during 2020.

Ash Dieback

Ash Dieback is a fungal disease that according to the UK's Woodland Trust is expected to kill off 95 percent of the UK's ash trees - one of the country's most common species - at a cost estimated a £15 billion. The disease makes branches brittle, so tree workers are unable to climb

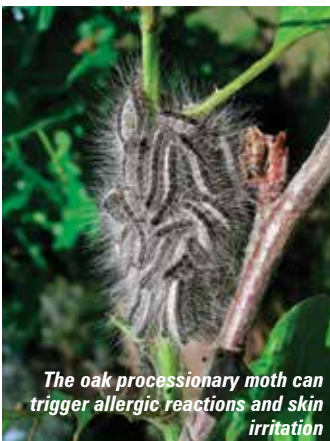


Ash Dieback is a fungal disease that is expected to kill off 95 percent of the UK's ash trees

in them. The only way to safely bring them down when they cannot be felled complete, will be to use aerial work platforms such as truck mounts and spider lifts. Some tree care companies have reported that Ash Dieback already represents around 20 percent of their workload, and that this is likely to double in percentage terms over the next two years.

Oak processionary moth

The oak processionary moth (OPM) is another damaging tree problem, and is prevalent across much of Southern, Central and Western Europe and as far north as the UK, Northern Germany and The Netherlands. In the UK it is currently centres around Greater London but looks set to spread. The moth's caterpillar and nests can trigger allergic reactions and skin irritation so tree surgeons working on infected trees - either to eradicate the moths, prune, add limb supporting cables, or in the worst case fell the tree - must work from platforms, wearing specialist Personal Protection Equipment and carry insect sprays. Scientist believe the spread of the moth northwards across Europe



The oak processionary moth can trigger allergic reactions and skin irritation

may be due to climate change, so the pest is likely to be a permanent issue, which is also likely to result in a growing demand for powered access by tree companies.

Spiders rule

Encouraged by safety and industry bodies in the UK like the Health & Safety Executive and the Arboricultural Association, many tree service companies are already switching from rope access systems to platforms. The association's risk assessment procedure that most tree surgeons now use asks the question: "Can the project be carried out with an access platform?" making it clear

that working from a platform should be the first choice, not a secondary option.

Spider lifts have become the 'go to' platform of choice for tree companies, given that it can be transported easily on a trailer behind a 4x4 or 7.5 tonne chipper truck. The machines can track into position across difficult and soft terrain, or over sensitive ground or flooring, such as soft tarmac and paving slabs into position and set up as close to the tree as required.

The most popular spider lifts with tree companies range from 15 to 22 metres with Hinowa claiming a sizeable share of the market with its 17 metre Hinowa Lightlift 17.75 and the 20 metre Lightlift 20.14 - the largest Hinowa spider lift that can be transported on a trailer behind a 4x4 given its overall weight of 2,840kg. The need to be trailer transportable behind a 4x4 is critical right across Europe, given that most small tree crane companies use 4x4s and two axle equipment trailers for all of their transport requirements.

Other models in this market segment, that are widely used in tree work include the 18.7 metre CMC S19HD which has been designed specifically for tree work, weighs 2,617kg, and offers a decent 11.5 metres of outreach. Platform Basket is possibly the market leader in the tree care market in North America and the UK offering several models for tree work including the 17.7 metre Spider 18.75, mainly due to the fact that it weighs just over 2,000kg. The downside is that outreach is not quite as good at 7.5 metres. The company's Spider 18.90 however offers 9.2 metres and weighs 2,300kg.

Urban arb work

There is also much tree work that is carried out along roads and in green spaces within towns and cities. The advent of electric and hybrid platforms mean that such work can be now carried out with fewer or zero emissions and with minimal noise, although the same cannot be said of the chain saws that the work requires. Manufacturers such as Klubb now have a full range of electric and hybrid compact van mounted platforms.

For example its K20 eNV200 van mount has 10.1 metre working height and 4.1 metres of outreach, with a travel range of between 100 and 175 miles, depending on the

The Platform Basket 18.75 weighs just over 2,000kg



The new Klubb K21B uses battery power for the work platform



battery pack selected. Its latest conversion is the K21B on a three tonne van which features a regular diesel powered van, but the work platforms is battery powered offering a working height of 11.4 metres and 6.8 metres of outreach.

Pick up mounted trucks are also gaining some traction in the tree industry, given that they offer four wheel drive, some payload, can be used for street work or off road, are relatively compact and can be driven on a regular car licence.



Klubb K20 on a Goupil G4 chassis



The CMC S19 has been specifically designed for tree work



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The downside is that they tend to be limited to 12 or 13 metre working heights. Manufacturers include Versalift, Socage, Palfinger and Klubb, while CTE has installed its 14.7 metre Zed 15.2 on the Isuzu D-Max 4x4 or Toyota Hylux

4x4 pick-up chassis. More recently Spanish manufacturer Movex has just launched the 13.2 metre ATL14 and the 15.2 metre ATL15. They both offer 225kg platform capacity, with 6.5 and eight metres outreach respectively.



The new Movex ATL15

Reducing an oak tree

Specialist tree pruning, dismantling and felling services company Tree Fellas Devon recently used a Hinowa Lightlift 20.10 spider lift to reduce an oak tree, which is protected by a tree preservation order, and located in the back garden of a house in Exeter, south west, England.

The main problem was that the only access to the garden was through a narrow gate. Two previous plans to carry out the work by conventional tree climbing had been blocked by the local council, which was concerned with tree damage and pruning it too severely. Tree Fellas submitted a plan using its Hinowa LL 20.10 spider lift, which was approved.

With an overall width of just 790mm it was narrow enough to drive through the gate, while its low weight - 2,840kg - and rubber

tracks allowed it to track across the lawn and set up without causing damage. The lift was able to reach and set up all around the tree and reach all areas of the canopy without damaging the tree. It was also a lot easier to trim precisely the right amount off each branch. The contract was completed in less than a day, with minimal disruption to the property owner.

Ben Van Walsum of Tree Fellas said: "We are winning work we couldn't do before because we can respond more quickly to urgent projects.



With an overall width of just 790mm the Lightlift 20.10 was narrow enough to drive through the gate



Tree Fellas Devon recently used a Hinowa Lightlift 20.10 to reduce an oak tree

We can stay competitive on price, even when factoring in the cost of the platform because our jobs take less time, so we can do more work. The working height and outreach of the Hinowa for a platform that is so narrow, is phenomenal. Also, the fact that the basket capacity is the same at full outreach is very useful. I am very hot on safety, as are many

of our clients, I never think now about climbing with ropes."

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What makes a good spider for arb work?

- Can be transported on a two axle trailer behind a 4x4
- Has generous ground clearance and levelling ability.
- Offers low ground bearing pressure with rubber tracks for less damage to ground and the ability to cross soft ground. Extending tracks are also an advantage for moving over uneven ground.
- Can fit through a garden gate, travel down a pathway and move between trees in wooded areas
- Tough heavy-duty build quality and steel protection covers over vulnerable hydraulic cylinders.
- DC/AC electric power option for low noise and emissions
- Radio remote controls for travel, manoeuvring

Rescuing koalas

Koala colonies have been badly affected by Australia's ongoing bush fires, with as many as 350 koalas dying in a week, and that number rising in the aftermath as they dehydrate or starve to death. More than 2.5 million acres of woodland has already burned on the east coast. When the fires hit Lake Innes Nature Reserve, near Port Macquarie, New South Wales, there was concern in that it was home to a colony of around 600 koalas, sadly many of them died in the trees while seeking shelter as the fire spread.

However, arborist Port Tree Fella was on hand to assist. It has been rescuing Koala's caught in bush fires for The Port Macquarie Koala Hospital for more than 10 years. The company initially climbed the trees to try and get close enough to the Koalas to capture them in a bag. More often than not this was unsuccessful, especially with the larger species of koala. However, the company now uses a Platform Basket 18.90 spider lift for the rescues.

Arborist Peter Berecny said: "We can safely access the canopy with two operators and retrieve Koalas that may be hard to handle,



A rescued koala - with numbers falling to fewer than 20,000 in their primary habitat in New South Wales they are already considered vulnerable to extinction

such as mothers with small joeys on their backs or those that are severely injured. Recent bushfire casualties with severe burnt claws and wounds can be carefully retrieved and bagged without causing too much stress."

Koalas are already considered vulnerable to extinction due to increased forest clearance, with numbers falling to fewer than 20,000 in their primary habitat in New South Wales. The World Wildlife Fund had warned that they could be extinct by 2050 but the fires have been so devastating they may be reclassified as endangered in the state.



More than 2.5 million acres of woodland has already burned on the east coast of Australia



Arborist Port Tree Fella used a Platform Basket 18.90 to retrieve the koalas caught in the bush fires

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Remote control technology revolution



It is now possible to operate cranes or other machines at a distance - such as in this port application.

Until recently, if you raised the subject of remote control in relation to lifting equipment, almost everyone would be quite clear about what you meant, namely a cable tethered or wireless control console that provides the operator with the ability to operate a crane or work platform from a distance - a short distance. However, that is beginning to change as we enter the brave new world of the 'Internet of Things' (IoT), a technological change that is quietly slipping into the control systems of many cranes, aerial work platforms and telehandlers.

The range of functions this new technology allows can smack of 'Big Brother' at times, especially when negatively applied or utilised. However the benefits can be significant and even 'game-changing' as it shifts the balance between the rental company and end user, or even manufacturer and rental company/end customer.

Remote controls as we know them

Before we go any further into the meaning of 'remote control' it is worth spending a little time updating the latest trends with the more traditional form of remote controls/

remote controllers. Remote controls are increasingly being specified on aerial work platforms, cranes and telehandlers. On certain types of equipment - such as loader cranes, spider lifts, spider cranes and self-erecting mobile tower cranes - they have almost become a standard feature. The new eight tonne Jekko SPX1280 telescopic spider crane launched earlier this month and featured in our news section doesn't even have a set of regular controls, everything is operated by the unit's radio remote controller, rather like some televisions, for which the loss of the remote renders them almost useless.



HBC Radiomatics Technos.

Bespoke solutions

The Jekko controller is one of a new breed of remote controls that manufacturers are installing which are fully integrated into the crane's control and electrical system. It's a trend that differs radically from the more traditional radio remote control solution, where a manufacturer purchases an 'off the shelf' remote controller/transmitter and receiver from one of the major producers, such as Hetricon, HBC-Radiomatic, Autec, Ikusi and Scanreco, etc... and adds it to the machine as a mere afterthought or an accessory. Many manufacturers are now working very closely with

electronics and control system suppliers which are able to provide a wide range of modular components along with the expertise that enables manufacturers to design and build their own bespoke remote control systems, which fully integrate with the host machine's systems.

This approach also enables a display screen on the remote controller to show exactly the same information as an operator would see in the cab, while the machine's information and data can be accessed from almost any location - such as the rental company or contractor's office - from a mobile phone.



The new in-house designed radio remote controller for the new Jekko SPX1280



Hetricon's 'off the shelf' Nova remote controller.



Moba allows manufacturers to pick and mix modular components to create a bespoke controller



Moba triple housing



Moba operand

This increasingly includes the ability to input information into the machine or even operate it from another country. The custom design and build approach has been available for many years, but the costs of designing and building a bespoke system, not to mention the production volumes required has been way too expensive for small or even medium-sized manufacturers in the past.

More recently, companies have begun offering a modular custom-build approach using standard components for lower, or even one-off volumes, at a much more affordable cost. Moba Automation is a good example of such a supplier, having entered the well-established market for mobile equipment controls late in the day. The company realised that it had to offer something different if it was to make any impression on the market, designing a fully modular product line from the ground up, with the strategy to offer a custom-built product at a price closer to an off the shelf controller. Moba's control systems and sensors have been adopted by several truck mounted lift manufacturers, but mostly for

fixed console applications, rather than wireless remote controllers.

Sensing the reality

Most new cranes and aerial lifts also include an increasingly large number of function sensors and controls, some driven by regulation, some by customer demand. These include outrigger position sensing enabling the machine to sense the exact position of the outriggers and confirm that they are properly loaded - carrying weight. The sensors feed that information into the central processor which quickly calculates a unique load chart or working envelope for that specific set up/configuration. On a tracked machine, the same thing happens, but with the system sensing the position of each track - in terms of width and extension - along with the angle of the slope the machine is sitting on before carrying out its calculations.

Other factors being measured and sent to the processor include the superstructure slew position, amount of counterweight installed and the weight on the hook or in the platform. The data is all displayed on the remote controller as well as on the in-cab display.



The remote controllers display screen contains all the information, needed including actual outrigger set-up and slew position.

The benefits of remote controls

Remote controls have always offered substantial benefits for the operator in terms of both productivity and safety. We have covered this in some depth in previous issues of *Cranes & Access*, but it is probably worth providing a brief review. With some types of equipment, such as loader or spider cranes, a remote controller enables the operator to act as rigger/slinger and banksman as well as the operator. This can eliminate the risks of miscommunication or slinging of the load that the operator would deem to be substandard, while being able to more easily place a load precisely as he keeps a close eye on it. This is particularly beneficial when placing a load into what would otherwise be a blind spot forcing the operator to rely purely on spoken commands from a banksman. Remote controls are also helpful on large equipment such as when setting outrigger mats and cribbing, or when installing counterweights, enabling the operator to confirm first hand that all is well.

There can be a downside to this especially on mobile cranes. When the operator is out of the cab, they lose the 'feel' of the

machine - the 'seat of the pants' effect. In a recent case, an operator was using a remote controller to install the counterweight on a large crane lifting it from the trailer at a greater radius than had been planned due to a last minute change of circumstances on a job with a critical timeframe. What the operator failed to notice was that the crane - set in rigging mode - was losing stability and the front outriggers were already well off the ground. If he had been in the cab he would almost certainly have felt the crane's movement as the front end lightened. Thankfully, in that case, passers-by noticed the issue and alerted the operator. Perhaps the outrigger sensors should detect and warn on this issue, even in rigging mode, or as on many loader cranes a chassis inclination sensor could be included to provide an additional warning?



Liebherr set-up



Remote controls allow the operator to stand where he can best see the lift

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Use your mobile

At the ARA earlier this year JLG demonstrated a new type of remote controller for its aerial lifts, particularly its slab scissor lifts. The system uses an app installed on a regular smartphone. The operator or driver simply approaches the machine and scans an RFQ code on the machine, which then activates a control on the app on their phone, enabling them to drive and steer the machine, to load it, drive through doorways, or manoeuvre it into a storage or charging bay.

Even more remote

Remote control is a term that also covers the increasing ability to not only monitor a machine from a distance - via GSM, Satellite or even Wi-Fi and Internet - but also to control and operate it from a distant location. So far this has largely involved actions such as shutting down the functions on a machine - once it has been stowed, of course - for reasons such as non payment of invoices, or to restrict a machine's use to the hours contracted such as weekdays only, or even to limit a platform's working envelope or crane's load chart to what has been requested and therefore paid for, ending the days when a crafty customer orders a 40ft boom, knowing full well that the rental company only has 60ft units in stock, or ask for a 50 tonne crane when they know that an 80 tonner is really required.

Other features include remote troubleshooting and, in some cases, remote repairs or updating of a machine's systems or firmware from anywhere with a good internet connection.

Automated deliveries

We are on the cusp of having the ability to move into a whole new era, with new opportunities that could completely change how a fleet is managed and operated.

Earlier this year, Skyjack demonstrated the remote operation of one of the scissor lifts on its stand at the ARA show in California. A Skyjack Australia employee Rory Pullen operated the machine, from his desk in the Melbourne office.

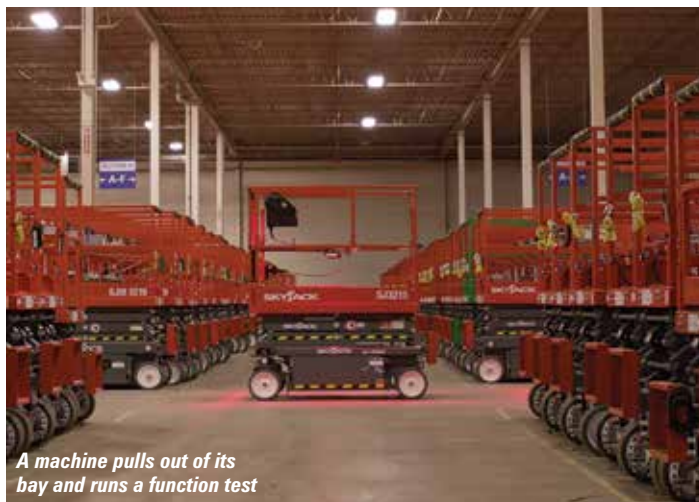
The demonstration also showed how it is also possible to instruct the machine to do a full pre-use check/cycle from such a remote location, and also to load or unload itself from a particular delivery truck at a rental company's yard and drive into its storage and charging bay or the reverse.

There has been much discussion about self-driving cars and trucks in the public domain, which will make it feasible - in principle - for a customer to order a particular machine online, which is then confirmed and booked by the hire desk clerk/dispatcher. The system then instructs a rental ready machine in the warehouse to pull out of its storage bay, run a self-diagnostics test and then load itself onto a designated truck.

It would not be beyond the wit of man to have the truck equipped with some form of mechanised retaining locks or clamps which then secure it to the trailer or truck bed. Once the vehicle is fully loaded, it sets off on a pre-planned delivery route, which the customer can track on their mobile device. Once the truck arrives on site, the machine unloads itself, does another cycle check, before asking the customer to insert a training card to prove they are employed by the customer that has booked the machine and they are trained to operate it. The machine then takes the operator through a tutorial - asking them to confirm that they have understood it all and that the handover is completed. The truck can then head off to its next drop off point. This may sound a little fanciful and way off in the future, and might never happen as other things change, or perhaps there will be pushback



With the order placed a machine is picked remotely



A machine pulls out of its bay and runs a function test



The self-drive machine then heads for the loading bay...



...and loads itself onto the waiting truck



The JLG app



Rory Pullen operating a scissor lift in California from Melbourne, Australia



A Volvo self-driving truck

against such impersonal service. However, the technology is already available and many aspects of the scenario described can and are being adopted now, helping some early adopters to use them to help provide greater productivity and improving returns on the current poor rental rates.

ZTR ramping up advanced telematics

ZTR Control Systems says that it has noticed a sharp increase in the number of machine manufacturers talking about such advanced control capabilities. As a result, it has been designing telematics solutions that enable customised solutions tailored to specific machines with its new ONEi3 platform. The company says it can respond dynamically, depending on the machine type, to present the



right controls and options for the customer in a common interface. ZTR has been working with Genie, among others, to develop its systems to enable a whole range of exciting new developments.

ZTR's Martin Roath said: "In the elevating work platform industry, we are seeing greater adoption and interest in remote IoT-enabled access control and management solutions. This allows specific operators with codes or access cards to enable or disable machines or restrict operations to certain times of the day. While this is valuable and interesting, a somewhat overlooked trend exists where machine manufacturers want to leverage IoT solutions for more complex operations."

"For example, this could be a simple remote command to start or stop a machine, or remotely setting RPM to control the flow rate of the discharge from a pump. The ability to remotely set a machine's personality is an exciting development for aerial lift applications. Imagine the ability to set up a reach limit for a boom to comply with a rental agreement, and remotely supporting a customer by instantly diagnosing and updating key operational parameters on a lift, without having to drive to the site."



Case study

Mobile management software for service engineers

Fireward is an automatic fire suppression specialist that has installed BigChange's App-based mobile workforce management software program JobWatch, to provide real-time visibility and control of the company's field service operations. All field-based service engineers have been equipped with rugged tablets to replace all physical paperwork and deliver what it describes as a 5-in-1 business solution incorporating Customer Relationship Management, job scheduling, tracking, invoicing and management reporting elements.

Chelmsford-based Fireward specialises in the installation, maintenance, and repair of fire-suppression systems for mobile equipment and installs, maintains and services Reacton Fire Suppression and detection systems. The new software



All service engineers carry rugged tablets with Job Watch app

has, it claims, enabled it to provide a faster and more responsive service with engineers using their tablets for everything from risk-assessment and post-fire reports to job checklists and vehicle inspections.

The company's service fleet is also fitted with BigChange trackers, providing its office-based customer-service team with full visibility of engineer locations with a record of arrival and departure times from site, the location and condition of equipment on the call out, and other key factors related to assessing the risk of fire. The tablets are used to record time and location-linked photographs. They are also able to capture a customer's signature on screen, providing immediate proof of every job completed enabling a more streamlined invoicing process that results in fewer billing queries.

Chief executive Edward Barnes said: "Fire is often overlooked as a cause of disruption and as a serious risk to the business itself. The immediate physical damage is only part of the problem caused by a fire, the costs of operational disruption and reputational damage often far exceed the cost of the original damage. Without adequate protection, it can take just a matter of minutes to bring a company to its knees."

"We were pleased to discover BigChange at a show in 2016. We had been through a long and unsuccessful process trying to get three different systems working for our business and all had failed. Due to the ease of set up, we were able to implement the system ourselves in just two weeks. We now have a system that supports our business model and provides many benefits in terms of efficiency, productivity and customer service."

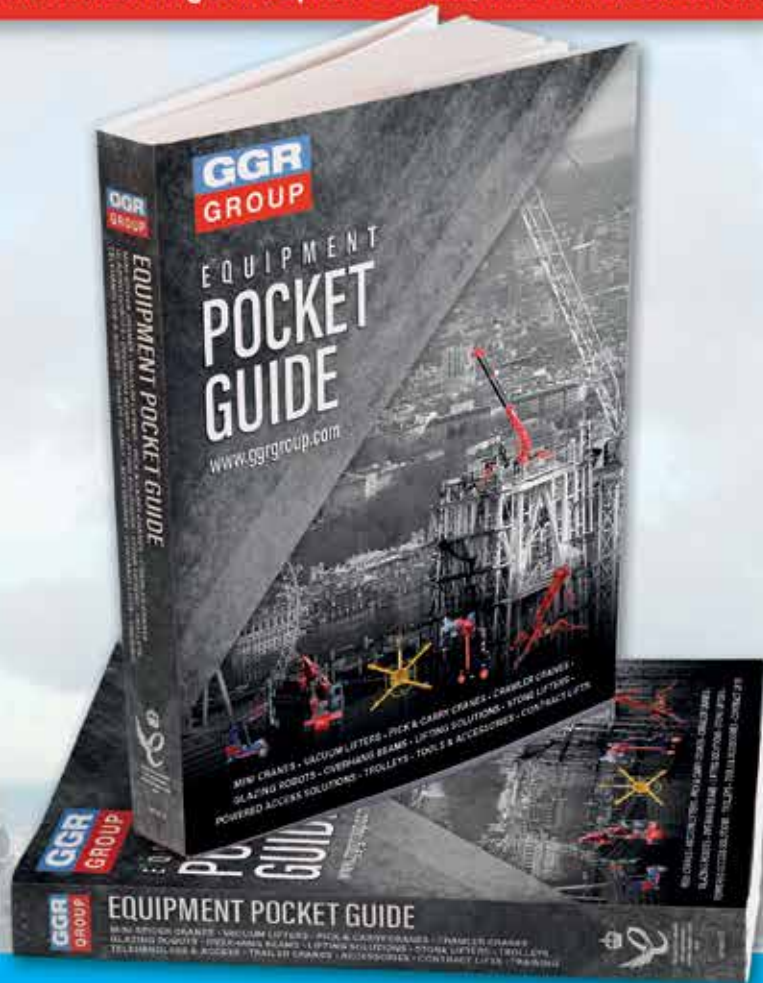
"JobWatch has not only enabled us to do five times more services a month, but it has also allowed us to freely expand our business where we are now installing 1,200 new systems in a year. Our engineers work remotely across the UK so they need to have the ability to effectively manage their stock levels without causing downtime and potential loss of business. With the help of the JobWatch tablet, they are now able to track and replenish their van stocks with ease, as well as having the ability to record and review all stock movements, as well as parts and equipment used during the process of installation, maintenance and servicing of our fire-suppression systems.

Information is available in real time on the office app



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Tadano and Demag brands to continue

At the beginning of August Tadano completed its \$215 million acquisition of the Demag mobile crane business from Terex. The deal brings together two of the top four mobile crane manufacturers to create a business that is close to challenging Liebherr in terms of revenues and the number of cranes produced. Demag and its affiliates has become a subsidiary of Tadano, with the corporate name changing to Tadano Demag GmbH. The new subsidiary is managed by chief executive Jens Ennen, who joined Tadano earlier this year after 25 years with Grove, having started out Krupp Mobilkrane in 1991. **Cranes & Access** talked to Ennen about the new company and its plans going forward.

A few years ago in 2015 Tadano chief executive Koichi Tadano stated that he wanted the company to become the global market leader in the lifting equipment industry. At the time it seemed something of a 'pipe dream' but since then it has made a few smaller acquisitions, such as Waterland Trading - its Benelux dealer in 2018 - followed by a stake in US-based manufacturer Manitex. It has also opened some new company stores around the world and extended its Tadano Faun facility in Germany and its Tadano Mantis factory in the

USA, but nothing that looked transformative. Then came the Demag deal.

At Bauma earlier this year Tadano restated his ambitions for the company, saying that he saw the Demag Mobile Cranes acquisition as a vital step towards achieving that goal by allowing it to expand its penetration into more markets throughout the world, adding lattice boom crawler cranes to its product line, and enhancing the capacity range of its All Terrain crane range. The thinking is that by having the two brands "it can better respond to its customers' needs and prove greater added value than ever before".

Since the acquisition Tadano and Demag have been relatively quiet, giving little away as to how it plans to integrate the two companies and their product



C&A

Tadano Demag



lines. However its new chief executive Jens Ennen did agree to an interview to discuss how the business is to develop.

"The integration of Demag into the Tadano group is quite simply the most exciting task of my career," says Ennen. "When I was offered the job of running the Demag mobile cranes business, I didn't hesitate for a second. This is a unique opportunity to create something that will leave its mark on the crane industry. Each of the positions in my previous jobs had their own challenges and I was able to gain a lot of experience, which naturally benefits me now. I would like to give some fresh ideas to keep this company on the road to success. Tadano and Demag share a genuine and unsurpassed passion for cranes

and customer care. Their corporate values are almost the same: safety, quality and efficiency based on compliance, which is why I believe that in the long run it's best for customers to have these two companies under one roof and that there are exciting times ahead."

Integration problems?

Few that know the Demag business well expect its incorporation into Tadano to be easy. The usual challenge of merging of cultures, design philosophy and quality aspirations will probably be easier than usual given that Demag's traditional Germanic quality philosophy fits better with Tadano than it ever did with Terex. "The Demag acquisition is the largest for Tadano to date.



Jens Ennen

We will be stronger together as 'One Tadano' because we will infuse the best of both worlds into it. The number one priority is our customers' success. Tadano and Demag have historically been known for their commitment to safety, quality, innovation and product efficiency so that our customers have the best possible return on investment. We are absolutely committed to these and our goal is to combine these strengths to help customers to be even more successful."

"We will strive to operate the Demag mobile crane business profitably as a member of the Tadano group and in order to be successful with the integration we need to develop synergies across all areas of the company, like for example purchasing or customer service. We are looking to identify best practices that can be used across the company and benefit the entire group, but we are still just at the beginning of that journey.

My top five priorities today are:

1. Driving the integration to achieve a positive impact on our customers
2. Driving synergies in all areas of the business
3. Reinforce product development and technology as Demag is built on innovation
4. Sharing best practices with regards to internal processes, manufacturing technology and quality
5. Operate the Demag mobile crane business profitably

"We held our first joint meeting with the entire Tadano group leadership in Zweibrücken in late October with the goal to review the progress of integration. We were all pleased with the progress given the short time we have been working together and we could point to first successes with, for example, the cross training of the service teams on both All Terrain

brands, in order to increase regional support for both of them. Another good example is on the purchasing side - we are obviously now a larger customer for the relevant suppliers and this gives us a stronger position that will have a positive effect on the manufacturing side of the business, and will considerably improve the delivery times of parts and therefore of our cranes, which is an obvious advantage for our customers."

Has the process changed?

Early in the process there was talk of rapidly merging Tadano Faun and Demag product lines - a very unTadano way of merging acquired companies, but that now appears to have changed.

"We now have two well-known and appreciated companies with a long history in the industry working together. Tadano All Terrain models are filling product gaps that the Demag line up has and the other way around is also true. This enables us to better serve our customers and we have already seen the first successes to win customers that previously didn't buy one or the other brand in many markets."

"Regarding product range, we will learn from each other and evaluate if there are features and benefits that we want to implement across both brands. For the moment, Demag and Tadano will continue to innovate, introduce new models and phase out products within the normal product life cycle. One of Tadano's goals is to increase market share worldwide and we believe that all models available today will be essential to achieve this. In the future, the overall portfolio will of course change as part of the normal product development cycle, but no short term action will be taken."

The acquisition did not include the Terex RT crane product line, we asked the question, why not, given that it would have provided Tadano



with a European produced and orientated Rough Terrain product line?

"The Terex RT business was simply not part of the overall discussion and we are happy with the current Tadano RT range as it is very successful and well known for its quality and reliability," is all Ennen was prepared to say.

Product development

Prior to the acquisition Demag had several large All Terrain cranes on the drawing board including a seven axle 450 tonner and an eight axle 650 tonner as well as a CC 6800 lattice boomed crawler crane replacement and a new telescopic crawler glimpses of which were seen at Bauma - how are these progressing?

"When we look at our large AC All Terrain crane portfolio, especially the AC 500-8 and AC 700-9, our cranes are still up to date and successful, gaining high interest from our customers. We have managed to upgrade them several times during their lifetime, for example implementing the IC-1 Plus control system not too long ago. Nevertheless, we have announced that we are working on a new large AC platform based on years of valuable customer feedback and know how from our great deal of experience with large ATs in the past decades. It is too early to talk about specific products, but we are confident that we will release further information about new models in the near future. Keep an eye out at Conexpo."

"The telescopic crawler crane project is on track. We have prototypes on test, and we expect first deliveries to customers in 2020 as originally planned. This model will be branded Demag and it will be the first model of a new telescopic crane range for us built in Zweibrücken."

With regards to consolidation

between the production facilities in Lauf and Zweibrücken, Ennen is adamant that it is still way too early to consider such changes, and that no decisions have yet been made.

"There are no such actions planned in the short term. We must remember that the two companies have only been allowed to speak together for a few weeks now. We learn from each other on a daily basis, whether it is about products, processes or methods. We are currently deeply focused on the integration of Demag and we need to do this without interrupting our customers experience."

"It is true that Terex has been struggling with the Demag mobile crane business for quite a while but I believe that Tadano is a better match for Demag as we are focused on the lifting industry - the first time in 20 years that Demag has been owned by a company purely focused on the lifting industry. This is good news for everyone including customers and team members and has been reflected in the feedback we received from first meetings with the local unions. We fully took over the contracts of all the team members in Zweibrücken with no modifications."

The latest Tadano results suggest that Demag sales have suffered over the past six months however, although unable to comment on the financial numbers Ennen says that production is fairly busy, and the company has a stable order backlog. But the overriding message from Demag is that, for the moment, both Tadano and Demag brands will continue uninterrupted.

"Tadano and Demag are two brands which are well received on all markets," he says. "We will continue to sell Demag and Tadano branded AT cranes because both brands have their own considerable strength and we will take advantage of it."



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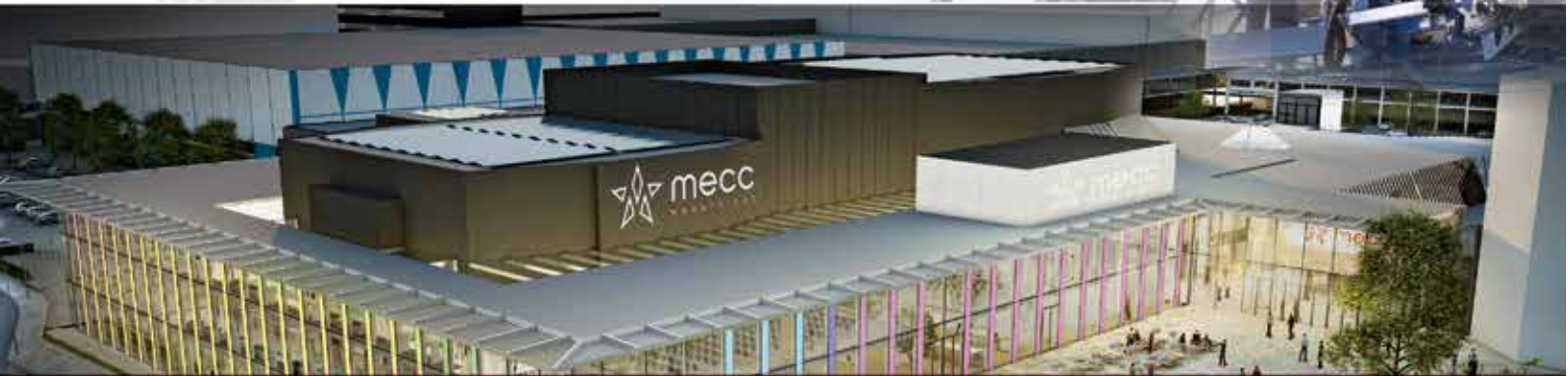


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C&A

Klaas

Earlier this month German aluminium crane company Klaas held two open days at its headquarters in Ascheberg, Westphalia, Northwest Germany, one for customers and dealers and the other for its 320 employees and their families. Cranes & Access editor Mark Darwin managed to talk with chief executive Georg Küter about the company and its products.

The company was established in 1933 by Theodor Klaas, the father of Ludger Klaas, the current owner and chairman of the board. It remains a family business run by the second and third generation of the Klaas family. Georg Küter is married to the founder's daughter Sabine Küter.

Klaas developed the inclined material lift in the late 1940s, but it wasn't until the 1970s and 1980s that Ludger spotted the opportunities and benefits of aluminium, producing the first aluminium crane in 1993. Mounted on a 7.5 tonne truck it had a lift capacity of 500kg. This proved a turning point in the company's history and the basis for developing other equipment, including firefighting equipment - partnering with Iveco Magirus in 2000 and now producing three ranges of firefighting and rescue machines. In 2005 it developed the new TS aluminium boom profile which it still uses today, helping reduce weight while increasing strength and stability.

The company has been responsible for a good number of innovations over the years, in 2013 it started



Klaas chief executive Georg Küter at the customer and dealer open day

using the stir welding method on its aluminium booms - a welding process that fuses the two elements of a boom section without adding additional material, resulting in zero distortion, increased strength and improved stability. There are apparently just four stir welding machines in the world, with Klaas now operating two of them.

The company has enjoyed strong growth over the past few years and is currently running at full capacity.

"Klaas has expanded every year for the past five years," says Küter. "When I started 16 years ago we had 70 workers and built two cranes a week. Now we have 320 staff, a full service network all over Germany and we distribute cranes



Demonstrating a Klaas K1003 with panel attachment

in almost every European country, with the firefighting equipment going worldwide. At the moment we build around 550 trailer and truck cranes per year - 60 percent being trailer cranes - and next year we plan to expand even more."

Boom production was the main bottleneck limiting further growth so four years ago Klaas ordered a Swedish stir welding machine - the first company to employ the technology for crane booms. Further growth required the second stir

welder but instead of going to the original Swedish supplier, it ordered a German built machine, but that did not work out so well. "Unfortunately during the process the manufacturer was acquired by a Chinese company, people were changed, and development stalled," explains Küter. "We tried for 18 months to make it work but in the end returned it and ordered a second machine from the original manufacturer. We have had the second machine for six months now and capacity is improving so



Just some of the Klaas machines on display



A close up of the welded boom joint

that next year we will be able to increase production significantly, as well as produce larger machines. All our cranes - both trailers and truck mounted - use aluminium boom sections only, rather than using a steel base section like on our competitor's. We are able to do this and have excellent outreach because of the stir welding process."

"There is also a limit on market demand of course. I do not want to get involved in steel boomed cranes which involves more weight and larger outriggers - that is not our market. Aluminium is all about taking smaller loads - 500kg, one and two tonnes - as far out and as high as we can. Weight is the enemy so we look to reduce it whenever we can."

Truck mounted work platforms

As well as cranes Klaas builds three truck mounted models mounted on 3.5 tonne chassis. But there is a problem.

"The Theo access platform was launched four years ago and at the moment we sell as many as we can build," says Küter. "We started with the Theo 25 and then introduced the Theo 20. At the end of the year we will introduce a new 21 metre machine with jib. But we only have enough capacity to build one machine every two weeks i.e. 25 a year. We cannot build more because we are at full capacity with the cranes which is our main business. At the moment we do not plan to expand outside our facilities here in Ascheberg, but we do want to grow over the next few years. We needed to gain experience with the truck mounted lifts - we want to sell German quality at German prices - so they must be solid and fully sorted. The idea was to develop the 3.5 tonne range, gain more experience and then review the situation."

Trailer problems in the UK

As mentioned earlier the majority of cranes produced are trailer cranes however regulations in the UK mean the cranes are too long to be sold there legally. "We are happy to have found a new dealer in Kranlyft and add the new markets of UK and Sweden. At the moment most of our production is sold in Germany, France, Belgium, the Netherlands and Poland. The markets are changing - over the past 15 years we have produced between 30 and 50 percent more cranes than the competition. We are more innovative, have the better aluminium profile, and a smaller company structure so we can adapt to customer requests and make changes more rapidly."

Of the 300 or so trailer cranes produced each year, the most popular is the K23-33 TSR which has a 1,500kg lift capacity and 32.8 metre hook height. "It is the VW Golf of the trailer cranes," says Küter. Perhaps surprisingly, its most popular truck crane is its largest - the K1003 RSX, mounted on a three axle truck it has a hook height of almost 53 metres and a maximum capacity of six tonnes.



A Klass K850 aluminium truck crane

"The K1003 in my opinion is the most cost-effective machine we have. In Germany you would have to spend an extra €50,000 to €100,000 for a steel boomed crane to get the same performance. If you work with loads of up to 2,000kg I don't think you will find a better machine on the market. When we developed the machine four years ago we only



At the end of the year Klaas will introduce a new 21 metre truck mounted platform - currently it has two Theo machines



A Klaas firefighting platform



A close up of the firefighting basket.

our cranes people can work more easily and faster, which fits the trend throughout Europe, which is promising for the future."

expected to sell a few units each year, but if we had the capacity we could sell around 50 a year."

Firefighting machines

Production of the firefighting machines is barely 10 units a year at the moment but Klaas claims to have several hundred Multistar machines working around the world.

"This market goes in cycles. In one order we supplied 30 machines to Slovakia but then sold just two machines the following year. We are currently building six machines for Vietnam. In the UK the unions don't like the Multistar because it needs less people to operate it - just the driver. So some in the UK like it and some don't."

What lies in the future?

"If we have stable economic and political conditions in Europe and Germany, I would expect the company to grow at least 50 percent over the next five years. If Germany goes like UK or the USA then I am not so optimistic. We will have to see what happens. With

"We did not attend Bauma this year as we are absolutely at full capacity. Sweden is set to become an interesting market, because wages are high and it is difficult to get workers who are prepared to work with their hands, or the required skills, and this is where the Klaas crane excels. We are now number one in Poland, France, the Netherlands and Switzerland and hopefully in a few years the UK too. We would rather use a local distributor which knows the market and the potential customers and are more motivated to do a good job. I think that this is the best solution. Setting up a wholly owned subsidiary may provide you with a bit more control or leeway with pricing, given that you do not need to worry about a dealer margin, but this advantage is completely lost when you add back in the overheads you have to pay for staff and the facility. Using independent dealers also allows us to concentrate all of our efforts on developing and producing new products."



One of many Klass trailer cranes



Aluminium boom sections

A green Merlo telehandler with a long boom is shown in a large industrial warehouse. The boom is extended high, holding a platform with a worker. The Merlo logo is visible on the boom. The background shows the steel structure and high ceilings of the warehouse.

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IPAF updates UK Parliamentary Group

IPAF addressed the UK All Party Parliamentary Group (APPG) of MPs inquiry into working at height, along with senior representatives from the UK Health & Safety Executive at a meeting in Westminster in late October.

IPAF's director of technical & safety Andrew Delahunt and UK general manager Richard Whiting also represented the Access Industry



Forum (AIF). The presentation included an overview of IPAF's global reporting project of accidents involving aerial work platforms, emphasising the emotional impact of accidents especially when platform operators or occupants are killed or suffer life changing injuries.

Whiting said: "This particular meeting was on the subject of enhanced reporting, following one of the key recommendations in the APPG's initial Staying Alive report. It subsequently announced that changes to the RIDDOR reporting system will aim to make data collection easier, which will encourage better reporting and ultimately help make the data more useful."

Delahunt said: "IPAF has been updating the way it analyses and shares the data it collects, and so it was useful to be able to share this experience with others including representatives from the HSE, to hopefully aid with making the suggested changes to RIDDOR as outlined in the key recommendations of this inquiry. This was a very worthwhile meeting and we look forward to continuing to engage with the APPG on the issue of reducing risk while working at height."

For more information visit www.IPAF.org/accident

New ANSI A92 standards delayed until March

The effective date for the new ANSI A92 suite of standards, has been moved by the ASC A92 Main Committee from December to 1st March 2020.

Tony Groat, IPAF's North America regional manager and sits on all three ANSI committees said: "While the effective date of the standards has been extended by three months, IPAF advises those who own or use aerial lifts to familiarise themselves now with the key changes and requirements in the new standards. The new standards include requirements for both operator and supervisor training, and it makes sense to start implementing the requirements defined in them as soon as possible. IPAF can assist with understanding the key changes and help you plan to be compliant in time for the effective date."



Tony Groat

Enter the IAPAs 2020

Nominations for the International Awards for Powered Access (IAPAs) are now open, and places for the 2020 IPAF Summit & IAPAs, at the Millennium Gloucester Hotel in London, on 23rd April, can now be booked at a special early-bird rate.

The deadline for entries is 12th December. The awards are free to enter, companies and individuals can enter themselves or nominate others, and entrants can submit entries for more than one award and more than one entry per category. The awards cover activities undertaken and for products launched between September 2018 and September 2019. Entries must be submitted in English using the official entry form, available via www.iapa-summit.info

The full list of IAPAs categories is as follows: Access Rental Company of the Year; Contribution to Safe Working at Height; Digital Development Award; The IAPA Innovative Technology Prize; IPAF Training Centre of the Year; IPAF Training Instructor of the Year; Product of the Year - Mast Climbing Work Platforms & Hoists; Product of the Year - Scissor Lifts & Vertical Masts; Product of the Year - Self Propelled Booms & Atrium Lifts; Product of the Year - Vehicle and Trailer Mounted; Access Photo of the Year, sponsored by Media Access Solutions and the IPAF/Access International Lifetime Achievement Award.

New 'Toolbox Talks'

IPAF is developing a series of Toolbox Talk safety presentations for use by health & safety managers or site supervisors get key messages across at the start of a shift.

The talks are short single-side A4 sheets with bullet-points and easy to digest and convey advice based on IPAF's own technical and safety guidance and the popular Andy Access series of safety posters.

They include: 'MEWP Familiarisation', 'MEWP Pre-Use Inspection' and 'MEWP Rescue Plan' this month, with 'MEWP Ground Conditions', 'Never Attach a Banner to a MEWP', 'Avoid Overhead Obstructions' and 'Walking the MEWP' due in December and early 2020.

The IPAF Toolbox Talks can be downloaded free of charge on www.ipaf.org/resources

More Andy Access safety posters

New Andy Access safety posters 'Be Street Smart' reminds those using aerial work platforms alongside roads to manage vehicle traffic and pedestrians. The second reminds users of platforms that require outriggers or stabilisers to 'Use Spreader Pads' as required, and to use IPAF's spreader pad calculator. Download the posters free of charge at www.ipaf.org/AndyAccess



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Fines and criminal investigation for crane incident

Washington state has fined three companies following a fatal tower crane collapse in Seattle in April. A \$70,000 fine was handed down to tower crane rental company Morrow Equipment, which supplied the crane to general contractor GLY, which was fined \$25,000, while Northwest Tower Crane Service which provided the crane dismantling crew was fined \$12,000.

The incident, which took four lives, was described as "totally avoidable". The crane came down after being hit by a strong gust of wind after the team had already removed the bolts between the tower sections and slackened off the foundation bolts, ignoring the manufacturer's instructions which state that pins should only be removed one section at a time after it has been secured to the crane taking the tower down. The gust caused the crane to sway and collapse into the street. Morrow was most culpable because it had an expert on site, while the other companies were cited for not having a supervisor present, inadequate training or other violations. Criminal charges may also follow.



The incident left four dead

Pal+ VR training

UK rental company Plantfinder is trialling an IPAF/Serious Labs virtual reality training simulator at its depot in Kilmarnock, Scotland for the practical test of the PAL+ qualification.

If the trials are successful IPAF says it will look to fully develop IPAF PAL+ as an eLearning and virtual reality course, by developing a digital version of the theory module and simulated pre-use inspection.



Tony Warren of Plantfinder with the simulator

Fall costs £71,000

UK construction company MP Building has been fined £65,000 plus costs of £6,298.82 after an employee was injured in a fall from height. In May 2017, the man, 36, climbed up to remove a nail from a brace holding trusses, one of which came away taking him with it.

Raised safety decking used as fall mitigation within the building did not cover the whole area and left significant gaps. The man sustained nerve and tissue damage to his lower back, whiplash to his neck and a finger injury. An investigation found that MP's risk assessments failed to implement control measures on internal falls and decking. It was also found that those working on the site were not trained to install the safety decking.

Fatal farm fall

UK farm A Kirkham & Son has been fined £12,000 plus costs of £6,296.32 after an employee died after falling from a ladder whilst loading a straw spreader in July 2018. The man was cutting bale strings when he fell from the ladder, causing fatal head injuries. An investigation found there was no suitable risk assessment or safe system of work in place for the operation.



The location of the fall

Liebherr trip for Star of the Future

The winner of the inaugural CPA Lifting Technician Star of the Future Award, Niki Fitzgerald of Select Plant Hire, has completed the trip to Liebherr's Ehingen crane plant that he won.

It included a tour of production areas, while Fitzgerald was also given a chance to operate one of the company's prototype All Terrain cranes undergoing testing - the first non-Liebherr employee to do so.



Niki Fitzgerald outside Liebherr's Ehingen factory

New Manitou training facility

Manitou has opened a new training centre near its headquarters in Ancenis, France. The 1,600 square metre facility will be used to train technicians to maintain, service and repair Manitou products, and features four 200 to 300 square metre workshops, along with three study rooms and a recording studio, which Manitou says will help to meet the increase in demand from its training facilities around the world.



Who trained him then?



Spotted in north London, a man working on a window sill at a height of around five metres - seven or eight metres if you count the drop into the basement - with no safety gear whatsoever. While balancing on the narrow windowsill, he is using at least one hand to carry out his work. On top of the fall which would almost prove life changing at best, he could also land on the railing spikes, adding a different type of injury.

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Time lapse videos of scaffold tower assembly

PASMA is offering a 'behind the scenes' look at scaffold towers being assembled during its last conference, including several complex structures that were built to specification. The series of time lapse videos show the assembly of:

- A six metre linked tower
- Scaffold towers with bridges
- Four 1.8 metre towers with six metre bridge
- Scaffold tower on stairs
- A 5.6 x 2.9 metre large deck



The videos help show how the flexibility of configuration, strength combined with lightness and speed of assembly and dismantling make towers the ideal solution for accessing height in a variety of challenging and demanding situations.

You can watch the videos at: pasma.co.uk/conference/tower-showcase-2019

The complex structures were designed and built by PASMA Hire & Assembly members, which includes companies that provide rental, consultation, specification, design, assembly and dismantling services for advanced tower builds. They all employ trained specialists who have successfully completed the PASMA Towers for Professional Riggers Course, a five day course incorporating daily examinations and practical assessments. Completing the course ensures that the riggers undertaking the work have the experience and expertise necessary to build large, complex and advanced towers to agreed specifications.



Brexit support for the Work at Height sector

The Access Industry Forum, of which PASMA is a key member, has joined forces with the Hire Association Europe & Event Hire Association in order to improve their members' readiness for Brexit.

With funding provided by The Department for Business, Energy and Industrial Strategy, the associations hosted a series of free breakfast briefings and online seminars during October.

Speakers included:

- Philip Aldrick, economics editor of The Times
- Neil Amner of Anderson Strathern
- Carl Gardiner of Scottish Development International
- Arvi Virdee of Smartec Business Solutions
- Louise Shaw a solicitor with Pinsent Masons

The recordings of these presentations are available at: accessindustryforum.org.uk/brexit

Graham Arundell of the Hire Association Europe said: "We have continuously highlighted Brexit preparedness as a vital requirement for hire businesses and suppliers. By working together with fellow associations and with this dedicated additional funding, we will be able to expand our reach and help businesses to navigate these uncertain times."

PASMA's Peter Bennett who also chairs Access Industry Forum added: "This is a critical time for all UK businesses, and it is essential that we work together to ensure that we do all we can, in the most effective and efficient way, to help our members prepare for the uncharted waters ahead".



Free PASMA Tower Guides

PASMA has released a set of PDF resources for people who need to know what training courses, standards and documentation are associated with different types of scaffold towers. They are particularly useful as easy reference guides for health and safety practitioners and for displaying on training centre walls. The set includes:

- Mobile access tower
- Cantilever tower
- Tower on stairs
- Towers with bridges
- Low level work platforms
- Complex tower structures



These guides are free to download and use.

You will find them here: pasma.co.uk/conference/tower-showcase-2019

PASMA mobile app

The PASMA mobile app is free to download and provides a huge range of practical information that can be used on a day to day basis to support safety, enhance competency and simplify the whole process of information gathering. You can:

- Download manufacturers' instruction manuals
- Read the PASMA Code of Practice
- Search the PASMA member directory
- See our latest news and events

The app is available for iOS and Android. Search your app store for 'PASMA' or visit pasma.co.uk/about/pasma-mobile-app-and-android to download.



Health and Safety North

PASMA exhibited at Health & Safety North at EventCity, Manchester last month, along with other members of the Access Industry Forum (AIF).

In addition, Brian Parker of AFI and chairman of PASMA's Training Committee, took part in a popular Knowledge Exchange session on the topic of 'Working at height and preventing falls'.

The session was chaired by Chris Kendall, Chair of the AIF's Marketing & PR Committee.

The AIF comprises 11 of the leading trade associations and federations involved in promoting safe work at height and good practice.



For more information about the Access Industry Forum (AIF) and the No Falls Foundation charity for working at height, please visit www.accessindustryforum.org.uk and www.nofallsfoundation.org

Annual Rental Rate Guide

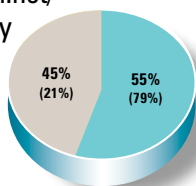
The next issue of *Cranes & Access* will include our annual rental rate guide, with readers input - both rental companies and their customers - on average rates for specific machines, along with feedback on fleet changes this year, your prognosis for 2020 and any comments on the market and rates - normally anonymous, they can also be attributed if you so desire.

Please do send back your forms - they do not require a company name - and the data will be entered into a data sheet with no means of tracing the individual inputs.

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If you have not received an input form, they are available on: [Vertical.net https://vertical.net/en/news/story/34181/rental-rate-survey](https://vertical.net/en/news/story/34181/rental-rate-survey)

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2020 course dates

ALLMI has released its new course dates for 2020. Being the UK's only accrediting body offering specialist training for each member of the lorry loader lifting team, as well as engineers, instructors and managers, ALLMI's courses are approved by CSCS and delivered to the highest standards.

Courses available and the process for booking are as follows:

Booked through an ALLMI Training Provider:

- Lorry Loader Operator
- Slinger / Signaller

Booked through ALLMI directly:

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



Course information and dates and Training Provider details can be found at www.allmi.com by clicking on 'Training', or by contacting ALLMI directly.

ALLMI membership audits

Did you know that ALLMI is one of the few leading trade associations within the UK that audits its members, both at the point of application and then periodically thereafter?

Chief executive Tom Wakefield said: "Applicants' loader crane activity is assessed in line with the regulations, standards and industry guidance encapsulated within the ALLMI Code of Practice, and advice is then provided on any areas that need addressing. This results in a form of membership that provides genuine value, not only to the company receiving the assistance, but also to its customers, as they can have confidence in the quality of service being supplied."

Kel-Berg Trailers & Trucks successfully completed the joining process earlier this year. Technical Engineer, Chris Kelly said: "The audit was incredibly thorough, looking at our work covering installations, load testing and repairs, and mapping our operations against ALLMI's stringent Code of Practice requirements. We were delighted to have met the required standard, and to receive guidance on how we can achieve ongoing advancement and compliance."

John Wain, managing director of Truck & Marine Cranes adds: "We have recently undergone our periodic re-audit with the association, which reviews every aspect of our loader crane business. As a member of ALLMI, we always work to the very highest of standards; however, this can only be achieved if we are committed to continuous progress and development, and the visit from ALLMI's auditor was extremely beneficial in this regard."

Wakefield said: "A full round of manufacturer/service company audits has recently been completed, with all businesses of that membership category being visited. It's been an incredibly positive process which has facilitated valuable two-way feedback and led to a number of new initiatives. We now look forward to commencing the next phase of audits with our fleet owner members and reaping the many benefits this will bring."



Management training - PUWER 9.2

ALLMI's range of one day manager courses continues to be sought after, with companies across the lorry loader industry looking to bolster their compliance with the requirements of PUWER 9.2:

PUWER 9.2 "Every employer shall ensure that any of his employees who supervises or manages the use of work equipment has received adequate training for purposes of health and safety, including training in the methods which may be adopted when using the work equipment, any risks which such use may entail and precautions to be taken."

ALLMI technical manager, Keith Silvester said: "The one day manager courses are abbreviated, attendance based (i.e. no assessments) versions of our standard training programmes, covering all of the same topics and, in many cases, also including a practical element. As well as assisting a company's compliance with the requirements of PUWER 9.2, the courses provide managers with an improved understanding of the technical, legislative and operational issues for which they are responsible, and the knock-on effect of this is that standards are then raised throughout the business. We encourage all those interested to contact us to learn more about the content and benefits of this training."

Loader crane manufacturer Penny Hydraulics recently put two of the company's senior staff through the Thorough Examiner manager training. Sales director Richard Short said: "Continually improving safety and standards is part of the culture here at Penny Hydraulics, it is engrained in everything we do. For this reason, we have been keen to utilise ALLMI's manager courses, as they play a valuable role in the ongoing review of best practice, allowing our management to further understand the challenges faced by front-line employees, as well as helping us to meet our legal obligations under PUWER".

ALLMI provides the following courses for managers:

- Lorry Loader Operator
- Slinger/Signaller
- Crane Supervisor
- Appointed Person
- Thorough Examiner



For details of ALLMI standards, guidance documents and training, visit: www.allmi.com



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CPA Conference 2019

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CPA

This year's CPA Conference attracted over 100 attendees to hear presentations on issues such as mental health awareness, equipment theft and fraud, while several companies displayed their latest developments, such as a tower crane simulator from MPS Crane Operators, to health and safety virtual reality training from Pheonix International and Unic spider cranes from GGR.

CPA chief executive Kevin Minton opened the event, outlining some of the challenges that the sector is currently facing, such as attracting employees to the industry and the impact of business uncertainty that has hit the construction sector.

When it came to the presentations, a new format was adopted this year in order to encourage debate and audience interaction. Rather than PowerPoint presentations the conference adopted a series of panel discussions facilitated by Merryn Myatt with the Slido Questions & Answer platform used throughout the event.

The first panel session was entitled 'The Plant-Hire Industry in 2019 and Beyond' and involved three participants - crane operator Katie Kelleher, along with Ian Webster and Belinda Naylor of Webster Technologies. It included some a discussion on the difficulties associated with attracting females to the construction sector and the need to encourage diversity.

The next panel session was entitled 'Mental Health Toolkit for Construction', involving Bill Hill, of the Lighthouse Club charity, who also works with Building Mental Health, the construction industry's mental health awareness and support programme. Other participants were Merrill Lynch and Andy Burrows, of L Lynch Plant Hire and Haulage. Hill began by highlighting the fact that 20 percent of sick leave is attributed to mental ill health issues, such as stress, anxiety and depression, and that two construction workers take their own life every single day in the UK.

Burrows talked about some of

the initiatives that Lynch has introduced to help improve mental health, such as 'Time to Talk Day', family days and workshops which encourage staff to talk about any issue affecting them, the company also has five trained Mental Health First Aiders. He cited some real life examples, including how a remote worker who attempted suicide had been found by a colleague and survived and is now in good shape and back at work.

Following lunch Merryn Myatt led a session on how companies can develop risk management strategies and cope with unexpected issues such as cyber-attacks, data breaches, acts of terrorism and product recalls. All of which can prove damaging to brands, a company's reputation and affect the bottom line, as well as attracting attention from the media.

Another panel session involved Iain Anderson of rental company GAP, Kevin Howells of Datatag, Michael Gregory of JCB Insurance and detective inspector Ernie Locke of West Mercia Police, speaking on what can be done to prevent equipment theft. Anderson spoke of the need for staff awareness of the more sophisticated tactics, that criminals are using, such as identity fraud and arriving at depots with vans sign written with fake company details. Thieves are also using bogus e-mail addresses which closely mirror genuine company e-mail addresses. He also shared information of an 'inside job' where an employee was caught on CCTV putting company equipment into his car.

Howells spoke of Datatag's CESAR



security and registration theft deterrent system, while Gregory spoke of how effective the CESAR scheme is and confirmed that JCB Insurance, offers a discount on any equipment that is CESAR protected. Locke added a police perspective and his involvement in Operation Opal, a National Intelligence Unit for serious organised crime which is focusing on attacks on ATM cashpoints, for which construction equipment is often used.

The final session of the day concerned the CPA skills strategy with Paul Skitt of Business and Skills Support, CPA policy manager Chris Cassley, Paul Whitehead

of Highways England and Mark Warrilow of HS2. Skitt and Cassley spoke of the skills shortages along with recruitment and retention difficulties, particularly for operators, mechanics, hire controllers, managers and HGV drivers, highlighting how attraction into the industry remains an issue, and how the situation is set to become even more acute. Warrilow outlined HS2's skills strategy and the work it is doing. He referred to HS2's work with women in construction, with 17 females joining a four week work placement, with six of them offered permanent employment and seven others offered employment.



GOING UP IN THE WORLD



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

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

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

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

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

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Liebherr MK 140

The Liebherr MK 140 mobile self-erecting tower crane is a five axle machine which can lift almost two tonnes at its maximum radius of 65 metres. The jib can be luffed up to 70 degrees to give a maximum lifting height of 94 metres.

This complex model of the MK 140 is made by WSI Models in 1:50 scale. A 24 page manual provides information about the real machine and many colour photos explain the assembly.

The underside of the carrier is very detailed, and each axle has working suspension and steering. The level of detailing on the rest of the chassis is very high and includes folding ladders and tiny warning graphics. The outriggers can be deployed, and four spreader plates are included.

The high standard of detailing continues on the crane superstructure, the winches are operated using a key, and the ballast is provided as three separate parts.

The tower is a three stage telescopic structure, with the cab rail fitted separately by hand as separate sections. At the top is a working cab winch which connects to the cab, which has a detailed interior just visible through the tinted windows.

The jib is metal throughout and for the first time on a model like this it is modelled in aluminium to reduce weight, compared to diecast metal. It is fully triangulated and is mechanically complex. The assembly ropes, cables and ties are made to tight tolerances to enable a decent jib profile. The trolley is plastic,

and a metal hook block goes with it. A single line metal block is also included for use in full luffing mode.

It is possible to pose the crane in the different phases of erection, although various hand manipulations are required.

The jib can be unfolded and either posed horizontal or luffed to other angles, just like the real crane. Extra jib sections enable the crane to have a full luffing mode with a 70 degree angle, and when displayed like this the model is nearly two metres high. The hooks can be raised and lowered, and the trolley is positioned by hand.

It is great to see Liebherr investing in a model of the very complex MK 140, and WSI has produced a very nice, highly detailed model. It is not really a model for a beginner, but time spent with it is rewarded with an outstanding model. It is available from the Liebherr web shop for €345.

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

Cranes Etc Model Rating

Packaging (max 10)	9
Detail (max 30)	27
Features (max 20)	17
Quality (max 25)	20
Price (max 15)	11
Overall (max 100)	84%



On the road



Erection poses can be simulated



Impressive full luffing jib



Cab elevated to the top



Very good jib profile

Readers Letters



October Issue

Excellent Magazine Leigh, just read it.

Particularly liked the Editorial on page three, with which I entirely agree.

Kind Regards

Mike Ponsonby

London Fire Brigade bosses feel the heat

Now that a report from stage one of the Grenfell Inquiry has been published, the public can see for the first time that criticism levelled at the commissioner and senior officers of London Fire Brigade for their gross negligence and incompetence was fully justified, in that they were responsible for the deaths of all those residents who were overcome in their flats by smoke and fumes.

Without wishing to repeat any of the statements I made in an article in your magazine of August/September 2017, the decision by fire brigade bosses to instruct residents to remain in their flats at a time when all of them could have escaped in safety, must amount to criminal negligence and by any interpretation the Inquiry Report confirms this situation.

Aerial platforms were available in the London area at the time of the fire and as long ago as 2002, faced by a national Fire Brigade strike over pay, the Home Office called me when I was Managing Director of IPAF asking for help in providing a list of companies, with at least one in each county where possible, so that any Fire Brigade could hire in aerial platforms to assist the army and air force who were manning Green Goddess fire engines, but were not allowed to use Fire Brigade owned aerial platforms due to their lack of expertise in the operation of such equipment.

Within 48 hours we had provided the Home Office with a list of platform rental companies owning platforms at that time up to heights of 100 metres with names and 24 hour telephone numbers and contact details. This information was to be circulated by the Home Office to every fire brigade in the UK and I understand from subsequent reports that facilities were provided by commercial hire companies on a number of occasions where aerial platforms were needed to assist the military. I know for certain that this information gave the government the confidence to resist the strike and finally bring it to an end in 2003 with an agreed pay offer. Although that may have been 16 years ago, one would assume that this information was still available in all fire brigade control rooms, and any fire brigade with a chief officer with a true sense of responsibility could easily have updated that information and made themselves aware of the availability of large platforms from rental companies around the UK.

It is a fact that when the Grenfell Tower burned, there were at least four platforms within the London area which, in an emergency such as this, could have evacuated 150 people within one hour, assuming the platform had been

ordered as soon as the fire broke out. As we know from London Fire Brigade records, the first platform arrived at the scene 31 minutes after the first call was received and that platform, had it been positioned in the right place, might have been able to evacuate people from the 11th floor had it

arrived with the first turn out. The decision to repeatedly tell residents to stay put in their flats was about the worst piece of advice that could have been given as, had the flats been evacuated as soon as the fire fighters actually went in, it is likely that everybody in the building could have been saved, and that is the primary purpose of the existence of every fire brigade..... to save human life!

Suggestions of the use of large aerial platforms have been dismissed by London Fire Brigade's officers on the basis that they are not sufficiently manoeuvrable to have been of help in these circumstances, given that they have to travel through the streets of London. That is nonsense.....some of these platforms are mounted on standard commercial chassis and are as capable of negotiating London's streets and traffic as are the thousands of heavy commercial vehicles which travel through London every day.

Whilst I no longer have any involvement or interest in any fire appliance manufacturers' business, I have in the past tried to sell the idea of large platforms to London Fire Brigade and have always met with a wall of silence and rejection on the grounds of need, cost and unsuitability for the London streets.

London Fire Brigade used to be the world's leading firefighting establishment and led the world for many decades, and many fire chiefs from around the world obtained their basic training with the London Fire Brigade. Oh, how the mighty have fallen. Is the true reason for London Fire Brigade's resistance to moving with the times that its ability to purchase the appropriate equipment is



A Bronto 112m alongside the 86 metre 28 storey Cirrus building in Helsinki

negated by the Home Office, or is it really a case of pure ignorance, and a “we know best” attitude?

It is high time for the government to wake up to the fact that they are putting people’s lives at risk in an attitude of blind ignorance, fuelled by their determination to deprive the investment of the very funds that, had they been made available at the appropriate time, would have avoided unnecessary loss of life at the Grenfell Tower.

Lest there be any scepticism amongst those who are not familiar with firefighting equipment and aerial platforms, the tragedy in Carlisle earlier this week, where a man was trapped upside down hanging from a ladder on the side of Dixons Chimney 88 metres from the ground, was a classic example of a high level rescue by a 90 metre aerial platform. Sadly, the man died but that death could have been avoided if Cumbria fire brigade headquarters had maintained up to date records of where such platforms could be found in an emergency. This one had to travel from Glasgow, but had it been ordered to the scene when the man was first discovered at 02:30 AM it could obviously have saved his life.

Sad as this incident was, the photographs from the scene clearly demonstrate that even when not working at full height, it was still able to rescue this man in the middle of an ancient city with narrow streets. What do we have to do to ensure that every fire chief in the UK makes his brigade fully aware of where such platforms can be hired at short notice and that they are used so widely in industry? Why cannot the fire brigade pocket their pride and recognise that rental companies in the UK, with such machines in their fleets would be only too pleased to provide assistance at any time?

A 90m Bronto from Height for Hire helps with an 88 metre rescue/recovery



With the lessons learned from Grenfell and this sad incident in Carlisle, would it now make sense for the Home Office to purchase four or five 100 metre platforms and station them in centres such as London, Birmingham, Liverpool or Manchester, Hull, and Glasgow or Edinburgh. The likely cost for five such machines would be around £6 million and if there were crews trained in the five areas where the machines were stationed, they could then readily be diverted to situations where high level rescue or firefighting was required. The cost could be maintained at the Home Office, thus relieving any individual fire brigade of the

capital cost. The returns achievable from the availability of such machines in reduced fire costs and human lives saved, would surely more than justify such a relatively small investment. Surely this expenditure could be far more readily justified than the vast sums recently expended on advertisements for Boris Johnston’s Brexit on 31st October.

One final comment which I feel needs to be stressed is that no blame should be attached to the brave members of

the brigade who at great risk to themselves went into the Tower to try and rescue as many occupants as possible once the Brigade’s high command finally realised the folly of their ways and gave the order to get the residents out. These many men and women members of the brigade worked themselves to exhaustion in a frantic bid to get everyone out, ignoring risks to themselves and we should all be proud of what these people did achieve, despite the appalling loss of life which could so readily have been avoided if the commissioner and her senior officers had comprehended the situation sooner.

No fire brigade should ever be placed in this position again, where chief and senior officers can get away with refusing to keep up to date with equipment development and availability that could avoid such loss of life. I was always under the impression that this was the remit of Her Majesty’s Inspector of Fire Brigades.

There is an old saying the “bad workmen blame their tools”, but if you do not give the correct tools to the good workmen, how can they be expected to do the job?

This level of incompetence by the command structure of London Fire Brigade must never be allowed to recur and when we have a new government in place, surely one of its first tasks should be to appoint people with serious experience of firefighting, on the ground in major cities, to ensure that funds are made available for special equipment to enable firemen to perform the job they will have in the knowledge that they are well equipped to do it. These steps should be extended to a detailed examination of the depth of knowledge available to planning authorities to make sure buildings like Grenfell Tower, totally ill equipped to cope with serious fires, can no longer be inflicted on the innocent victims who trusted the authorities that allowed such buildings to be erected in the first place.

It is rumoured that London Fire Brigade have now ordered two 60 metre firefighting platforms which, in the light of Grenfell Tower are too little, too late.

Paul Adorian

Windermere Cumbria LA23 1JQ

Mr Adorian makes a very valid point, Grenfell Tower was 67 metres, the roof/top floor was well within reach of a 90 metre platform, perhaps even a 70 metre unit some of which would almost certainly have been in the area at the time. Machines of 90 metres or more have been available for more than 18 years. Most UK fire departments receive a copy of Cranes & Access magazine, although an increasing number of regional services have stopped taking it, stating that “it is no longer required” and yet if they had consulted the September issue, they could have quickly seen which UK rental companies operate truck mounted platforms of 70 to 90 metres or more. The same would have applied to the Carlisle rescue, it took the fire department 12 hours or so to organise a platform, and only after putting out an appeal of the local and national radio! By the time the platform arrived the man Robert Longcake, 53, had sadly succumbed to hypothermia and cerebral swelling.

Editor

Watch out for thieves

Dear Leigh,

I would like to bring to your attention the escalating incidents of batteries being stolen from powered access machines whilst on hire to our customers. We have had another eight batteries removed from an HR21 during the night in which the culprits had to scale locked gates and lift the batteries over a high fence. The cost alone for the batteries is £1,850 excluding the inconvenience to ourselves and our customer and the costs of replacing the batteries with the engineer's time.

This incident is not isolated as in the past year we have had batteries stolen from machines in our depot (Genie 30/20 and Nifty HR12). We have also had batteries stolen from three 26ft Skyjacks in Wales, a 19ft in Cambridge and a HR17 in Northampton. The disruption to our business is significant and customers are increasing disputing the terms and conditions of hire, resulting in court cases and the loss of customers.

Speaking to the battery supplier (Platinum International) who replaced the HR21 batteries, they informed us that they are replacing a high proportion of batteries due to theft within our

We also received the following letter:

Hi Leigh,

It is not just Battery Theft that's on the increase, its anything without a Serial Number on it. For example....

1. Batteries are normally stolen by the pair as are tyres, but worse than that is that thieves cut through battery cables or worse still, also steal the bridging cable - as it is copper.
2. Diesel fuel is major target for thieves at circa £5.50 per gallon, so much so that we no longer fit Locking Fuel Caps, because they now punch a Hole through alloy fuel tanks, making it a £1,000+ repair cost, plus the fuel cost.
3. Thieving is on the increase, with certain types of machines clearly targeted. So much that other equipment will be moved out the way to get to the target machine such mini-diggers etc.

Motorway Service Areas are good pickings for thieves,

region. I am aware of other hire companies experiencing the same problems as ourselves and wonder how widespread this problem is.

The government has tightened up the procedure for the disposal of scrap, however it is obvious that the criminals are disposing of these batteries somewhere! With a high scrap value for lead and an easy buck to be made for certain groups who deal in scrap.

It seems that the situation will only get worse until the problem is addressed by bringing it to the attention of the Police and visiting some of these scrap yards, and manufacturers making it much more difficult to remove the batteries from machines.

Regards

Tim Williams

Access Service and Repair Ltd

We raised this in an article online introducing a poll to see how widespread the issue is. As we go to press the online poll question 'Has your company had batteries stolen from a machine in the past year or two?' had the following responses:

Yes occasionally - 34%

No - 28%

Yes frequently - 37%

with one client of mine having a complete xenon headlamp stolen overnight including the fitting screws and bulbs. Pre-Christmas is the worst time of year, with car boot sales and eBay being the best 'fencing operation' ever known on which thieves can easily sell stolen machines and/or components.

Unemployment, drug abuse and five week delays in payment of Universal Credit is part of the problem, as many turn to petty theft as a way of supplementing declining incomes.

Thank you for raising this subject.

Kind Regards

Mike Ponsonby



Sean Meade

Patrick Joseph 'Sean' Meade 1941-2019

Irish crane and heavy haulage industry pioneer Sean Meade, founder of Sean Meade & Sons, Rathcoole, Co Dublin, passed away suddenly on October 21st, he was 78.

Sean Meade spent his entire career working with cranes, and established the company that bears his full name in 1983, but it traces its history - along with sister company Meade Crane Hire - back to 1953, when Paddy Meade established Irish Tank and Pipeline, which became Meade Plant in 1975, this was followed by both Sean Meade & Sons and Meade Crane hire.

The companies provide a wide range of crane and lifting services, along with heavy transport, rigging and machinery installation.



The early Days Meade at the controls of a crane.

Ronald 'Ronnie' G. Stuart 1934 - 2019

Ronnie Stuart one of the founding fathers of the modern UK crane hire industry, rental industry veteran, owner and senior manager passed away on Saturday 16th November, having suffered several years of poor health, he was 85.

Ronnie Stuart began his career in 1956 as a graduate engineer with Lincoln-based crane manufacturer Ruston.

He left the business in 1961 in order to establish his own company - R G Stuart (plant) - in partnership with his brother Kenneth. Based in Glasgow, the company grew quickly soon becoming the leading mobile crane rental company in the region and across Scotland.

In 1968 he agreed to merge the company with Hewden Plant Hire which Matthew Goodwin (later Sir Matthew) and Frank Jamieson had established in 1962. Their focus however was on the rental of earthmoving equipment. The merged company became Hewden Stuart and was floated on the stock market, helping fund a series of acquisitions of both general equipment rental and specialist businesses, including aerial lift rental company Seymour plant and Mobilift. In those days the company was widely regarded as one of the best managed and most financially stable rental groups the UK, often being the most profitable. In 1982 he was appointed president of the Construction Plant hire Association (CPA).

Stuart stepped down as deputy chairman of the company in the mid 1990s, becoming a non-executive director, finally retired from the business in 1998.



Ronnie Stuart
earlier this
year



Ronnie Stuart
as CPA president
in 1982

The following letter was received

Dear Leigh,

It is with great sadness that the passing of Ronnie Stuart was announced on Saturday 16 November. Ronnie was aged 85 and has suffered deteriorating health over recent years. Ronnie was, together with the Sparrow brothers, a founder of the UK crane hire industry that we know today.

After working for Ruston at Lincoln as a graduate engineer he established R G Stuart (plant) Ltd together with his brother Kenneth. RGS became the preeminent Scottish crane hire company based in Glasgow.

In 1968 he merged his company with Hewden Plant Hire which had been developed during the 1960's as a major earthmoving hire business by Sir Matthew Goodwin and Frank Jamieson. The merged company, Hewden Stuart was floated on the stock market and many acquisitions ensued resulting in HS being widely regarded as the best managed and most financially stable plant hire group in the UK.

I know it was with great sadness and regret that Ronnie witnessed from afar the demise of Hewden Stuart in 2016, following years of financial and strategic mismanagement since ceasing to be a public company in 2001.

Ronnie retired totally from HS in 1998 having served as a non-executive director after his earlier retirement as deputy chairman. During his retirement he concentrated on his hobbies including music (he was a very accomplished pianist) and clockmaking.

Whether it be his life as a businessman, CPA president/ chairman, private pilot or yachtsman, his meticulous attention to detail reflected his academic and engineering background.

He was also a devoted family man and is survived by his wife Maureen and family.

Ray Ledger

Gilles Marchand R.I.P

French crane veteran Gilles Marchand passed away on Tuesday 5th November following a five year battle with cancer.

With more than 45 years in the crane market, he first came to prominence as sales manager with Coles France, becoming assistant general manager in the early 1980s. Coles France was acquired by Grove in 1985 and he added the Grove Manlift aerial work platform to his portfolio. Under Grove ownership he took an increasingly significant role within the company as it became Grove Coles France, Grove France and then Manitowoc. When managing director André Faes retired, Marchand naturally took over as president of the company. After retiring from Manitowoc in 2007 he decided that he missed the crane industry and in 2009 he started up his own used crane business



Gilles Marchand

called Standup. However he had more than enough hobbies and passions, in particular sailing, motorbikes, classic cars,

travel, food wine ... he enjoyed life to the full and was very active in the Île de Noirmoutier yacht club where he was a vice president until his illness prohibited it.

Gilles Marchand was a true gentleman and total professional, and a great man in his own quiet and self-deprecating way. Consistent, thoughtful and a sheer pleasure to spend time with. The industry has lost one of the good guys. Our thoughts go out to his wife Liz and family.

The following comments have been posted on Vertikal.net:

Very sad news, Gilles and I did a lot of business together on behalf of Grove Coles France "back in the day", and he was great company and a pleasure to spend time with. My sincere condolences to his family. Repose en paix Gilles.

Paul Richards

Great colleague and a true Gentleman. I am grateful to know him.

R.I.P. Gabi

Gabi

Sad news. A true crane guy and professional. Sail on Gilles, R.I.P.

Anon

RIP Gilles, a true gentleman and a really nice guy. A real giant of the crane industry...

Steve Barnett

It was always a pleasure to spend time with Gilles. He really was one of the good guys and will be missed.

Ian James

It's so sad to read this, great guy, good friend and colleague. Rest in Peace Gilles.

Bill Green

Whats on?

2019

IPAF Elevation

November 27, 2019
IPAF's Elevation conference and dinner Coventry, UK
Tel: +44 (0)15395 66700
http://em.ipaf.org/web/elevation-201



2020

ASEAMAC Rental Forum

January 29-30, 2020
Annual meeting of Spanish rental companies Madrid, Spain
Tel: +34 911593555
www.aseamac.org/eventos/foro



Spanish Rental Forum

January 29-30, 2020
Annual meeting of Spanish rental companies Madrid, Spain
Tel: +34 911593555
www.aseamac.org

Executive Hire Show



February 5-6, 2020 Event for tools, equipment and plant hire industry
The Ricoh Arena, Coventry
Tel: +44 (0) 207 973 4630
www.executivehireshow.com

The ARA Show 2020

February 9-12 2020
Orlando, Florida, USA
Tel: +1 800 334 2177
www.therentalshow.com



Big 5 Saudi

March 08-11, 2020
Saudi Arabian construction exhibition
Jeddah, Saudi Arabia
Tel: +971 4 445 3715
www.thebig5saudi.com



Conexpo 2020

March 10-14, 2020
The leading US construction show.
Las Vegas, Nevada, USA
Tel: +1 414-298-4133
www.conexpoconagg.com



Samoter

March 21-25, 2020
International earthmoving and building equipment show
Verona, Italy
Tel: +39 045 8298111
www.samoter.it/it



HAE Hire Awards of Excellence 2020

April 04, 2020
Hire Association Europe annual awards dinner
London, UK
Tel: +44 (0) 121 380 4605
www.awards.hae.org.uk



IPAF Summit 2020

April 23, 2020
Annual summit and awards dinner.
London.
Tel: +44 (0)15395 66700
www.ipaf.org



Vertikal Days 2020

UK/Ireland crane, access and telehandler event.
May 13-14, 2020
Donington Park
Tel: +44 (0) 8448 155900
www.vertikaldays.net



Bauma CTT 2020

May 26-29, 2020
Russian construction equipment exhibition
Moscow, Russia
Tel: +4989 94922-339
www.bauma-ctt.ru



HIRE20

May, 2020
Hire and Rental Industry Association annual convention, Adelaide.
Tel +61 (0)2 9998 2255
www.hireandrental.com.au



Apex 2020

June 9-11, 2020
International powered access trade show
Maastricht, The Netherlands
Tel: +31 (0)547 271 566
www.apexshow.com



CICA Conference 2020

October 15-17, 2020
The annual conference of the Australian crane association
Perth, Australia
Tel: +61 03 8320 0411
www.cica.com.au/

Interschutz 2020

15 to 20. June 2020
International fire and rescue show
Hannover, Germany
Tel: +49 511 89-0
www.interschutz.de



JDL Expo

September 09-11, 2020
French cranes and access exhibition/event
Beaune, France
Tel: +33 (0)1 45 63 68 22
www.jdlexpo.com



Platformers' Days 2020

18 to 19. September
German access and lifting show
Karlsruhe, Germany
Tel: +49 721 3720 5096
www.platformers-days.de



Bauma China 2020

November 24-27, 2019
SNIEC Shanghai, China
Tel: +49 (0)89-9492051
www.bauma-china.com



Bauma Conexpo India

December 15-18, 2020
The bauma/Conexpo exhibition in India
Delhi, India
Tel: +49 89 949-20255
www.bcindia.com



2021

ICUEE /Demo Expo

September 28-30, 2021
The US utility industry's largest show
Louisville, Kentucky, USA
Tel: +1 414-274-0644
Website: https://www.icuee.com/



2022

Bauma 2022

April 4 -10th
World's largest construction equipment exhibition,
Munich, Germany
Tel: +49 (0) 89 51070
www.bauma.de



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for a full listing of events with
direct links to the organisers.

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Alimak Hek	www.alimakhek.com
ATN	www.atnplatforms.com
Barin	www.barin.it
Billjax	www.billjax.com
Böcker Maschinenwerke	www.boecker.de
Bravi	www.bravisol.com
Bronto Skylift	www.brontoskylift.com
CLM Construction Supplies	www.clm-supplies.com
CMC	www.cmclift.com
Co.Me.I	www.officinemet.it
CPL	www.cumberlanduk.co.uk
CTE	www.ctelift.com
DENKA-LIFT	www.rothlehnert.com
Dino Lift	www.dinolift.com
Dingli	www.cndingli.com
Easylift	www.easy-lift.it
Falck Schmidt	www.tcalift.com
GEDA-Dechentreiter	www.geda.de
Genie	www.genielift.com
GSR Spa	www.gsrspa.it
Haulotte	www.haulotte.com
Hinowa Tracked Aerial Platforms	www.hinowa.com
Holland Lift	www.hollandlift.com
Imer Access	www.imergroup.com
Instant Upright	www.instantuprightlifts.com
Isoli	www.isoli.com
Iteco	www.imergroup.com
JCB	www.jcb.com
JLG	www.jlgeurope.com
Klaas	www.utility-equipment.com
Klubb France	www.klubb-france.fr
Ladder Safety Devices	www.laddersafetydevices.co.uk
Leguan Lifts	www.leguanlifts.com
Manitou	www.manitou.com
Mantis Access	www.mantisaccess.co.uk
Mantall	www.mantall.com
Matilsa	www.matilsa.es
MEC	www.mec-awp.com
Niftylift	www.niftylift.com
Oil&Steel	www.oilsteel.com
Omega Platforms	www.omegaplatforms.com
Ommelift	www.ommelift.dk
Palazzani Industrie	www.palazzani.it
Palfinger Platforms	www.palfinger-platforms.com
Planet Platforms	www.planetplatforms.co.uk
PB Liftechnik	www.pbgmbh.de
Platform Basket	www.platformbasket.com
Power Towers	www.powertowers.com
Ranger tracked access	www.tracked-access.co.uk
Runshare	www.runshare.net
Ruthmann	www.ruthmann.de
Sinoboom	www.sinoboom.com
Skyjack	www.skyjack.com
Skyking	www.skyking.co.uk
Snorkel	www.snorkelusa.com
Socage	www.socage.it
SUP	www.supelefant.com
TCA Lift	www.tcalift.com
Teupen	www.teupen.com
Turner Access	www.turner-access.co.uk
UTS Sales & Repairs	www.towersandpodiums.co.uk
Versalift distributors (UK)	www.versalift.co.uk

Scaffold Towers

CLM Construction Supplies	www.clm-supplies.com
Eurotowers	www.eurotowers.co.uk
Instant	www.instantupright.com
Lyte Industries	www.lyteladders.co.uk
Planet Platforms	www.planetplatforms.co.uk
Svelt	www.svelt.it
Turner Access	www.turner-access.co.uk
Youngman	www.youngman.com

Mastclimbers & Hoists

Adastra Access	www.adastra-access.co.uk
Alimak-Hek	www.alimakhek.com
Brogan Group	www.brogangroup.com
CLM Construction Supplies	www.clm-supplies.com
GB Access	www.gbaccess.co.uk
GEDA-Dechentreiter	www.geda.de
Klaas	www.utility-equipment.com
SGB	www.sgb.co.uk
LTC Hoists Division	www.ltcchoists.co.uk
Safi	www.safb.com

Specialist Scaffolding

Advance Scaffolding (SW)	www.advancedscaffoldingltd.co.uk
SGB	www.sgb.co.uk

Platform Rental

1st Access Rentals	www.1staccessrentals.co.uk
2 Cousins Access Limited	www.2cousins.co.uk
AA Access (Specialists)	www.aaaccess.co.uk
ABBA Plant Hire	www.abbaplantire.co.uk
Access Link	www.accesslink.biz
Access Platforms Direct	www.accessplatformsdirect.co.uk
Acrolift	www.acrolift.co.uk
Active Rentals Scotland	www.activerentals.co.uk
Actual Access	www.actualservices.co.uk
Advanced Access Platforms	www.accessplatformsuk.com
Aerial and Handling Services	www.aerialandhandlingservices.com
Aerial Platforms	www.aerialplatformsltd.co.uk
AFI- Uplift	www.afi-uplift.co.uk
A-Plant	www.aplant.com
ASR Access Platforms	www.access-platforms.com
ATP	www.atphire.com
Bluelift	www.bluelift.ie
Drammen Liftutleie AS	www.drammenlift.no
Elevation	www.elevation.net
ES Access Platforms	www.esaccess.co.uk
Facelift	www.facelift.co.uk
Fraco	www.fraco.co.uk
GT Access	www.gtaccess.co.uk
Height for Hire	www.heightforhire.com
High Access Hire	www.highaccesshire.co.uk
Higher access	www.higheraccess.co.uk
Hi-reach	www.hi-reach.co.uk
Hird	www.hird.co.uk
Horizon Platforms	www.horizonplatforms.co.uk
JMS Powered Access	www.jms.co.uk
Lifterz	www.lifterz.co.uk
Loxam Access	www.loxam-access.co.uk
LTC Powered Access	www.ltcpoweredaccess.co.uk
LTC	www.ltcaccess.co.uk
Mainline Access	www.mainline-access.co.uk
Manlift Group - Mid East	www.manliftgroup.com
Manlift Hire	www.manlift.ie
Mays Access Platform Services	www.mapsplatforms.co.uk
Mr Plant Hire	www.mrplantire.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk/Hire
North American Rentals	www.bigbooms.com
Peter Douglass Platforms	www.peterdouglass.co.uk
Platform Sales & Hire	www.platformsales.co.uk
Power Platform Services	www.pps.co.uk
Rapid Platforms	www.rapidplatforms.co.uk
Readyplant Ltd	www.readyplant.co.uk
Rival	www.rival.com/used
Sandhurst Access Rental	www.sandhurst-accessrental.co.uk
Trac-Access	www.trac-access.com
United Powered Access	www.upa-uk.com
Universal Platforms	www.universalplatforms.com
Warren Access	www.warrenaccess.co.uk
Wilson Access	www.wilsonaccess.co.uk

Notified Body

Powered Access Certification	www.pac.uk.com
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New & Used Platforms

Access Platform Sales (APS)	www.accessplatforms.co.uk
Advanced Access Platforms	www.aaplatforms.co.uk
AFI Resale	www.afi-resale.co.uk
A.J. Access Platforms	www.accessplatforms.com
Baulift	www.baulift.de
Davis Access	www.davisaccess.co.uk
Facelift	www.facelift.co.uk
Flesch	www.flesch-arbeitsbuehnen.de
Gantic Norway	www.gantic.no
Genie	www.genielift.com
GSR Aerial Platforms UK	http://en.gsrspa.it
GT Access	www.gtaccess.co.uk
Height for Hire	www.heightforhire.com
Hird	www.hird.co.uk
JLG	www.jlgeurope.com
JMS Powered Access	www.jms.co.uk
Kemp Hoogwerkers	www.kemphoogwerkers.nl
Kunze GmbH	www.kunze-buehnen.com
Lavendon Sales	www.lavendonales.com
Leader	www.leader-piatt.it
Liftright Access	www.liftrightaccess.com
Manlift Sales	www.manlift.ie
Mech-Serv (GB)	www.mech-serv.co.uk
Mr Plant Hire	www.mrplantire.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk/sales/

North American Rentals	www.bigbooms.com
Rothlehnert	www.rothlehnert.com
Tracked Access	www.trackedaccess.com
Platform Sales	www.platformsales.co.uk
Promax Access	www.promaxaccess.com
Rapid Platforms	www.rapidplatforms.co.uk
Reachmaster (USA)	www.reachmaster.com
Rival	www.rival.com/used
Turner Access	www.turner-access.co.uk
TVH - Group	www.tvh.com
Universal Platforms	www.universalplatforms.com
Utility Equipment	www.utility-equipment.com
Vertimac	www.vertimac.com
Wilson Access	www.wilsonaccess.co.uk
Workplatform	www.workplatformltd.co.uk

Special/Bespoke Access & Lifting Solutions

Access Platform Sales (APS)	www.iapsgroup.com
GT Lifting Solutions	www.gtliftingltd.co.uk
Ladder Safety Devices	www.laddersafetydevices.co.uk
JMS Powered Access	www.jms.co.uk
Liftright Access	www.liftrightaccess.com
Mantis Access	www.mantisaccess.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk/Hire
Planet Platforms	www.planetplatforms.co.uk
Platform Sales & Hire	www.platformsales.co.uk
Ranger Equipment	www.spiderlift.co.uk
Warren Access	www.warrenaccess.co.uk/hire
Working At Height Ltd	www.workingatheightltd.com
Workplatform	www.workplatformltd.co.uk

Special & Niche Access

Acrolift	www.acrolift.co.uk
DENKA Narrow	www.rothlehnert.com
Easy Reach Scotland	www.easyreachscotland.co.uk
Facelift	www.facelift.co.uk
Height for Hire	www.heightforhire.com
High Access Hire	www.highaccesshire.co.uk
Higher Access	www.higheraccess.co.uk
JMS Powered Access	www.jms.co.uk
Rapid Platforms	www.rapidplatforms.co.uk
Smart Platform Rentals	www.smartplatforms.co.uk
Special Equipment	www.special-equipment.eu
Universal Platforms	www.universalplatforms.com
Utility Equipment	www.utility-equipment.com
Wilson Access	www.wilsonaccess.co.uk

Special Lift & Transport Equipment

Arnold Scherlast GmbH & Co.KG	www.arnold-schwerlast.de
Collett A Sons, UK	www.collett.co.uk
Wagenborg Nedlift, NL	www.wagenborg.com

Heavy Transport/Abnormal Loads

Collett A Sons, UK	www.collett.co.uk
S.A. Smith	www.sa-smith.co.uk

Self-Propelled Modular Transporters

Collett & Sons, UK	www.collett.co.uk
Wagenborg Nedlift, NL	www.wagenborg.com

Telescopic Handler Manufacturers

Dieci Telehandlers Ltd	www.dieci-telehandlers.co.uk
Genie	www.genielift.com
Haulotte	www.haulotte.com
JLG	www.jlgeurope.com
Manitou	www.manitou.com
Merlo	www.merlo.co.uk

New & Used Telehandlers

Dieci Telehandlers	www.dieci.com
GT Lifting Solutions	www.gtlift.co.uk
Industrial Access	www.industrialaccess.ro
Lisman	www.lisman.nl
Rival	www.rival.com/used
TVH Group	www.tvh.com
Vertimac	www.vertimac.com
VHS Vissers Heftruck Service	www.vhsblad.nl

Telehandler Rental

ABBA	www.abbaplantire.co.uk
GT Lifting Solutions	www.gtliftingltd.co.uk
JMS Powered Access	www.jms.co.uk
Mr Plant Hire	www.mrplantire.co.uk
Readyplant Ltd	www.readyplant.co.uk

Site Safety Audits

Access Safety Management	www.accesssafety.co.uk
Alfa Access Services	www.alfa-access-services.com

Industry Associations

ALLMI	www.allmi.com
CICA	www.cica.com.au/
CISRS	www.cisrs.org.uk
CPA	www.cpa.uk.net
EWPA	www.ewpa.com.au
IPAF	www.ipaf.org
NASC	www.nasc.org.uk
OSHA	www.osha.gov
PASMA	www.pasma.co.uk

Crane Manufacturers

Böcker Maschinenwerke	www.boecker.de
Galizia	www.galiziagrupo.com
Grove	www.groveworldwide.com
HCMIE (Hitachi-Sumitomo)	www.nrcplant.co.uk
Jekko Minicrane	www.jekko.it
JMG	www.jmgcranes.com
Klaas	www.utility-equipment.com
Kobelco	www.kobelcocm-global.com
Liebherr	www.liebherr.com
Linden Comansa	www.comansa.com
Maeda	www.maedaminicran.es.co.uk
Manitowoc	www.manitowoccranes.com
Mantis Cranes	www.mantiscranes.ie
Ormig	www.ormig.co.uk
Potain	www.manitowoccranes.com
Raimondi	www.raimondi.com
Sany	www.sany.com.cn
Sennebogen	www.sennebogen.com
Spierings	www.spieringskranen.nl
Tadano	www.tadano.com
Tadano Japan	www.tadano.com
Terex-Demag	www.terex-cranes.com
Unic Cranes	www.unic-cranes.co.uk
Valla	www.valla-cranes.co.uk
Wolffkran	www.wolffkran.de
Zoomlion	www.zoomlioncranes.co.uk

Lorry/Truck Loader Cranes

Atlas Cranes UK	www.atlasgmbh.com
Effer	www.effer.it
Ernest Doe & Sons Ltd.	www.hiab.com
Hiab	www.ernestdoeladecranes.com
Palfinger	www.palfinger.com
Penny Hydraulics	www.pennyhydraulics.com
PM Cranes	www.pm-group.eu

New & Used Cranes

AGD Equipment	www.agd-equipment.co.uk
Cotec Oy	www.crate.fi
Cranes4Cranes	www.cranes4cranes.com
Cranes UK	www.cranesuk.net
Crowland Cranes	www.crowlandcranes.co.uk
Delden Cranes	www.deldencranes.co.uk
Electrogen Int	www.electrogen.ie
Ernest Doe & Sons Ltd.	www.ernestdoeladecranes.com
Hird	www.hird.co.uk
Jones-Iron Fairy	www.jonesironfairy.co.uk
Kobelco	www.kobelco-cranes.com
Leader	www.leader-piatt.it
London Tower Cranes	www.londontowercranes.co.uk
Maeda	www.maedaminicranes.co.uk
Mantis Cranes	www.mantiscranes.co.uk
M. Stemick	www.stemick-kranen.de
NRC	www.nrcplant.co.uk
P.V. Adrighem BV	www.adrighem.com
Rivertek Services	www.rivertekservices.com
Terex Demag	www.terex-cranes.com
Utility Equipment	www.utility-equipment.com

Heavy Lifting Equipment

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

Böcker	www.boecker.de
The Furniture Hoist Co	www.furniturehoists.co.uk
Utility Equipment	www.utility-equipment.com

Crane Hire

AB2000	www.ab2000.co.uk
ABBA	www.abbaplanthire.co.uk
Ainscough	www.ainscough.co.uk
Berry Cranes	www.berrycranes.co.uk
Bob Francis Crane Hire	www.bobfranciscranehire.co.uk
Bryn Thomas Cranes	www.brynthomascranes.com
Cadman Cranes	www.cadmancranes.com
Cork Crane Hire (Liverpool)	www.corkcranehire.com
Crane Hire Ltd	www.cranehireltd.com
City Lifting	www.citylifting.co.uk
Delden Cranes	www.deldencranes.co.uk
Emerson	www.emersoncranes.co.uk
Graham Jones Cranes	www.grahamjonescranes.co.uk
J&M Crane Hire	www.jandmcranehire.co.uk
John Sutch Cranes	www.johnsutchcranes.co.uk
King Lifting	www.kinglifting.co.uk
Ladybird tower crane hire	www.ladybirdcranehire.co.uk
London Tower Cranes	www.londontowercranes.co.uk
Mantis Cranes	www.mantiscranes.co.uk
McNally crane hire	www.cranehire-ireland.com
NRC	www.nrcplant.co.uk
Port Services Heavy Crane division	www.portservices.co.uk
Sangwin	www.sangwin.co.uk

Mini Crane Hire

A Mini Crane Hire	www.aminicranehire.co.uk
Easy Reach Scotland	www.easyreachscotland.co.uk
Emerson	www.emersoncranes.co.uk
GGR	www.unic-cranes.co.uk
Height for Hire	www.heightforhire.com
Hire Maeda	www.maedaminicranes.co.uk
JT Mini Crane Hire	www.jtminicranes.co.uk
Lift Limited	www.liftminicranehire.co.uk
NRC	www.nrcplant.co.uk
Hird	www.hird.co.uk

Self Erecting Tower Cranes

Bryn Thomas Cranes	www.brynthomascranes.com
City Lifting	www.citylifting.co.uk
Electrogen Int	www.electrogen.ie
John Sutch Cranes	www.johnsutchcranes.co.uk
King Lifting	www.kinglifting.co.uk
Ladybird tower	www.ladybirdcranehire.co.uk

Tower Cranes

London Tower Cranes	www.londontowercranes.co.uk
Electrogen Int	www.electrogen.ie

Heavy Lift Management

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

A1A Software	a1asoftware.com
DWLS	www.dwls.com
HLC Consulting	www.hliconsulting.com

Ancillary Equipment

TMC lifting supplies	www.tmc-lifting.com
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Auction Houses

Ritchie Brothers	www.rbauktion.com
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Battery Suppliers & Manufacturers

Shield Batteries	www.shieldbatteries.co.uk
Trojan Battery	www.trojanbattery.com
Platinum International	www.platinuminternational.com

Load Cells & Load Monitoring Systems

Force Logic UK Ltd	www.force-logic.co.uk
MSL Oilfield Services Ltd	www.msluk.net
PCE Instruments UK Ltd	www.pce-instruments.com

Control Systems

MOBA Automation	www.moba.de
Intercontrol	www.intercontrol.de

Generator Sales & Rental

Electrogen Int	www.electrogen.ie
JMS Powered Access	www.jms.co.uk

Insurance

Specialist Insurance	www.finchgroup.net
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Online Technical Help

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

Alimats	www.craneriggermats.co.uk
GTP Europe	www.gtp-europe.com
Marwood	www.marwoodgroup.co.uk
Mat & Timber Services	www.sarumhardwood.co.uk
Nolim	www.nolim.nl
Outriggerpads	www.outriggerpads.co.uk
Timbermat	www.timbermat.co.uk
TMC lifting supplies	www.tmc-lifting.com
Universal Crane Mats	www.universal-crane-mats.com
Welex Group	www.welexgroup.com

Component Suppliers

Cone Drive	www.conedrive.com
PCE Instruments UK Ltd	www.pce-instruments.com
UE Components	www.ue-components.com

Parts & Service Suppliers

Aerial & Handling Services	www.aerialandhandlingservices.com
Alfa Access Services	www.alfa-access-services.com
Amerparts	www.amerparts.net
Caunton - Access	www.caunton-access.com
Cone Drive	www.conedrive.com
Crowland Cranes	www.crowlandcranes.co.uk
C-Tech Industries	www.ctech-ind.com
Davis Access Platforms	www.davisaccess.co.uk
Donghua Limited	www.donghua.co.uk
Electrogen Int	www.electrogen.ie
Ernest Doe & Sons Ltd.	www.ernestdoeladecranes.com
IPS	www.ipspartsonline.com
JLG	www.jlgeurope.com
Lift-Manager	www.lift-manager.com
OTR Wheel Engineering Europe	www.otrwheel.co.uk
PCE Instruments UK Ltd	www.pce-instruments.com
TVH - Group Thermote & Vanhalst	www.tvh.be
UE Components	www.ue-components.com
Unified Parts	www.unifiedparts.com
Vertimac	www.vertimac.com
Workplatform	www.workplatformltd.co.uk

Innovations

Aerial & Handling Services Ltd	www.aerialandhandlingservices.com
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Recruitment

Vertikal.Net	www.vertikal.net/en/recruitment
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Rental Management Software

Higher Concept Software	www.higherconcept.co.uk
Inspire	www.inspire.com
MCS Rental Software	www.mcs.co.uk

Replacement Filters

Plant Filters	www.plantfilters.co.uk
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Safety Equipment

AGS	www.ags-btp.fr
Airtek equipment	www.airteksafety.com
Heaton Trestle Handrail System	www.heatonproducts.co.uk
Heaton Scaffold Towers	www.heatonproducts.co.uk
Live Line Defender	www.livelinedefender.com
Load Systems UK Ltd	www.loadsystems.com

Mantracourt Electronics	www.wirelessensorsystem.com
Marwood	www.marwoodgroup.co.uk
SMIE	www.smie.com

Software

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

Structural Repairs

Avezaat Cranes	www.avezaat.com
Crowland Cranes	www.crowlandcranes.co.uk
John Taylor Crane Services	www.jtcranes.co.uk

Training Associations & Networks

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

Training Centres & Trainers

Access Platforms Direct	www.accessplatformsdirect.co.uk
Access Platform Sales (APS)	www.iapsgroup.com
Astra Access	www.astratraining.co.uk
Boss Training	www.bosstraining.co.uk
Active Safety	www.activerentals.co.uk
Advanced Access Platforms	www.accessplatformsuk.com
Ainscough	www.ainscoughtraining.co.uk
AJ Access	www.accessplatforms.com
Approved Safety Training - Ca	www.approvedsafetytraining.com

CMT	www.c-m-t.co.uk
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Elevation	www.elevation.net
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Emerson	www.emersoncranes.com/training
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GT Access	www.gtaccess.co.uk
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IAPS	www.iapsgroup.com
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Lift-Manager	www.lift-manager.com
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LTC Training Services	www.ltctrainingservices.co.uk
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Mentor Training Solutions	www.mentortrainingsolutions.co.uk
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Nationwide Platforms	www.nationwideplatforms.co.uk/training
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SGB	www.sgb.co.uk
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Smart Platform Rentals	www.smartplatforms.com
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TVH Group	www.tvh.com
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UTN	www.utntraining.co.uk
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Versalift Training Direct	www.versalift.co.uk/training
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Warren	www.warrenaccesstraining.co.uk/courses/
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Access Training	www.workplatformltd.co.uk/customer-support/operator-training
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Workplatform	www.workplatformltd.co.uk/customer-support/operator-training
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Safety Training

Atlas Cranes UK	www.atlasgmbh.com
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Avon Crane	www.avoncrane.co.uk
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Brogan Group	www.brogangroup.com
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Davis Access	www.davisaccess.co.uk
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Emerson	www.emersontrainingservices.co.uk
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Height for Hire	www.heightforhire.com
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Training Services

Facelift	www.facelift.co.uk
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HCS	www.hydrauliccraneservices.co.uk
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Hewden Training	www.hewden.co.uk/training
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Hi-Reach	www.hi-reach.co.uk
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Hiab	www.hiab.com
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Horizon Platforms	www.ipaftrainingcourses.co.uk
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JLG Training	www.jlgeurope.com
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L&B Transport	www.lbrtransport.co.uk
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Liebherr Training (UK)	www.liebherr.co.uk
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Lifting Equipment Training	www.letltd.co.uk
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Loxam	www.loxam-access.co.uk
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Lyte	www.lyteladders.co.uk
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Mainline Access	www.mainline-access.co.uk
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Mentor Training	www.mentortraining.co.uk
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Mr Plant Hire	www.mrplanthire.co.uk
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Nationwide Platforms	www.nationwideplatforms.co.uk
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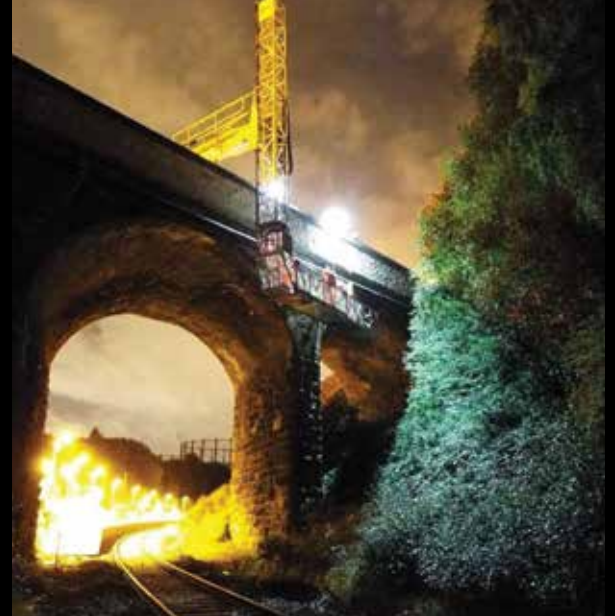
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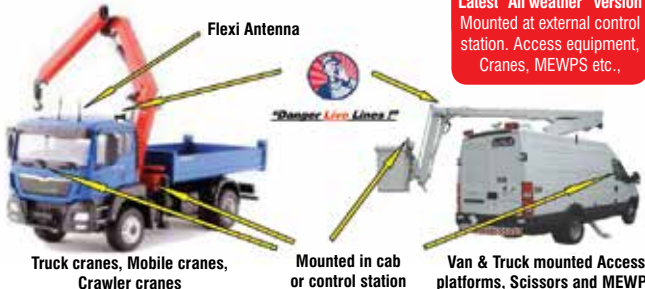
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RB CH135 135t, Year 2005, 54m boom, 27m fly Jib

Kobelco CKE1350-1F 135t, Year 2008, 54.9m boom, runner jib

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DE-G137636

Genie eq. 137636

Decal control box

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DE-HKITETIQCOMP-E

Haulotte eq. HKITETIQCOMP-E

Decal kit symbol

Used for Compact-series



DE-J2915133

JLG eq. 2915133

Decal kit, symbol

Used for 450AJ seriesII, 510AJ



TI-155NM

Genie eq. 105454

Wheel, non-marking Type 15x5

Used for GS2032, GS2646, GS2632, GS3232, GS4047



TI-2455175468

JLG eq. 0273468

Non-marking tire + rim, foamed 240-55 D17.5 Lightning

Used for E450AJ, M450AJ, 3369LE, M4069, ...



JRG-1A12

Genie eq. 137634

Joystick drive, steer 1 axis, hall, rocker

Used for GS1932, GS2032, GS3246, GS4047, GS4069DC, ...



JRG-2A05

Genie eq. T110234

Joystick drive, steer 1 axis, rocker

Used for GR-20J, GR-26J



JRH-1A03

Haulotte eq. 2441305370

Joystick drive, steer 1 axis, rocker

Used for Compact 10DX, Compact 12DX, H12SXL, ...



JRH-1A08

Haulotte eq. 2441305380

Joystick drive, steer 1 axis, rocker

Used for HA16TPX, HA18SPX



JBJL-2A04

JLG eq. 1001129555

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Electric ■ 9,8 Mtr.

V28050



Genie GS2669DC

€ 23.500

2018 ■ / Hrs

Electric ■ 9,9 Mtr.

V28054



Genie GS3369DC

€ 26.500

2018 ■ / Hrs

Electric ■ 11,75 Mtr.

V25125



Genie GS4390RT

€ 15.950

2007 ■ 3282 Hrs

Diesel 4x4 ■ 15,11 Mtr.

V27412



JLG 530LRT

€ 43.500

2015 ■ 506 Hrs

Diesel 4x4 ■ 18,15 Mtr.

V27245



Manitou 120AETJ 3D

€ 11.500

2006 ■ 1672 Hrs

Electric ■ 11,95 Mtr.

V27664



Genie Z34-22RT

€ 13.950

2008 ■ 3157 Hrs

Diesel 4x4 ■ 12,62 Mtr.

V27132



Haulotte HA260PX

€ 26.000

2008 ■ 5270 Hrs

Diesel 4x4 ■ 25,6 Mtr.

V26846



JLG 460SJ

€ 15.500

2007 ■ 4420 Hrs

Diesel 4x4 ■ 16,02 Mtr.

V23997



JLG 660SJ

€ 26.000

2008 ■ 4959 Hrs

Diesel 4x4 ■ 22,32 Mtr.

More information?

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