

cranes & access

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June 2018 Vol.20 issue 4

Heavy lift
Scissor lifts

Vertikal Days
review
Loader cranes

...New Manitowoc crawler and Grove RT cranes...New JLG crawler boom lifts...Bigger HMF loader cranes...

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On the cover:

An Alimak Scando 650 hoist being erected with the help of a loader crane for the Vertikal Days show at Donington Park.



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Heavy lift 17

Earlier this year we looked at the specialist crane developments when erecting the new larger wind turbines. This month we see how heavier modules are being installed in sectors such as construction, civil engineering, industrial, petrochemical and power generation.



Slab electric scissor lifts 25

The largest sector within the self-propelled powered access market is battery electric scissors and it is easy to see why. Designed for use on smooth solid floors - mostly indoors - the lifts are compact, inexpensive, clean, quiet and relatively cheap to run. We look at the product development - particularly in recent years - including the latest models and features.



Loader cranes 35

The fortunes of the leading loader crane manufacturers continue to vary but has Hiab regained its position as market leader? We also take an in-depth look at Danish manufacturer HMF which is hoping to break into the 'top three' manufacturers and look at other new products.



Vertikal Days

review 43



Despite having to move Vertikal Days for the second year running, this years' event at Donington Park combined all that is good about the UK lifting sector resulting in probably the best show to date. Here are the show highlights.

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In the next C&A

The next issue of Cranes & Access, scheduled for mid July, will feature C&A's annual Dealer and source guide, Pick & carry cranes, Low level industrial access equipment/mast booms and Rental software. If you have any contributions or suggestions, or are interested in advertising in this issue, please contact our editorial or sales teams.

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Gadget mad

Let's face it, most of us are gadget mad. Whether it is at work or at home we all have our tablets, smartphones, gaming machines etc.

Always scrambling for connections and power sockets for Wireless and Bluetooth. Even those who deny it probably have an iPhone, iPad or Fitbit. We can't seem to escape them as they gradually take over our lives. Go to any restaurant or pub and look at the number of people in a one way conversation with their phone...

Even Apple recognises this with the latest iOS12 software giving users a better understanding of how much time they spend on their device, in order to promote digital wellbeing.

But what has this got to do with cranes and access equipment?

Well in the slab scissor lift feature in this month's issue we cover the latest 'tech aid' - overhead warning systems or secondary guarding - which looks set to become the next 'must have' feature that rental companies will be obliged to install.

I am, of course, totally for anything that makes the workplace safer but is this something that is really needed? More electronic devices that constantly beep at us? We all like product developments and improvements - iPhone 3, 4, 5, 6, 7...etc... but for lifting equipment it also must be sensible and practicable.

But does this latest expensive hi-tech 'safety' equipment really make the industry safer? Might it instead lull the operator into a false sense of security, taking away his common sense and operator's instinct. It has been proved that when we drive a car with seat belts and airbags we drive faster and more recklessly because subconsciously we think we are safer/invulnerable. Most people now rely on sat nav but who hasn't been led literally up the garden path as we blindly follow the sat nav instructions, no matter how absurd they are, totally suspending our natural instincts?

Surely technology should be a 'backup' with proper training and awareness being key to the safe operation of the equipment. Whatever the technology, stupid people will still do stupid things which is why training - and perhaps testing - rather than gadgets is so critical.

This technology also adds to the weight, complexity and price of the machine. I just hope the fitting of such devices is not just another box ticking exercise or fad. I for one would rather be in total control of what I am doing, than rely on a gadget which beeps at me when it thinks I am in some sort of danger.

But I would be lost without my sat nav!

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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New 149t Grove RT

Manitowoc unveiled the new 149 tonne, three axle Grove GRT 9165 Rough Terrain crane at an event in Shady Grove Pennsylvania earlier this month. The new crane features a 62.5 metre six section, Twin-Lock pinned Megaform main boom plus a 17.8 metre bi-fold swingaway extension with either manual or hydraulic offsetting. It can be further extended with a single eight metre lattice section between boom nose and swingaway for a maximum tip height of 91.2 metres.

The crane has three outrigger width settings, with automatic outrigger sensing and monitoring. The new cab is 76mm wider than that fitted to other large Grove RTs and tilts by up to 20 degrees for a better view of long booms etc... It also features an updated Crane Control System with a screen mounted in the centre of the steering wheel, while a larger screen is mounted on a swing arm.

The new crane has been designed for easy transport, with an overall stowed height of 3.8 metres and hydraulically removable counterweight and outrigger boxes which reduce the overall weight to 52.6 tonnes. The crane also uses a hydrogas suspension system and has two four wheel drive and all axle steer. The steering modes link the rear two axles for co-ordinated steer, front only steering, and a mode called tandem which is the equivalent of rear only steering. A full specification sheet has not yet been issued which makes proper comparison difficult. With what we do know the new machine stacks up pretty well and looks as though it might have been targeted to fit well between the two cranes although all three are quite similar. The new Grove brings a slightly longer main boom and nominal capacity rating, but most importantly it puts the company firmly into the three axle RT market.



The new RT 9165 is said to be easy to transport on a beam trailer with an overall travel height of 4.23m.



The new 149t Grove GRT 9165

How the new Grove compare

Manufacturer	Grove	Tadano	Link-Belt
Model	GRT 9165	GR-1600XL-2	RTC80160 II
Capacity @ radius	149t @ - not given	145t @ 2.4m	145t @ 2.1m
Max boom length	62.48m	61m	59.5m
Swingaway ext	17.8m - 50° offset	18m - 40° offset	16.8m - 45° offset
Max tip height	91.1m	82.3m	94.8m
Outrigger widths	Three width - 8.48m	Four width - 8.2m	Three width - 7.9m
Drive/steer	6x4x6	6x4x6	6x6x6 Hydrostatic
Counterweight	25,765kg	29,300kg	26,700kg
Overall length	Not given	16.19m	15.37m
Overall width	Not given	3.31m	3.66m
Overall height	3.8m	3.78m	3.8m
GVW working	88,000kg est	89,725kg	77,863kg
GVW no cwt/outrigger	52,600kg	51,183kg	50,497kg

Two new HMF cranes

Danish loader crane manufacturer HMF has unveiled two new cranes. The HMF 7020 replaces the 6020 and can handle 12.87 tonnes at 4.5 metres and take 2,050kg to a radius of 20.4 metres. The 9520 replaces the 8520 and has a maximum capacity of 17.35 tonnes at a 4.4 metre radius, and can lift 2,860kg at 20.1 metres.

New features on the two cranes include PowerHoist, which brings in the hoist rope as the crane is folded, PowerSwing which proportionally distributes hydraulic oil so that outrigger functions can be operated simultaneously and PowerDisplay, a new and improved colour data screen. For more details and a profile of the company see the Loader cranes feature on page 35.



The HMF 7020 K8-RCS can take 2,050kg to 20.4 metre radius.

AB 2000 acquired

The Quattro Group, a leading UK Road Rail equipment rental company, has acquired Scottish crane and equipment rental company AB 2000. Founded in 1995, AB 2000 is one of Scotland's largest privately-owned suppliers of operated equipment and includes Ellon Plant Hire, Phoenix Weights and Phoenix Marine, with annual revenues in the region of £30 million. The fleet which includes mobile cranes and concrete pumps runs to around 450 units.

Following completion of the deal, AB 2000's Glasgow head office and two further regional depots will merge into Quattro's existing depot network, with all staff retained in their current roles and no significant changes to key management planned. AB 2000 founder Adam Bruce will remain as an advisor, while AB 2000's chief executive Jim Houston becomes managing director.



AB 2000 runs a fleet of mobile cranes.



The new JLG 600SC

New JLG crawler booms

JLG has announced crawler versions of its redesigned 600 series straight telescopic boom lifts - the 60ft 600SC and 66ft 660SJC. The 600 Series was launched at Conexpo last year and the new crawlers feature similar improvements including higher platform capacities, faster lift speeds with the ability to operate multiple functions simultaneously and extended wire rope and sheave replacement intervals - up from eight to 12 years and 7,000 hours.

The 600SC now has an unrestricted platform capacity of 270kg - up from 230kg - but has a 455kg capacity restricted to 12.5 metres of outreach. The 660SJC offers 250kg unrestricted capacity, compared to 230kg, plus 340kg at up to 15.2 metres working outreach.

The new machines also include JLG's latest SkyGuard secondary guarding system with improved control panel as standard equipment and benefit from the latest options and accessories including JLG's SkyPower system which improves fuel economy and saves time while providing additional power for hand tools and accessories.



The new crawlers incorporate the improvements introduced in the JLG 600 series wheeled models last year



The new JLG 660SJC

Morris Leslie acquires Chertsey Plant Hire

UK rental company Morris Leslie Plant Hire has acquired Betchworth, Surrey-based Chertsey Plant Hire. Established in 1971 Chertsey runs a 500 strong rental fleet including 250 telehandlers from a single location between Dorking and Reigate. It operates throughout South East England including South West London.

Morris Leslie operates a rental fleet of 5,000 items including large telehandlers, aerial work platforms and general construction equipment from 12 locations in England and Scotland. The acquisition follows Morris Leslie's purchase of four Hewden sites in early 2017 and takes the company's telehandler fleet to more than 2,000 units - mostly Manitou and JCB.



Chertsey runs a fleet of 250 telehandlers

Manitowoc unveils new 100t crawler

Manitowoc has unveiled its new 100 tonne MLC100-1 crawler crane, at a series of open days held in Shady Grove, Pennsylvania.

The MLC100-1 will replace the Kobelco-built 11000-1 (see story below) and will offer the same maximum main boom length of 61 metres and has a similar fixed offset jib at 18.3 metres. The crane is powered by a Cummins Tier 4 Final diesel and has been designed for rapid and easy set up without the need for assist cranes. This includes the boom butt section remaining in place during transport, eliminating the need to re-reeve the boom luffing cables, while providing the means to self install the carbody counterweight without need to install the boom tip section. The counterweight is installed with the gantry. Finally, a new hoist line termination button is said to make hook reeving on site much faster and easier.

The MLC100-1 also has an extra wide cab, with a six way, electrically adjustable highbacked operators seat with built-in head rest and a new heating and air conditioning system. Controls incorporate Manitowoc's Crane Control System (CCS), which can be used in conjunction with the company's new Diagnostic Code App to analyse diagnostic screens. The crane also incorporates a number of easy service features, such as easy access to key components, high visibility sight glasses and quick drain connectors on all gearboxes. Options include a free fall winch, third hoist drum, generator powered boom lights and a cold weather package.



The new Manitowoc MLC100-1



Manitowoc MLC100-1 cab

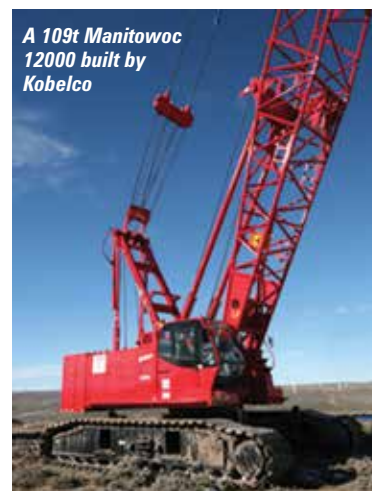
Manitowoc and Kobelco end OEM deal

Manitowoc and Kobelco are to end their badging agreement for smaller capacity lattice crawler cranes which dates back to November 2003, originally for North America only.

The deal - which covers cranes up to 136 tonnes (150 tons) - was extended to include Europe and Africa in 2005. Kobelco also supplied Manitowoc with a Grove branded, 45 tonne City-type All Terrain, the GCK3045 for a short while from 2009. The deal also included the supply of Kobelco branded versions of the Grove GMK 5130 and GMK 6300 All Terrain cranes for sale in Japan. We understand this part of the deal has also not been particularly successful.

The agreement will officially end on November 9th when it was due for renewal. The two companies will continue to supply replacement parts for each other's cranes for 10 years after the end of the agreement.

Manitowoc chief executive Barry Pennypacker said: "After nearly 15 years, we have agreed to pursue our separate ways, developing our own products in the smaller capacity cranes to serve our respective customers."



A 109t Manitowoc 12000 built by Kobelco

Dinolift launches 23m truck mount

Finnish aerial lift manufacturer Dinolift launched a 23 metre 230VT 3.5 tonne telescopic truck mounted lift at Vertikal Days. The straight telescopic boom lift is mounted on a Mercedes Benz Sprinter 314CDI. Maximum outreach is 15.1 metres or 11.1 metres with its 230kg maximum platform capacity.

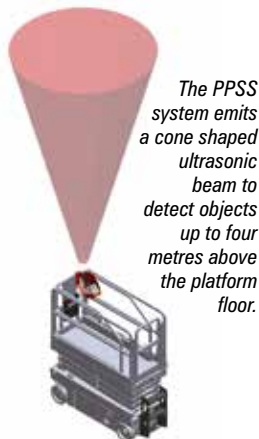
A new profile high tensile steel boom keeps weight down - with two people and 90 percent full fuel tank, the platform weighs 3,460kg. Features include automatic levelling, easy basket entry with non-slip steps and three jacking widths.



MEC unveils secondary guarding for scissors

MEC has announced details of a new overhead protection device for slab electric scissor lifts - 'Proactive Platform Safety System (PPSS)'.

The device emits an ultrasonic 'cone of safety' to detect objects above the operator. It begins detecting obstacles four metres above the platform floor, an alarm beeps when an object is identified within the cone. As the platform moves closer the beep frequency increases, and when a pre-set safe distance is reached the it becomes constant and the machine's lift function stops automatically. An override button allows the operator to deliberately move closer to the object to find the perfect working height. See the slab scissor lift feature on page 25 for more overhead protection systems for scissor lifts.

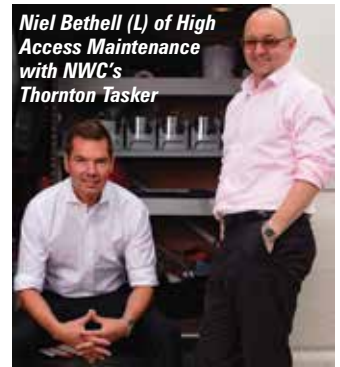


High Access merges with NWC

UK-based High Access Maintenance - owner of truck mounted platform rental company AA Access/Outreach Access - has merged with Leeds-based Nationwide Window Cleaning (NWC) to form the NSS Group.

The two companies are both backed by private equity firm BGF which has injected a further £5.5 million capital investment into the merged business but remains a minority partner in the combined operation which will have revenues of around £30 million. The merger was initiated by the two founders, High Access' Niel Bethell, who becomes chief executive of the merged business and NWC's Thornton Tasker who will be executive chairman. The group will retain the Nationwide Window Cleaning and High Access operating brands.

Neil Inskip of BGF said: "NWC and High Access are ambitious companies with best-in class leadership. Both businesses were on a growth trajectory before we invested. Our role has been to help accelerate that growth through continuing to fund and back their acquisitive and organic strategies. This merger creates even more opportunities for the group, and we're pleased to be part of that."



Lifetime Achievement Award for Wood

Colin Wood, the recently retired chief executive of the UK's Construction Plant-hire Association (CPA) - the country's association for crane and equipment rental companies - has received the European Rental Association's Lifetime Achievement Award.

Wood was appointed as chief executive of the CPA in 2001 following 35 years working in the crane rental industry. His career included periods with well known crane rental companies such as Attwoods, BCHC /British Crane Hire Corporation, Scott Greenham, G W Sparrow and Sons, GWS /Grayston, White & Sparrow and Baldwins Industrial Services. He began attending CPA meetings taking an active role in the CPA from 1991, taking over the position of chief executive 10 years later.

Wood said: "I am pleased to have received this prestigious award. Working in the crane rental industry for over 35 years and the CPA for the last 17 years and indeed with the ERA, has enabled me to give something back to the industry. In particular working to create operational safety guidance for the benefit of the construction equipment industry as a whole."



Alfa Access to support Magni

Magni UK has appointed Alfa Access Services to provide aftersales support for its telehandlers in England and Wales.

Alfa Access runs a team of mobile engineers from its base in Sutton-in-Ashfield, Nottinghamshire, all of whom have undergone factory training at the Magni factory in Bologna. The company has also been directly linked to the factory server to enable efficient processing of parts orders and warranty claims.

Allen Freeman of Alfa Access (L) with Alex White of Magni UK at Vertikal Days.



First Kobelco CKE3000G in Europe

UK based Hawks Crane Hire has ordered Europe's first 300 tonne Kobelco CKE3000G crawler crane. Launched at the end of last year the first two units have been delivered to Indonesian contractor Guna Teguh Abadi (GTA) Construction in March. The crane will be handed over at next year's Bauma in Munich.

The CKE3000G has three lifting modes: Standard with 300 tonnes capacity at 5.5 metres, Heavy Lift (HL) with a capacity of 189.8 tonnes at 8.8 metres and Super Heavy Lift (SHL) with a 350 tonnes capacity at eight metres. Hawks ordered a 78 metre main boom, 60 metre luffing jib and a 30 metre back mast and tray allowing HL and SHL duties.



Elliot Hawkins of Hawks Crane Hire (L) and Mark Evans, Kobelco Cranes sign the CKE3000G order at Intermat



(L-R) Yosuke Nishio, Kobelco, Rob Evans, Steve Palmer and Elliot Hawkins of Hawks Crane Hire with Mark Evans, Masakazu Usami, Susumu Hashimoto and Detlef Brueckner of Kobelco

Ladybird acquires Whitney Engineering

UK-based Ladybird Crane group has acquired Whitney Engineering, the UK Dealer for Secatol lifting equipment. As part of the deal, Whitney will relocate from Stafford to Ladybird's facility in Redditch. Whitney's David Winterborn - one of the founders of the business in 1993 - will continue to run the sales and rental operation.

Robert Bird, managing director of Ladybird Crane said: "We have worked closely with David and Whitney Engineering since 2004 and know from experience the quality of the Secatol equipment and the service that Whitney provides. It is a strong brand with an excellent reputation which we will keep distinct within the group."



Robert Bird of Ladybird (L) with David Winterborn of Whitney Engineering

CPL and Imer part company

Italian manufacturer Imer and its UK based aerial lift distributor CPL - now majority owned by Gelev/Klubb - and have agreed to end their distribution agreement. CPL will continue to support the Imer products it has delivered and offer a full range of spare parts until a new distributor is appointed.

CPL managing director Paul Murphy said: "The relationship between Imer and CPL has been a mutual success over the last four years but with an increased order book of CPL and Klubb branded products the company is unable to support Imer as it once had. We wish Imer well with its new dealership."

All Electric Klubbs for Mateco

Germany's largest aerial lift rental company Mateco has ordered 10 Klubb 10 metre K20 electric van mounted platforms.

Mounted on a Nissan e-NV200 chassis, the K20 provides an outreach of five metres and 120kg platform capacity. The electric vehicle only weighs 2,000kg and has an overall width of 1.7 metres. The order was placed through Klubb's German dealer CharterLift, with units being delivered to various Mateco locations.



A Mateco Klubb K20 at Intermat in Paris

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First Kato Rf in Europe

UK rental company McGovern Crane Hire has taken delivery of the first 13 tonne Kato CR-130Rf city type All Terrain crane, to arrive in Europe. The CR-130Rf features a 24 metre, six section boom, with a two stage, 3.6 to 5.5 metre hydraulic luffing jib. The new crane, sold by Kato's European distributor Rivertek Services, was on display at Vertikal Days before being collected by director Eddie McGovern and driven to the company's headquarters, ready to go to work the following day.



(L-R) Shunki Toda of Kato, Ivan Bolster of Rivertek Services and Eddie McGovern of McGovern Crane Hire at Vertikal Days

McGovern said: "We are pleased to have the first new Rf series crane in Europe and can see an increased range of work with the higher speeds and searcher hook."

Ivan Bolster of Rivertek Services added: "We received a lot of interest in the new Rf cranes at Vertikal Days. We expect the new features which include increased travel speed and Stage 4 engine to open up a lot more industries and markets."

First Klaas from Kranlyft

UK rental company Crane Hire Solutions has purchased a five tonne Klaas K900 RSX aluminium truck crane. The K900 can take 1,000kg to a radius of 25 metres and handle 500kg over the front and rear at a radius of 31.5 metres.



Crane Hire Solutions at Vertikal Days

The crane also comes with an optional platform with a working height of 33.5 metres and a maximum platform capacity of 300kg. It is the first Klaas crane sold in the UK by Kranlyft since it took on the distribution.

Falcon Lifts adds CPS as service partner

Danish spider lift manufacturer Falcon Lifts - previously TCA - has appointed Central Platform Services (CPS) as its UK service partner. Established in 2008, CPS is also a dealer for Dinolift, Leguan and Laing Access aerial lifts as well as Smartlift glazing robots. Customers can still order spare parts through Falcon Lifts directly.



A Falcon FS320C Vario spider lift

WernerCo launches new BoSS towers

Mobile access tower manufacturer WernerCo has announced new BoSS aluminium towers, the End-Linked Tower and the Extended-End Cantilever.

The End-Linked Tower is designed for working over obstacles such as buildings and large machinery and provides a large continuous working area by joining two BoSS access towers with a new Step-Through Ladder Frame and 3.2 metre fixed deck, providing a larger working platform with minimum components. The End-Linked Tower has a capacity of up to 275kg per platform level and the large deck can be erected at varying heights allowing for several people to work at the same time.



BoSS End-Linked Tower



BoSS Extended-End Cantilever

The Extended-End Cantilever frame system can be used to extend the platform of a double width access tower, providing an additional platform area of up to 1.8 metres with working heights up to 8.2 metres.

Crowland to distribute Rim Wizard

Finland's RIM Wizard has appointed Crowland Cranes as its sole UK distributor. Based in Alastaro, southern Finland, Rim Wizard has developed an innovative range of products for quickly and easily removing wheel rims from hubs on heavy equipment including mobile cranes, wheel loaders, dump trucks and harbour cranes.



Rim Wizard

Crowland Cranes managing director Peter Issitt said: "We have used and tested the Rim Wizard for almost six months in our service department, where it has proven to be an invaluable tool for any service/crane hirer. Prior to using it, the only proven method for wheel rim removal was 'brute force' and using hydraulic press gear, both of which incur additional time, labour and major safety issues particularly when wheel rims and hubs are seized."

Parts issues for Terex Cranes

Terex Cranes president Steve Filipov wrote to customers last month regarding the recent parts issues following the consolidation of its parts business into the group's central parts centre in Roosendaal, the Netherlands.

The transfer had resulted in longer lead times, slower dispatch speeds and some availability issues. In his letter he confirms that a specialist Terex parts team is working with the logistics partner to identify and fix issues which the company says are due IT interfaces, gaps in data quality, supply chain disruptions and a steeper than anticipated learning curve.

Vertikal Days 2018 - the biggest in the world?

c&a

news

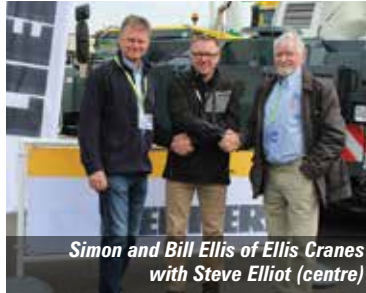
Vertikal Days 2018 - held at Donington Park near East Midlands airport - was the largest so far in terms of exhibitors and visitor numbers. The venue had plenty of good quality hardstanding, while two days of good weather helped lift visitor numbers to almost 2,700. With more than 300 manufacturers represented, it was possibly the largest crane, access and telehandler show in the world this year?

We have an extensive pictorial round-up starting on page 43 but here are a few sales highlights.

Kranlyft launched the Klaas aluminium truck cranes in the UK, selling two machines at the show - a five tonne K900 RSX to Crane Hire Solutions and a K750 RS to AKA Cranes.

Liebherr sales included two LTM 1040-2.1s to Dewsbury & Proud Crane Hire, an LTM 1040 to Ellis Crane Hire, an LTC 1050 to ABBA Plant Hire, and two LRT 1100 Rough Terrains to Dublin based Crane Hire.

New company Böcker UK sold an AK46/6000 crane early the first morning, with 13 hoists and another three cranes sold over the two days.



Simon and Bill Ellis of Ellis Cranes with Steve Elliot (centre)



Mark Evans (L) of Kobelco Cranes with Delden Cranes' Sean Nyland and its latest addition - the 100t CKE900G-2



Versalift's Chris Wrenn, hands over keys of the first VTX-240 sold in UK to three generations of SPV - Howard Evans, Kate Whatley and Rocco Whatley



JT Cranes sold its first JF545 articulated crawler crane in UK to Lifting System



Rivertek's Colin Cleary with the new 35t CR350-Rf sold to B&A Cranes

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Tadano takes stake in Manitex

At the end of May, Japanese crane and aerial lift manufacturer Tadano acquired a 14.9 percent stake in US-based crane and aerial lift manufacturer Manitex for \$32.6 million valuing the company at almost \$219 million. Tadano says that the investment is part of its 'long term goal of becoming the world's number one Lifting Equipment manufacturer and part of its efforts to accelerate its globalisation.'

Manitex is arguably the leading manufacturer of boom trucks, but also owns PM loader cranes, Valla pick & carry cranes, Badger Rough Terrain cranes and Oil&Steel platforms.



Manitex reported first quarter revenues of \$56.7 million up 41 percent on the same quarter last year on a like for like basis. Most of the gain came from a pickup in boom truck/truck crane sales and the PM loader crane business. The company more than halved its pre-tax losses from \$3.42 million to \$1.38 million.



THSC Investments has succeeded in its efforts to take full control of publicly quoted Singapore-based international crane and equipment company Tat Hong. It received acceptances from holders of 90.3 percent of the equity by the third week of May, allowing it to compulsory purchase the rest and apply to de-list the company from the stock exchange.



UK rental group Vp, owner of UK Forks and Higher Access and Hire Station has posted a 22 percent surge in revenues to £303.6 million for the year to the end of March. UK revenues were 24 percent higher at £272 million, while international revenues were 10 percent higher at £31.6 million. Pre-tax profits were up just two percent to £30.8 million, due to £1.7 million of exceptional costs - mostly involving Brandon integration and depot closures and a £4.8 million write down relating to the Bukom acquisition of 2006.



Ahern owned telehandler and aerial lift manufacturing companies Xtreme Manufacturing and Snorkel, have secured an Asset Based Loan for up to \$65 million from JP Morgan Chase Bank. The new revolving credit line will be used by the manufacturing businesses to retire or pay off existing debt, including a \$15 million loan due to Ahern Rentals, and provide working capital for the continued growth of the business.



US equipment rental company Herc, previously Hertz Equipment Rental has reported first quarter revenues of \$431.3 million up 10.8 percent on last year. In spite of this it remained in the red with a pre-tax loss of \$15.2 million compared to a loss of 54.3 million last year.



The Rental division of Brazilian rental company and contractor Mills has posted its strongest quarter since 2016, with first quarter revenues up 26 percent to R51.4 million (\$14.3 million) and rental revenues up 12.5 percent to R42.3 million (\$11.8 million) while new equipment sales increased 24.5 percent to R2.1 million (\$585 million) and used equipment sales jumped from just R200,000 (\$56,000) last year to R5.9 million (\$1.6 million) this year. The division made an operating loss of R2.9 million (\$808,000) compared to R11.2 million (\$3.1 million) last year.



Finnish international rental company Ramirent achieved first quarter revenue growth of seven percent to €176.2 million with Sweden and Eastern Europe contributing the most growth at 13.7 and 12.6 percent respectively. Pre-tax profits jumped 77 percent to €19.2 million thanks to strong contributions from Sweden, Finland and Eastern Europe. Capital expenditure increased 37 percent to €49.1 million, with sales of older equipment totalling €6.1 million. The company has committed a further €46.6 million to equipment purchases this year.



Telehandler manufacturer Wacker Neuson reported first quarter revenues of €370.5 million, 9.5 percent up on last year thanks to strong growth in France, the UK, Poland, Austria and Benelux countries, while its telehandler alliance with John Deere has also started contributing. Pre-tax profits jumped 57.3 percent to €20.6 million.



Manitowoc Crane has reported a 26 percent rise in first quarter revenues to \$386.1 million due to improved crane shipments across all regions, with the USA and Europe generating the majority of the increase. Last year's pre-tax loss of \$12.7 million was cut to a loss of \$7.8 million. The company is forecasting full year revenues of around \$1.77 to \$1.85 billion, compared to \$1.6 billion in 2017.



Skyjack parent Linamar has reported first quarter results, with sales in its Industrial division, of which Skyjack is a major constituent, rising 38.6 percent to \$397.5 million. Some of the increase comes from the MacDon acquisition, but is also due to higher Skyjack boom lift sales in North America, Europe and Asia, higher sales of telehandlers in North America, partially offset by lower scissor lift sales in Europe as "certain key customers" shifted first quarter deliveries to the second quarter. Operating earnings jumped 63.1 percent \$74.7 million, due to higher aerial lift volumes, and the addition of MacDon.



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



National Crane NBT50L

Updated National Crane

Manitowoc has updated its National Crane NBT50L Series of 45 and 50 tonne boom trucks. The NBT50L Series now has a 46 metre main boom plus an 11 metre offsettable lattice extension. The NBT50L also has a stronger superstructure design with higher lifting capacities. Other new features include a 20 degree tilting operators cab, removable counterweight system, two camera monitoring system and a wireless wind speed sensor.

The four models in the range include the NBT50L, NBT55L, and in NTC truck crane/boom truck hybrid format - the NTC50L and NTC55L. In this format the crane has four outrigger width setups, including a six metre 'truck crane' footprint. All cranes in the series can handle 4,536kg on the fully extended 46 metre boom at a 10.7 metre radius.

M&T Expo postponed

Messe München postponed this year's M&T Expo trade fair which had been due to take place from June 5th to 8th in São Paulo, Brazil, due to 'the serious situation and crisis caused by the truck driver's strike in Brazil which is blocking the main highways'. New dates will be announced once the situation stabilises.



750t Liebherr LG1750 for Australia

Mammoet Australia has taken delivery of a new 750 tonne Liebherr LG 1750 lattice boom truck crane to meet growing demand for new and larger wind turbine installation work. The LG 1750 crane has been updated to meet wind turbine erection requirements, with the option of an SX2 boom configuration and heavy duty jib for high lift capacities at hook heights of up to 175 metres. Maximum tip height with luffing jib is 200 metres.



Mammoet Australia's new LG 1750.

Another 103m for Werent-Venpa Sud

Italian access, crane and telehandler rental company Werent-Venpa Sud has purchased a second Palfinger P1000 truck mounted/All Terrain, platform. Mounted on a five axle Tadano crane carrier, the platform has a working height of 102.5 metres and 35 metres of outreach with a 200kg platform capacity, while maximum platform capacity is 600kg.



Werent-Venpa Sud has purchased its second Palfinger Platforms P1000 platform.

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Telescopic Boom Lifts



Articulating Boom Lifts



- **Hampshire Plant & Access** has taken the UK's first **Manitou 220J** boom lift
- **Mammoet Australia** has taken a new **750t Liebherr LG 1750** lattice boom truck crane.

- US crane rental company **Sims** has appointed **Bill Titus** as general manager of its West Palm Beach location



Bill Titus

- UK rental company **Quick Reach** has taken eight large **Genie** articulated boom lifts.

- **Mammoet Netherlands** has taken two new **4t Hoeflon C10** spider cranes.

- German rental company **Dornseiff** has taken a **180ft Genie SX-180** straight telescopic boom lift.

- **Cramo** executive VP Central Europe **Dirk Schlitzkus** has left the company, replaced by **Hartwig Finger**.



Dirk Schlitzkus



Hartwig Finger

- UK's **Media Access Solutions** has taken six more **86ft Niftylift HR28** Hybrid boom lifts.

- German manufacturer **Böcker** opened its new UK facility with 'Böckerfest'.

- Dubai's **Al Faris Equipment Rentals** has taken two **Liebherr RT** cranes.

- German rental company **Mietpark Gushurst** has taken 13 **Magni** scissor lifts and a number of telehandlers.

- UK rental company **Global Platforms** has taken a **33m Falcon FS330Z** spider lift.

- **John Gill** has been appointed chief manufacturing officer of **Xtreme/Snorkel**.



John Gill

- US distributor **ReachMaster** has appointed **Dustin Viertel** as regional sales manager - central.

- Polish port operator **DB Port Szczecin** has taken a **90t Liebherr LRT 1090-2.1** RT crane.

- **Haulotte** has appointed **Laurent Demaretz** key account coordinator for South and Central America.

- Ireland's **Walsh Crane Hire** has taken a **250t Liebherr LTM 1250-5.1** AT crane.

- Loader crane company **Hyva** has appointed Spain's **Viel Carrocieras** as distributor.

- US based **Scott-Macon Equipment** has ordered two **220t Demag AC 220-5** AT cranes.

- Ireland's **Shannon Foynes Port Company** has taken a **Liebherr LHM 420** mobile harbour crane.

- German rental company **Merkel Autokrane** has taken a **100t Liebherr LTM 1100-5.2** AT crane.

- **Kees Zeevenhooven**, former MD of Rotterdam based crane distributor **Zeevenhooven BV**, has died.

- **Linden Comansa** has appointed **Gabay** group as its distributor for Israel.

- **Manitex** has appointed **Sam Welch** and **Chris Ruiz** as US regional business managers for its **PM** division.



Sam Welch



Chris Ruiz

- UK crane hire veteran **Bob Floyd** has died



Bob Floyd

- Ireland's **Crane Hire** has ordered two **100t Liebherr LRT 1100-2.1** RT cranes

- Saudi Arabia's **Expertise Contracting** has taken **37 Genie** booms including the country's first **135ft SX-135** XC.

- Scotland's **Whyte Crane Hire** has taken a **450t Liebherr LTM 1450-8.1** AT

- French river port **Lyon Terminal** has taken the first of two **Liebherr LRS 545** reachstackers.

- UK's **OEM group** and **EnerMech** have signed a three year worldwide agreement.

- **BAR-S Services** of Cheyenne, Wyoming has taken a new five axle, **250t Link-Belt ATC-3275** AT crane.

- **Alimak** has appointed **Tobias Lindquist** as chief financial officer.



Tobias Lindquist

- UK's **Port of Dover** has ordered two **Konecranes Gottwald G HMK 5506** mobile harbour cranes.

- Singapore's **Winning Logistics** has ordered two **100t Konecranes Gottwald Model 8** floating cranes.

- Colombia's **Proing** has taken three **Platform Basket Spider 18.90 Pro** spider lifts.

- **CTE** has launched the **23m Zed 23.3 JHV** truck mounted platform.

- **Allison Transmission** has appointed **Frederick Bohley** as chief financial officer.



Frederick Bohley

- **Kinshofer** has acquired the **Schaeff** Cutter business from loader crane and company **Atlas**.

- UK's **Nationwide Platforms** has taken five **30m Multitel SMX 300 HD** and **15 Hinowa** spider lifts.

- Germany's **Kreutzberger Arbeitsbühnen** has taken a **25m Cela DT 25** truck mounted platform.

- German rental company **Biberger-Lift** has taken a **27m Ruthmann TB 270** truck mounted platform.

- **Custom Equipment** appointed **Jesus Pedraza** as South Central U.S. territory manager.



Jesus Pedraza

- UK portable accommodation company **Mobile Mini** has taken two **Fassi F820** loader cranes.

- French cold store construction specialist **Lèbre** has taken **14 Genie 19ft GS-1932** scissor lifts.

- Nigeria's **First Index Project and Services** has ordered a **Konecranes Gottwald Model 2** mobile harbour crane.

- **Mammoet** has won the installation and heavy transport contract for **Kuwait Airport**.

- **Cargotec** has appointed **Carina Geber-Teir**, as senior vice president, communications.



Carina Geber-Teir

- Irish concrete specialist **Concast Precast** has taken a **220t Demag AC 220-5** AT crane.

- **JLG** parent **Oshkosh** has appointed retired general **Raymond Odierno** to its board of directors.



Raymond Odierno

- Load measurement manufacturer **Straightpoint** has appointed **Onursan** as its Turkish distributor.

- Bahrain's **Avenues Shopping Mall** has taken a **25m Omme Lift 2500 RXBDJ** spider lift.

- Scotland's **Stoddart Crane Hire** has taken a **250t Grove GMK 5250L** All Terrain crane.

- Australia's **Strictly Cranes** has sold four new **Raimondi** tower cranes and added two to its rental fleet.



Wolfgang Neumann

- **Mateco**, has appointed **Wolfgang Neumann** as managing director.

- **Mammoet Americas** is adding **11 Liebherr ATs** to its Texas crane fleet and a new branch.

- **Manitowoc** announced an extended warranty programme for its **Grove GRT** Rough Terrain cranes.

- **Snorkel UK** hosted the **Access Link** spring meeting at the Gateshead Quays.

- Offshore crane company **Sparrows Group** has appointed **Superkrane** as its parts dealer in Indonesia.

- US **Roscco Crane & Rigging** has taken two **220t Tadano ATF 220G-5** AT cranes.

- UK load measurement manufacturer **Straightpoint** is now a full member of the **LEEA**.

- Italian spider lift manufacturer **Palazzani** has appointed **SosLocation** as a distributor in Canada.

- A new UK finance company **Construction Plant Finance (CPF)** launched last month.

- US rental company **Sims Crane & Equipment** has opened a new location in Tallahassee, Florida.

- German rental company **Rositz** has taken delivery of a **13.5m Dinolift 135T** trailer lift.

- Germany's largest aerial lift rental company **Mateco** has ordered **10, 10m Klubb K20** van mounts.

- **Xtreme Manufacturing and Snorkel** have appointed **Jim Masters** as vice president of engineering operations.



Jim Masters

- Hong Kong crane rental company **Set Win** has taken the first **450t Liebherr LTM 1450-8.1** in Asia.

- Germany's **Gerken** has added six **Teupen Leo** spider lifts including the **50m Leo50GT**

- **Manitou North America** has appointed **Todd Miorin** senior director programme management, **Jeffrey Weido** senior director product management/marketing and **Don Vollmar** VP engineering



(L-R) Todd Miorin, Jeffrey Weido and Don Vollmar

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heavy lift

ALE's new heavy duty jib on a 5,000 tonne capacity AL.SK350 lifting a 1,276 tonne module on a FPSO in Lagos, Nigeria

Earlier this year we looked at the specialist crane developments when erecting the new larger wind turbines. This month we see how heavier modules are being installed in sectors such as construction, civil engineering, industrial, petrochemical and power generation.

Construction sub-assemblies and components are getting heavier and bulkier as pressure rises to complete contracts quicker and more efficiently, while reducing the amount of work at height. This raises the challenge of moving and lifting these larger modules, a challenge that specialist moving and lifting companies are responding to.

As a result, an increasing number of the largest loads - particularly in the petrochemical and power generation sector - are now lifted with alternative methods such as jacking systems and custom build mega cranes/large lifting machines, rather than large cranes built by the leading crane manufacturers, as it becomes ever more difficult to design regular production cranes that appeal to a sufficient number of crane rental companies to justify the cost of development.

The last big crawler crane launch was Liebherr's 3,000 tonne LR 13000, the first of which was sold to Mammoet six years ago for power station and petrochemical work. Other crawler cranes such as Liebherr's LR 11350 and Terex's CC3800/6800/8800 are becoming quite dated, although they do tend to be upgraded each time a new order is received.

All Terrain crane capacity appears to have stalled at 1,350 tonnes - the latest two Liebherr units having been sold a few months ago to Russian rental company Topkran for work on industrial, petrochemical and infrastructure work. As a result the heaviest lifts are increasingly carried out by a small group of specialist heavy lift companies, such as ALE, Sarens and Mammoet. Although having said this, a large number medium to heavy lifts are still carried out by mobile cranes



- both wheeled and tracked. In an effort to extend the capability of their larger capacity mobile cranes both Liebherr and Terex offer upgraded boom configurations - the Power Boom and Boom Booster respectively - which provide up to 40 percent increases in capacity. Most 'large' mobile crane purchases

at the moment though appear to be in the 300 to 750 tonne range, as regular crane rental companies increasingly leave the heaviest lifts to the heavy duty specialists.

In the following pages we look at a few applications highlighting the equipment available for these heavy lifts.

Innovative heavy duty jib

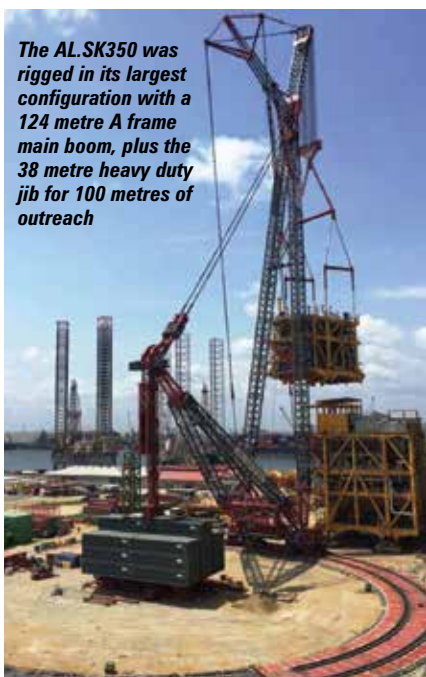
ALE's new heavy duty jib has been used with its AL.SK350 crane for the first time, lifting a 1,276 tonne module on a Floating Production Storage and Offloading Vessel (FPSO) in Lagos, Nigeria. Claiming to be the world's largest capacity land based crane, the 5,000 tonne, 354,000 tonne/metre AL.SK350 - launched in 2013 - was rigged in its largest configuration with a 124 metre A frame main boom, plus the 38 metre heavy duty jib for additional outreach, 4,000 tonnes of counterweight at a 49 metre ballast radius and heavy winch system.

The project requires six modules weighing between 335 and 3,000 tonnes to be lifted and installed from the fabrication yard to their final position on the vessel. The new modular jib, built in 2016, is designed with a wide strut top that can be assembled in different configurations.

Maximum lift is 3,400 tonnes with a maximum length of up to 100 metres.

ALE's senior design engineer Jan Oomen said: "Following successful test lifts up to 3,403 tonnes using the jib configured with 100 metres

outreach, we were happy with the results and rigged the crane with a mast more than 162 metres long and the strut jib to a length of 35 metres. This jib is designed like no other, using guylines from the wide strut top to the narrow jibhead to provide enormous side support which also boosts the lifting capacity of the overall crane and extends outreach. Because of the restricted space in Lagos, the AL.SK350 is the ideal solution as it can be strategically positioned to lift from one location and reduce the overall project costs and schedule." AL.SK cranes are also available in AL.SK190 and AL.SK700 configurations with capacities up to 4,300 tonnes and 8,000 tonnes respectively, both can be fitted with the 3,400 tonne heavy duty jib.



The AL.SK350 was rigged in its largest configuration with a 124 metre A frame main boom, plus the 38 metre heavy duty jib for 100 metres of outreach

Largest Sarens crane for UK project

This year Sarens will use its new SGC 250 crane on the Hinkley Point nuclear power plant in Somerset, UK for joint venture clients Bouygues Travaux Publics and Laing O'Rourke Construction. The four year project is worth in excess of £20 million to Sarens. The 250,000 tonne metre SGC 250 is the largest SGC in the Sarens fleet and thanks to six kilometres of rail laid on site will be able to travel between three different lift locations without the need for disassembly and re-assembly.

The SGC 250 will begin performing various lifts ranging from 50 to 1,150 tonnes or more at radii of up to 165 metres. It will pick up and install prefabricated concrete elements, steel structures and reactor equipment directly from each prefabrication position. A 600 tonne Terex Demag CC 2800 will be used as a rigging and assist crane.

The crane will be moved, overland from Gent in Belgium to a yard in Somerset, before being shuttled to the project site. An estimated 280 trucks will be required to deliver the entire crane, although at the moment the narrow lanes leading to the site only allow 10 trucks a day. Plans are in place for a purpose built access road at the site, but a lot of planning will still be required just for the delivery.

With 52 large tower cranes also working on site, the SGC 250 will be equipped with an anti-collision system and will perform many of its lifts at night in order to minimise disruption to daytime lifting work. The light needed to operate at night will pose a challenge as it will disturb a protected species - a local bat population.



The SGC 250 will begin performing various lifts up to 1,150 tonnes or more at radii of up to 165 metres.



The bridge deck on the Victrol pontoon ready for the 50km journey to Antwerp

Enerpac Jack-Up system smooths transport of Antwerp harbour bridge deck

As part of the Antwerp Noorderlijn transport initiative, the Londonburg bridge on the island of Eilandje in Antwerp's old harbour area had to be replaced with a wider bridge with two traffic lanes, foot and cycle paths in both directions and a tram line in the central reservation. Antwerp-based Roll-iT was charged with moving the new bridge to site and used an Enerpac JS-250 Jack-Up system to help negotiate the 300 tonne bridge deck through the Belgian canal network. Manufactured by steel construction company Aelterman, the structure was transported 50km from Gent to Antwerp on board a Victrol canal pontoon.

The biggest challenge facing Roll-iT was the need to lift the bridge deck over obstacles in the canal network, specifically the Kattendijkdok lock and the historic lock keeper's cottage/control tower of the existing bridge. Given the level of disruption to local traffic and services it was decided against using a crane. The multi-point Jack-Up lifting system consists of four jack-up towers, one positioned under each corner of a load. The lifting frame of each tower contains four hydraulic cylinders which lift and stack steel barrels. The load is lifted in increments as barrels are inserted via an automated system forming the lifting towers. The JS-250 has a lifting capacity of 1,000 tonne (250 tonnes per tower) and can raise the load to a height of 10 metres.

At the Aelterman steelworks, Roll-iT used a combination of two 12 axle SPMTs and the JS-250 to lift the bridge deck and then transport it onto the pontoon. Once the bridge deck was loaded, the jack-up towers were fully lowered and securely fastened to increase the pontoon's stability. The bridge deck was then raised to a height of 7.5 metres to avoid the various obstacles when entering and leaving the Kattendijkdok lock and the lock keepers cottage/control tower.

Roll-iT account and project manager Tom Van Runckelen said: "The Enerpac Jack-Up system increased our lifting options when we were considering how we might overcome the obstacles encountered using the canal network route. It was very stable and surprisingly quick. Raising and lowering the bridge deck was completed in a fraction of the time we had expected."



Raising the bridge deck ready for installation

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'Grand Paris' TBM lift

'Grand Paris' is a project to transform the Paris metropolitan area into a major global metropolis. The massive plans involve modernising and extending its infrastructure with more than 200km of new Metro underground line, including 68 new stations. As a result the greater Paris area will become the largest construction site in Europe as the plans progress over the next two decades. While the infrastructure plans include numerous other projects, the extension to the public transport network alone will cost €35 billion. The growth in residential property builds, for example, will double to 70,000 new apartments a year resulting in the most densely populated capital city in Europe with 22,000 people per square kilometre.

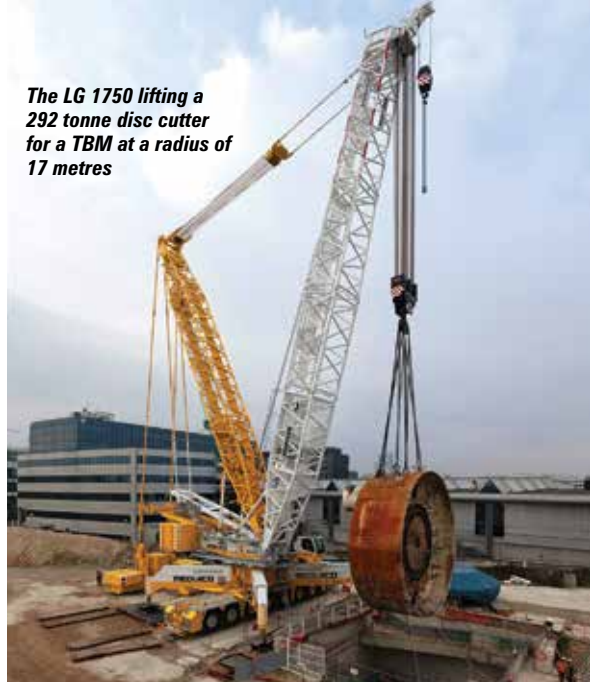
Patrick Meublat, technical director for crane rental company Mediaco, which has a depot in Thieux in the north-east of the capital, said: "The jobs for our cranes around Paris over the next few years will be dominated by assembling and dismantling tunnel drilling machines and hoisting railway and road bridges."

With a view to such future work Mediaco purchased a new Liebherr LG 1750 truck

mounted lattice boom crane, which has already completed a couple of 300 tonne TBM lifts for the 'Grand Paris' project. The crane has worked in compact configuration, with a 35 metre main boom and derrick boom.



The disc cutter with hydraulic drive measures almost eight metres in diameter



The LG 1750 lifting a 292 tonne disc cutter for a TBM at a radius of 17 metres



The 150 tonne derrick ballast with a variable radius (shown suspended) was only required for the first phase of the lift



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Mega Jack 800 STS crane jack-ups in Barcelona

ALE used its Mega Jack 800 system at the Barcelona Europe South Terminal (BEST) in Spain, to lift three ship to shore container cranes - each weighing 1,390 tonnes - by six metres in order to extend them. On site disruption needed to be minimised as port activities were ongoing and the solution needed a high capacity yet small footprint.

The Mega Jack 800 - which has 800 tonnes capacity in each of the four towers - performed the jacking in 12 stages. A jacking frame was also deployed to support the crane structure. The project was made more challenging because of low ground bearing pressures and a congested site. The project took two months and was completed at the end of last year.



The Mega Jack 800 has 800 tonnes capacity in each of the four towers and performed the jacking in 12 stages.

Biggest Goliath crane in the Nordics

C&A

heavy lift

Mammoet recently used two cranes - a Demag CC6800 and a Liebherr LR11000 - to erect a new Goliath crane at Meyer Turku shipyard in Finland. It is the biggest Goliath crane in Northern Europe with a capacity of 1,200 tonnes, a span of 154 metres and a height of 120 metres. The installation will help the shipyard fulfil new orders for increasingly larger cruise ships.

The Demag CC6800 and a Liebherr LR11000 erecting one of the gantry legs



Limited working space on site was one of the main concerns since the Goliath crane needed to be erected alongside ongoing construction work on the cruise ships. The most space efficient method devised was using the legs of the Goliath crane as part of the installation equipment. By erecting the 540 and 700 tonne legs of the crane first these could then be used as a gantry to raise the main girder without the need for additional equipment.

Mammoet used the two cranes to erect the legs with two additional 500 tonne crawler cranes positioned each side of the legs to install the strand jacks for lifting the 2,500 tonne main girder. To increase safety and efficiency, Mammoet fully preassembled the strand jacks at ground level enabling them to be lifted to the top of the legs in one go. The company also designed various custom lifting tools to make the installation and removal work safer and more efficient.

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Mammoet hits record height

Mammoet has set a new record lifting height for its PTC 200 DS heavy lift crane at the Lotte Chemical's Mono-Ethylene Glycol project in Louisiana, USA, lifting a variety of heavy loads in 62 scheduled lifts to a height of 217 metres. Expected to open next year, the MEG plant will be the largest facility of its kind.

The company used the PTC 200 DS - its largest crane - to handle the lifts which ranged from 30 tonnes to a 1,450 tonne wash tower. Having lifted the top of the wash tower to a height of 100 metres during the tilt up, the PTC 200 DS was rigged with an additional 67 metres of boom/jib, bringing the total lift height to 217 metres. The additional height allowed the crane to carry out all of the remaining lifts from one location, including

modules located outside of the original lifting radius. The crane managed to complete its part of the project two weeks ahead of schedule.



The PTC 200 DS at record height.



The Mammoet PTC 200 DS executing the wash tower lift

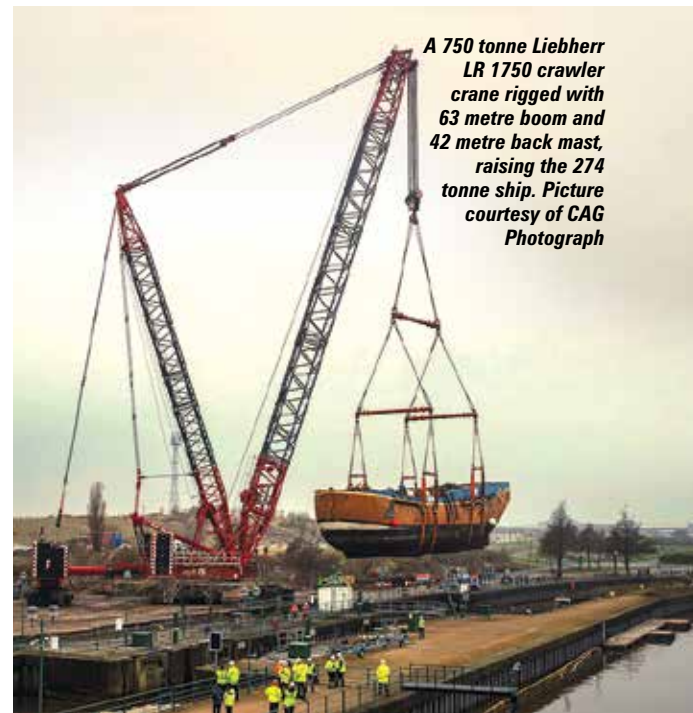
HM Bark Endeavour

ALE helped move the historic HM Bark Endeavour - one of two full size replicas of the vessel which was commanded by explorer Captain James Cook for his voyage to Australia and New Zealand - from its current berth at Stockton-on-Tees to the Tees Barrage in Whitby.

ALE was contracted for the full contract involving the ballasting and engineering designs and dedicated project manager to oversee the specialist towing to and from the Barrage, including lifting the ship over the Tees Barrage gates.

The first leg of the vessel's voyage involved the Endeavour being towed by two tugs along the River Tees from Riverside in Stockton to the Tees Barrage. Measuring nine metres wide, the major challenge was getting the vessel past the six metre wide Tees Barrage lock gates. To overcome this a team of contractors and engineers led by ALE worked closely with the Canal and River Trust - owners of the Tees Barrage - to lift it over the lock gates. A team of divers fitting lifting equipment and heavy straps below the hull before a 750 tonne Liebherr LR 1750 crawler crane rigged with 63 metre boom and 42 metre back mast, raised the 274 tonne ship to a height of five metres to clear the top of the lock.

The vessel was then lowered on the seaward side of the river and towed downstream to a dry dock for a six week refurbishment and refit. After its 40 mile tow along the North Yorkshire Moors National Park coastline southwards, it will arrive at its spiritual home of Whitby. This is where the original HM Bark Endeavour was built in 1764 and 250 years since its made its famous voyage. It is scheduled to re-open as a visitor attraction and centre of learning for schools later this summer.



A 750 tonne Liebherr LR 1750 crawler crane rigged with 63 metre boom and 42 metre back mast, raising the 274 tonne ship. Picture courtesy of CAG Photograph

Mammoet Oman 1180t lift

Mammoet has successfully completed the transport and installation of four 1180 tonne NGL bullet tanks for Oman's biggest petrochemical project, the Liwa Plastics Industries Complex (LPIC) project, owned by Orpic. The bullets - each 60 metres long and 7.8 metres in diameter - were positioned on sand beds in a tandem lift using a 1,600 tonne PTC 35 DS ring crane and a 1,200 tonne crawler crane.





Showcasing the Maeda MC815 Mini Crane

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Development for the better?

Without doubt the largest sector within the self-propelled powered access market is that of battery electric scissors and it is easy to see why. Designed for use on smooth solid floors - mostly indoors - the lifts are compact, inexpensive, clean, quiet and relatively cheap to run.

Dating back to the start of the powered access revolution in the early 1970's the 'bread and butter' slab scissor lift market has looked like a mature sector for the past few years, with models introduced 25 years ago looking pretty much the same as most of those on the market today.

In recent years major developments have been extremely rare, although regular 'updates' have actually changed most products substantially, at least under the skin. The basic structure has

remained largely the same with few companies seeing much opportunity to improve on the status quo.

There are some who argue that many of the changes made have been detrimental, with machines becoming larger, heavier and more complicated. There is something to this as most 19ft 'elevator' scissor lifts, for example, will no longer fit into smaller elevators, having become longer and heavier. Some models now weigh more than 1,500kg, whereas most units back in 1994 were no more than 980kg! Changing standards and regulations have had a significant impact on the design and weight. The latest updated ANSI standards - aimed to bring North American platforms closer to European machines - will affect indoor/outdoor ratings,



stability calculations, entrance gates, guardrail heights and operation when off level, although this last point was already a feature of most scissor lifts. Many of these factors have an impact on the size and weight of the scissor lift.

The guardrail height change from around a metre to 1.1 metre will also mean that North American users will have to get used to the fact that some small scissor lifts will no longer pass through a standard doorway without folding the guardrails down. Chain type platform closures must also be replaced by gates or drop bars with toe boards, while taking wind loading into consideration will also have an impact. A current ANSI scissor lift may have a two person capacity with a 12.5 metres a second wind rating. Under the new A92.20 standard, it may be reduced to two people and zero wind - indoor use - with one person capacity possible for outdoor use? Narrow outdoor rated scissors are likely to weigh more which also affects loading and transport

and well as floor loadings and the ability to ride elevators.



Many slab scissor lifts will now have a different rating when working outside.

More choice

While major technical breakthroughs might have been thin on the ground since the mid 1990s, a buyer today has far more choice and features such as smooth operation, reliability and battery life are considered a given. Surprisingly purchase prices are not that much higher than they were back then, a result of more competition among component suppliers and higher volumes justifying the investment in more efficient production process and automation. An increasing number of machines are also now made in China, both by local producers and western companies such as Haulotte, JLG and Genie.

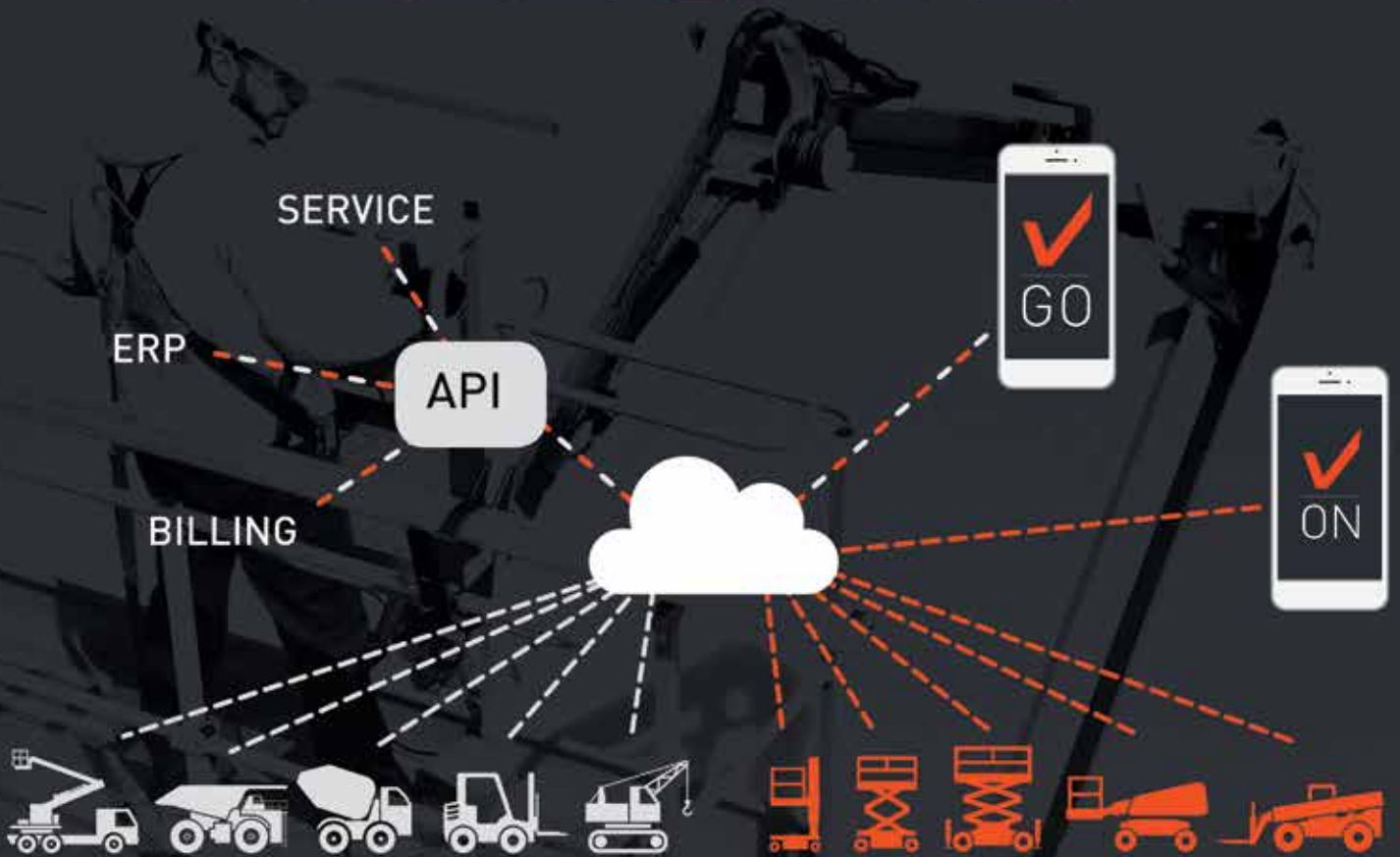


An Upright slab scissor lift from 1994



Slab scissor lifts have become heavier and longer

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Many small scissor lifts are now made in China.

However, in many markets the downside is that rental rates are lower now than they were back then! Low rates should result in more widespread use and greater market penetration, longer-term rental agreements and contractors renting more machines to carry out the same amount of work as each skilled tradesman gets a dedicated machine. That's the theory.

Product development

The impression that product development has been either detrimental - heavier, bigger or more complex - or non-existent does not bear closer scrutiny when you look at the improvements made in the past few years. Direct electric drive - in some cases with the latest highly efficient low maintenance AC motors - smooth power-saving motor control systems, onboard diagnostics with remote connectivity, smoother more efficient joystick controllers and greater platform heights within the same footprint have all improved the performance of the machines. And in the past few months we

have seen the rapid development of secondary guarding and overhead warning systems, along with the launch of new lighter weight 15 or 19ft scissor lifts. In the following pages we look at some of these developments and the latest new products.

Battery life

In the early days of electric powered scissor lifts, battery life, or the lack of it, was the bane of rental companies. Very few machines would manage to keep going for an eight hour shift unless they were used relatively lightly. Any applications that involved significant travel would barely make it to lunch time. Some manufacturers developed easy change battery packs but that never caught on, while others installed line-contactors which allowed machines to be used while plugged in, recharging the batteries when the lift or drive function was not in use.

Today battery life is not an issue for many reasons. One surprisingly significant change simply occurred with tooling improvements and closer tolerances of hydraulic pumps and motors. In at least one example a manufacturer suddenly started receiving complaints that its small scissor lifts were driving dangerously fast, especially when elevated! The investigation focused on the controls and settings and the installation of the correct components, and it was only when compulsory third party inspections in Europe began rejected machines that the issue was taken more seriously. It transpired that the pump manufacturer had installed new tooling resulting in its pumps operating dramatically more efficiently and performing as the specification sheets claimed. The solution was the installation of a smaller pump or reducing its drive speed.

It was the move to motor controls



Motor control systems made scissor lifts smooth, quieter and much more efficient



Problems with wheels and covers on early JLG ES models overshadowed the direct electric drive breakthrough

however, which had the biggest impact. With motor control systems the joystick controls the speed of the electric motor, only drawing the power needed for the function and speed selected, rather than operating the pump at full speed, with the controller splitting the oil flow between that needed to operate the function, while dumping the rest back to tank. In addition to longer battery life, machines became much smoother and quieter too. Batteries have also improved as manufacturers such as Trojan, US Batteries and Crown competed for leadership of the now significant access market, fine tuning their designs to cope better with the application, also helped along by a move towards electric golf carts. These changes combined to solve the battery life issue...unless the application involved a fair bit of travel, such as within a large industrial facility or airport etc.

Direct electric drive

JLG was one of the first manufacturers to launch a small scissor lift with direct electric drive when it unveiled its ES series in 2002. The challenge of installing electric wheel drive motors was a problem on narrow slab electric scissors in that the almost 90 degree front axle steering obliged them to be front wheel drive, but electric motors with brakes were simply too long to fit two of them on a 780mm wide scissor chassis.

However, JLG worked with component suppliers to develop a motor and brake that was compact and robust enough for the application. While the new models - the 1932ES, 2632ES and 2646ES etc - offered a massive improvement in battery life, they

were not an immediate success. To start with they were quite a bit more expensive, while several other features, including aluminium platforms, easily damaged thin rimmed wheels and unusual fibreglass side covers that tilted rather than opening fully, combined to put many buyers off. Those who tried them quickly found that they were racking up high costs and downtime, replacing damaged side covers and wheels.

While JLG stepped up to the problem relatively quickly switching the covers to pressed steel and adding more robust wheels. The negativity at launch overshadowed the major advantages that their direct electric drive offered, especially for long shift or long drive applications. Some of the smarter rental companies not only added them to their fleets but ran them alongside regular hydraulic drive models, helping achieve decent rental rate premiums as end users became converts. Better still the slow take up, meant that customers were tied into the few rental companies that ran them at



JLG 1930ES front axle electric drive.

the time, keeping the rates for these machines strong.

Partly as a result of this major competitors largely ignored the direct drive development and carried on with traditional hydraulic drive. Iteco was the first to follow JLG, when it introduced its 24ft IT7380 - shown as a prototype at SAIE in October 2004. Since then several new entrants have added direct electric drive such as Dingli, while more recently new start-up GMG made it a key feature on its all new

models. Surprisingly the other new entrant JCB launched its new model range without the feature. More recently both Genie and JLG have added direct electric wheel drive to their four wheel drive hybrid boom lifts, perhaps signalling that this form of drive will soon become the norm?

Lithium power

The question of battery life recently raised its head with the arrival of a new Dutch rental company, Hoogwerkt, which is aiming to be a market 'disrupter' and has ordered



JCB now offers a lithium battery pack option



The Iteco IT7380 was the first to follow JLG with direct electric drive.

all of its new platforms with lithium ion battery packs. It chose JCB as its slab scissor lift supplier, which having struggled to get a foothold in the access market, was probably more than happy to install lithium batteries for a 420 unit order. However, its scissor lifts have traditional hydraulic wheel drive motors, so while the lithium battery pack may well offer a longer life between recharges, it is entirely likely a machine with direct electric drive and regular lead acid batteries will outperform them? Now if you were to add the lithium battery pack to a direct electric drive... you might have something really spectacular.

But to put it into perspective one comment on the Vertikal.net website said: "Conventional lead acid

technology is already sufficient for the application and easy to recycle, no need for a 'green' alternative and using this for marketing as a USP is withholding all the facts." It also highlights the fact that battery life is no longer an issue with scissor lifts.

Slimmed down scissiors

At this years' Rental Show in New Orleans three companies introduced new models that offered substantially reduced ground bearing pressures, aiming to build a 15ft or 19ft scissor lift that weighs less than 1,000kg.

Snorkel showed a prototype of a 15ft full length scissor lift, the S3215L which weighs just 952kg and boasts floor loadings as low as 774kg per square metre with one person, or 948kg with a maximum 304kg in the platform. The machine



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The Snorkel 3215L

specification causing most customers to go for the larger of the two machines. GMG's all-new 1530-ED is a full specification model and includes direct electric drive, but is shorter - with an overall length of 1.69 metres - than most 15 or 19ft models. It also features a roll-out deck extension that provides an extended platform of 1.8 metres compared to the 1.9 metres of the new lightweight Snorkel. The other benefit is that it weighs just 860kg. It does have the disadvantage of being just over two metres high when stowed, but as with most of these machines the guardrails can be lowered to pass through a doorway. The Snorkel in comparison has an overall stowed height of 1.9 metres, benefiting from its longer, lower scissor stack.

looks like something from a racing shop, with fabrications made lighter through cutaways and perforations, while the platform is longer than the chassis, in effect providing an extending deck length without the ability to retract it. The downside is that the unit is 2.1 metres long when stowed with the access steps in place, while Snorkel's regular model, the S3215E, is just 1.78 metres long, but weighs 1,238kg. GMG had a similar aim but took a different approach to solving the issue. Like Snorkel it concluded that many 19ft scissor lifts rarely get used above 15ft and that there is a market for a lighter weight 15ft model. Most 15ft scissor lifts are simply 19ft models with one set of scissor arms removed, as a result they carry a very similar price and

19. It weighs 1,220kg - which is excellent for a 19ft unit with 1,350 to 1,700kg being more typical - although suggestions were made that it can be reduced to less than a tonne, perhaps without platform extension and steps? It also has an overall stowed height of two metres, so it might just squeak through a door without lowering the guardrails. It features direct electric drive, an



MEC Micro 19



GMG 1530-ED

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overall length of just 1.5 metres with steps in place making it ideal for riding many small elevators, as long as they have the lift capacity and boasts a surprisingly long two metre extended platform length.

It is easy to overlook the fact that if these light weight compact 15ft machines will do most of the work of 19ft scissor lifts, what about a 14ft scissor? Custom Equipment has long led the low floor loading/ground bearing pressure market - particularly in North America - with its Hy-Brid models. Putting the other recent entrants into perspective, Custom's highest self-propelled model the 14ft HB-1430 weighs just 746kg and yet has a 304kg platform capacity and 760mm deck extension for a 2.3 metre extended platform.



Custom Hy-Brid HB 1430

Other alternatives are the 16 or 20ft mast type lifts offered by Skyjack, Snorkel, and Haulotte. The 16ft Skyjack TM16E for example has an overall length of just 1.3 metres, weighs 966kg and features an extending or rather traversing deck. The 20ft Haulotte Star 8S weighs 1,170kg but is only 1.4 metres long. At a push it has a separate counterweight that could be removed to allow it to ride a 1,000kg elevator. The Snorkel 16E is also due to start shipping this year and has similar specifications to the Skyjack. And finally, of course there are several self-propelled one person lifts that reach these heights and more, but these will be covered in the industrial access feature in the next issue.

New JLG R series CE

Another new slab scissor lift is the European version of JLG's new R series. R - for Rental - first appeared at the 2016 Rental Show in the form of prototype ANSI spec 19ft



Skyjack SJ16



Snorkel TM16E



Haulotte Star 8S

ES models. While rental companies say that they want lower cost, simpler machines, few end users are prepared to accept a lower specification, such as passive pothole protection which reduces ground clearance etc. When we pressed JLG at the launch, it said that the RS models would be around 10 percent cheaper, barely much more than a month's rental revenue at the time, and sure enough the price gap has proved insufficient, especially when it is possible to buy other brands with active pothole protection and other features at a similar or even lower price.

In comparison the R model could be a winner, with active pothole protection, thicker rubber tyres, all-steel chequer plate platform and heavy steel covers. Its specification puts it into closer contention with the likes of Skyjack, Genie and Haulotte than the RS range and consists of three models - the 15ft 1532R, the 19ft 1932R and the 39ft 40445R.

The latest model, the 1532R weighs in at 1,357kg, so a tad heavy compared to the slimmed down models seen at the Rental



JLG 1532R

show this year. However, it does boast a 2.45 metre long extended deck, an overall stowed length of 1.74 metres, plus both indoor and outdoor ratings - albeit a one person lift when outside.

Overhead obstacle warning and protection

Secondary guarding systems for scissor lifts were first mooted in 2015, when UK rental company Kimberly announced its 'Skysecure' system with a switch activated wrist rest. This was taken a step further a year later when Lavendon company BlueSky showed its SkySiren PCS (Pre-Crush Sensing) for scissor lifts which used ultrasonic technology and a traffic light warning system coupled with a pressure sensor device to provide a double protection to warn the operator of overhead obstacles and protect against entrapment.

How the new 15/19ft scissors compare

Make	GMG	JLG	MEC	Snorkel
Model	1530-ED	1532R	Micro 19	S3215L
Work height	6.5m	6.57m	7.6m	6.6m
Platform capacity	240kg	275kg	226kg	304kg
Roll out extension	520mm	860mm	600mm	No
Extend platform size	1.8m x 760mm	2.45m x 650mm	2.0m	1.9m x 680mm
o/a Width	760mm	810mm	810mm	810mm
o/a Length	1.69m	1.74m	1.50m	2.1m
o/a Length w/o steps	1.49m	1.67m	1.40m	2.0m
Stowed height	2.03m	2.07m	2.0m	1.91m
-with G-Rails lowered	1.59m	1.61m	1.0m	910mm
GVW	860kg	1,357kg	1,220kg	952kg
Drive system	Direct electric	Hydraulic	Direct electric	Hydraulic
Gradeability	30%	25%	25%	25%

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scissor lifts



Several new products were unveiled at the Rental show in February and at Vertikal Days last month. The following examples have been announced but most are still in the prototype and test stage and likely to be initially available as optional equipment.

JLG

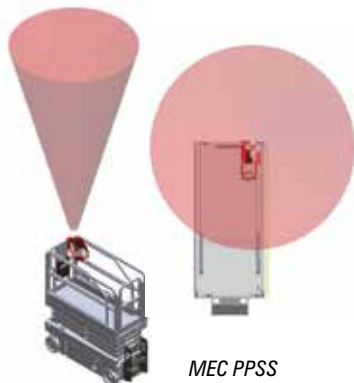
JLG previewed its new 'No Touch-EDS' proximity technology at Conexpo last year, initially aimed at the airline market to detect platform proximity to an aircraft fuselage before actually touching it. The beam emitter/receivers were mounted on the platform toe boards and can either point upwards, when working below, to detect overhead obstacles or downwards when working from above. The system has evolved into the Enhanced Detection System or EDS for short. The new sensor technology will be phased in across the JLG boom and scissor lifts from early 2019.



JLG Enhanced Detection System

MEC

MEC has added a similar system to its scissors that it introduced on its boom lifts last year. Dubbed 'Proactive Platform Safety System' or PPSS, it alerts the operator to the proximity of any overhead obstacles or hazards by emitting an ultrasonic 'cone of safety' around the operator to detect objects up to four metres above the platform floor. The frequency of the beeps increases as the object becomes closer and then cuts out lift and drive functions when a pre-set safe distance is reached. An override button allows the operator to deliberately move closer to the object to carry out the work.



MEC PPSS



GMG overhead warning

GMG

GMG showed a very similar system to that of MEC at the Rental Show, based on radar technology with the beam emitter built into the control box, so that the operator is always protected, as such the system only requires a single transmitter/receiver. The unit on the stand featured a separate box for the device, but production units will be integrated into the control box.

Skyjack

Skyjack also demonstrated a prototype of a similar system to MEC's at the Rental Show - the Skyjack PPA system uses four ultra sound emitters located on the guardrails - one on each corner, in order to protect the entire platform. This latest device adds to the Lift Enabler, that it launched earlier in the year, which uses a 'live' enable button located on the right hand side of the controller that requires two hand operation and helps prevent users from operating the machine while leaning over the guardrails, and therefore being unaware of overhead obstacles. It also helps prevent inadvertent ongoing operation should the operator be pressed against a live controller. The company has also introduced a new, virtually indestructible control box with improved shroud over the joystick, which also helps prevent this happening.



Skyjack PPA emitter

Scissor lift anti-entrapment/overhead obstacle warning systems

Company	Product name	Type
JLG	Enhanced Detection System	Beam
MEC	Proactive Platform Safety System	Ultrasound
GMG	Overhead Warning System	beam
Skyjack	Skyjack PPA/Lift Enabler	Ultrasound /button
Snorkel	Snorkel Guard	Switched shroud
Genie	Lift Guard Contact Alarm	Mechanical



Snorkel Guard secondary guarding system covers the lift control box which when pressed stops the machine rising.

Snorkel

At Vertikal Days Snorkel unveiled an entirely different approach with its 'Snorkel Guard', a simple pressure activated safety frame/shroud around its controller that simply cuts the lift function when depressed.

Genie

Also unveiled at Vertikal Days was a prototype system from Genie dubbed the Genie Lift Guard Contact Alarm. The system employs two or four activation whiskers mounted on the platform guardrails, which stops lift and drive when they come into contact with an overhead obstruction.

The standard configuration for slab electric scissors and vertical mast lifts includes two activation whiskers - one mounted on the front of the platform and one on the rear - although up to six whiskers can be installed. When the system is activated, all machine motions stop automatically, an alarm sounds and beacons flash. The operator will be able to continue driving or elevating the platform into the desired working position after acknowledging the activation of the system and machine stopped condition with an override. The whiskers are of a length that leaves sufficient space between the obstacle and guardrails, to allow occupants to move after the system is activated. Feedback at the show was mixed as you might expect,

but positive overall. The fact that the system can integrate with the machines height limit software was seen as a good additional feature, while others liked the fact that the system made no noise until it is activated.

Others

Finally, a third party system from US based Bailey Cranes and aerials which works along similar lines to the JLG No Touch system was demonstrated at Conexpo last year.

In summary

Given the number of scissor lifts at work every day of the year, the number of serious overhead crushing/entrapment incidents are relatively few. Most of the above systems are rugged and unobtrusive and will certainly make the machines safer. However, the addition of more beeps and alarms will not endear them to many operators. Having said that we think that as with boom lifts, these systems will become standard equipment over the next few years. And thankfully, with this in mind, most of them can be retrofitted to existing machines.



A Genie 'whisker'



Genie with anti collision whiskers.



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A new market leader?



C&A

loader cranes

Our review of the loader crane sector a year ago concentrated on the 'big three' manufacturers - Palfinger, Hiab and Fassi - and their varying fortunes over the past few years. This month we take a closer look at the company vying to break into this select group, Denmark-based HMF.

Since the last feature the fortunes of the top three continue to vary. Palfinger - which has been market leader in recent years, helped in part by Hiab losing its way through a number of misplaced corporate strategies - reported mixed results for 2017 which included record revenues but lower profits, as it restructured parts of the business. Its 'Land' sector - loader cranes and aerial work platforms which makes up almost 84 percent of its total revenues - did well increasing profits by more than 14 percent thanks to strong business in Germany and Southern Europe in particular. It also included the acquisition of Palfinger Danmark and a satisfactory performance in Asia and CIS countries.

However Palfinger does have a few problems. The 24 acquisitions over the past seven years in its Sea sector have boosted revenues, but losses in the sector have quadrupled to almost €15 million. In this aspect Palfinger is almost mirroring its arch rival Hiab in that

it appears to be struggling as it diversifies both geographically with ventures in Russia and China and its heavy investment in various marine businesses. Thankfully its core 'Land' market in Europe continues to grow and it has further potential in North America.

In April Palfinger appointed a new chief executive - 53 year old Andreas Klausner - following an extensive search. It will be interesting to see what he makes of the disparate performance of the divisions and what he does to solve it? It is perhaps surprising to see Palfinger is in this situation given its main rival also went through a similarly sticky patch as its parent Cargotec progressed a centralisation strategy which damaged its main brand - Hiab - more than anyone could have imagined. Since 2014 the strategy has been reversed and together with new managing director Roland Sundén, appointed at that time, there has been a tremendous turnaround with the group now recognising and building on Hiab's strong



Palfinger's loader crane business is stronger than ever, but it faces challenges with its Sea division

brand identity which is once again growing with new innovations and products.

Hiab is of course the originator of the articulated loader crane producing the first model in 1947 and was not all happy relinquishing its market leadership of the sector to Palfinger. As if to proclaim its new strategy it showed off its largest and most modern loader crane multi assembly plant in Stargard near Szczecin in Northern Poland at the end of last year. The massive facility alone produces 7,000 loader cranes and when combined with around 4,000 units produced at its other loader crane facilities in Zaragoza, Spain and Chungbuk, South Korea it may well be pushing for market leadership in terms of units.

Rankings based on the number of units produced can be misleading in that many loader crane companies produce small capacity cranes - such as those mounted on wind turbines - in large numbers. Danish company HMF for example does not have 'large' capacity cranes but produces thousands of small units for wind turbines.

Hiab has also been making tremendous financial progress over the past five years. Between 2014 and 2016 it has grown revenues

from €840 million to just over €1 billion, and more than doubled its profits. In 2017 revenues increased by a further five percent with the order book up 10 percent.

Whether the market leader is Palfinger or Hiab, both are a country mile ahead of the third and fourth manufacturers The 'big two' have revenues about seven times greater than the third largest loader crane manufacturer Fassi at about €145 million and fourth placed HMF which is closing the gap with last year's sales of around €134 million.

As can be seen on Page 38, HMF also has had its fair share of problems after the recession but is now a fully focussed loader crane manufacturer. Three of its associated companies were either closed or sold and by concentrating on its core business and products and labour-saving automation it has been able to continue and grow its manufacturing operation in Denmark.

Fassi has also entered expansion mode by acquiring various companies over the past few years. At the end of last year Fassi took full total control of Swedish timber crane and grapple manufacturer Cranab purchasing the remaining shares since buying a minority



Hiab's modern assembly plant in Stargard in Poland

interest four years' earlier. Chief executive Giovanni Fassi said: "Our ambition is to develop Cranab to become a crane supplier with a wider product range, in which truck mounted timber and recycling cranes become new products. The continuous development of off road cranes for forest machines will further improve Cranab's already strong position."

In 2016 Fassi purchased a third share in Italian spider and mini crane manufacturer Jekko from owner Ormet. Jekko had been a brand of Ormet which developed the business from the original Imai custom-built spider cranes. The first fruits of this move is the new range of Jekko articulated tracked cranes - the JF545, JF40 and JF30 - which use Fassi loader cranes mounted onto a tracked chassis. Jekko believes that over the next five to 10 years this type of crane will greatly increase in popularity. Germany has already taken almost 20 units of the larger JF545 with other units going to the Netherlands and the first in the UK just sold at Vertical Days. In the meantime, Fassi has also acquired a majority stake in French manufacturing and distribution group CTELM which owns Fassi France, Miltra and Marrel. As part of the move Fassi says it will use the distribution business to sell its Swedish built Cranab forestry cranes and Jekko spider cranes.

Muck away/tipper grab sector

As with all equipment, the demand for loader crane products and capacities varies around the world. The UK for example is almost alone in liking the 10 to 12 tonne metre 'muck away' grab cranes purchasing up to 500 a year.

Germany likes a long arm crane mounted behind the cab, specifically for building/construction and the brick and block sector and North America has its wallboard crane.

The UK's muck away grab cranes are hard working - often abused - cranes that handle general waste - concrete, asphalt, gravel etc from road workings and general construction work - as well as loading/delivering sand and gravel. For many years Atlas was the dominant player but then lost out to HMF's 1144 K model. With the demise of the 1144, Palfinger spotted a gap in the market and launched an adapted B4 Epsilon forestry crane in the late 1990s which has gone on to become the undisputed market leader. Tipper body manufacturer Thompsons teamed up with Palfinger UK distributor T H White and by 2015 had supplied more than 1,000 cranes. Perhaps anticipating the new competition in the sector T H White has recently offered a five year extended warranty package and two year parts and labour cover on its Epsilon M125LC68 or M125LC82 Classic grab cranes.

Mark Rigby, director of the lorry cranes division at T H White said: "The M Series Classic Epsilon has become a product of choice in the tipper grab market and this enhanced product offer demonstrates a real belief in the strength and integrity of the product in a very tough market application to give customers even more confidence to continue buying Epsilon cranes now and in the future."

In an effort to regain a slice of the market HMF has launched its new 1310 R-MC and 1510R-RCS which are also joined by Hiab with its new Jonsered 1200RS.



The Jekko JF545 - using a Fassi loader crane - is selling well in Continental Europe



The Epsilon Classic grab cranes from Palfinger, have become the market leader in the UK

HMF's two new 12 tonne metre muck away cranes are essentially the same crane, the main difference is that the 1310 uses hydraulic controls with the 1510 using radio remote. The 1510 also has slightly more lift capacity but this is achieved by using a feature called HDL - Heavy Duty Lifting - which uses the remote control and electronics to increase the capacity but at the expense of some speed in the last segment. Lifting capacity at the same 8.1 metres maximum reach is 1,350kg for the 1310 and 1,510kg for the 1510 - the difference purely down to the HDL system and working at a slightly higher pressure of 320 bar compared to 290 bar. HMF relinquished the market when it stopped the 1144 and unsuccessfully tried to regain its share with its successor the 1244. It says it has high hopes for the new cranes and with potential UK sales up to 500 units year the sector is

big enough to justify manufacturing a specific crane.

"Many years ago we were selling 200 muck away cranes in the UK," says Keld Frank Jensen, HMF's regional export manager. "The cranes generally have a hard life. Being rental machines and with many users they are not maintained as well as an owner operator crane and this has to be taken into consideration in the design - they have to be reliable, rugged and fast." "The top of the range Danfoss PVG 32 control valve is used on the manual versions with hose routing inside columns for protection. Max flow is between 60 and 110 litres per minute depending on whether a fixed or variable pump is used. The new units are the only cranes in the HMF range that use a combination of a cylinder on the first extension and chain on the second giving it double the speed by moving the two extensions simultaneously."



Fassi has also entered expansion mode, with a number of acquisitions over the past few years



HMF has launched two muck away cranes the 1310 R-MC and 1510R-RCS



The Jonsered 1200RS from Hiab builds on its forestry heritage to produce a strong model for muck away applications

"The 1310 has dual controls - one on each side of the vehicle - with a cat walk in between. The manual control crane is probably more expensive but many customers do not like electronics which they think are more complicated and therefore more to go wrong. As the manufacturer we would always recommend the remote version as it is more versatile and safer with the

operator in a better position to when picking up and placing the load."

The Jonsered 1200RS from Hiab also builds on its forestry heritage to produce a strong model for muck away applications. Speed results from a high oil flow hydraulic system of 120 and 160 litres a minute with fixed and variable pumps. The variable pump gives reduced fuel consumption and longer oil life due to lower oil temperatures. The crane also features the latest Safety+RS control system with VSL increased stability, overload protection, load holding valve and operator protection system with virtual safety cage when operating from the new dual stand-up operator platform which allows the operator to move from one side to the other for a better vantage point.



Hiab ePTO HiPro 192



The 165 tonne/metre Hyva HC1651 is the largest in the range

Other recently introduced cranes


Dutch loader crane manufacturer Hyva launched three new cranes at the end of last year - the 95 tonne/metre HC951, 115 tonne/metre HC1151 and the largest in the range, the 165 tonne/metre HC1651. The cranes feature auto set stabilisers with rotating front jacks for more compact stowage and 360 degree continuous slew.

Features include the company's Extra Extension Speed and Smart Extension Sequence which it says enables faster operating speeds, shorter load/unload cycle times and more precise and operation. Its Liftrod Articulating System is said to make it possible to operate the

cranes more easily in confined or restricted spaces. All are equipped with multi-function radio remote controls. The integral base allows an installer to mount the crane directly to the truck frame reducing the total height of the installation and lowering the centre of gravity of the vehicle. All cranes are available in CE or non CE versions.

Director Davide Catellani said: "The new models are ideal for the rental sector for multipurpose loading activities with specialist driver operators. They also meet the requirements for heavy equipment and materials lifting in the oil & gas, mining, logistics, defence and construction sectors."

Founded in 1979 Hyva also



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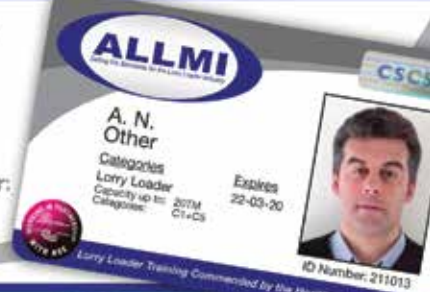
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The HMF 7020 K8-RCS can take 2,050kg to 20.4 metre radius



At a radius of 20.1 metres the HMF 9520 K8-RCS can lift 2,860kg

produces hydraulic cylinders, tipping gear, container hook and skip loaders as well as waste compactors and refuse collection bodies designed and marketed under the brands Hyva, Kennis, F.lli Ferrari and Amco Veba. It has manufacturing facilities in Brazil, China, Germany, India and Italy with more than 2,000 employees worldwide.

HMF launches largest cranes

HMF has also launched its two largest cranes, the 7020 and 9520 which replace the 6020 and 8520. At a radius of 20.1 metres the 9520 K8-RCS can lift 2,860kg, while the 7020K8-RCS can take 2,050kg to 20.4 metre radius. Features include dual slew motors - a first for HMF - giving a high, nine tonne/metre slew torque and help eliminate sideways movement. Cranes have up to eight main boom hydraulic extensions and six section jibs.

Aimed at the global markets they have been designed using ultra-high tensile steel for low weight and therefore more payload. The new wider hexagonal boom profiles also help reduce side flexing. New features include Progressive Crane Control (PCC) which smooths out the motions of the crane, improves efficiency and reduces wear, and Progressive Flow Control (PFC) which regulates the flow of oil when using various functions at the same time. Electronic Vehicle Stability - which uses just one sensor - is also fitted to monitor the vehicle's stability and maximise the crane's working range. If using an aerial work platform - operated by remote control - the EVS has a second backup system. The new remote control now features a colour LCD screen and the swing up stabiliser leg system has been improved.

New Efers

Effer has recently launched its new flagship model - the 2255 - which using the KJ feature can add two additional sections when needed

changing the configuration from 8s to 10s giving an articulation height of 35 metres. In its maximum configuration the 2255 has a height of 55 metres. The crane also has a second articulated jib which can shift the articulated point to 49 metres. Designed for four and five axle chassis, the 2255 has a maximum lift of 18.7 tonnes at 7.33 metres and can lift 170kg at 55 metres.

The company has also added two new light range crane models - the 7.6 tonne/metre 80.2 and the 11.5 tonne/metre 125. The 80.2 has a maximum reach/radius of 10.79 metres with a 4S jib configuration at which it can lift 530kg. The 125 has a maximum horizontal reach of 19.9 metres and up to 23 metres of tip

height at which it can lift 205kg.

Palfinger adds PK 135.002

Palfinger's latest crane is the 109 tonne/metre loader crane, the PK 135.002 TEC 7 adding to its heavy duty crane product range. The crane has a maximum capacity of 30 tonnes at around 3.5 metres, or more practically 22.7 tonnes at 4.5 metres. It has a maximum reach of 22 metres with 3.8 tonnes capacity. Maximum reach with the new PJ 190 jib is 32.2 metres at which it can lift 1,200kg, and a maximum tip height of 36 metres. Other jibs are available and can offset from 25 degrees above horizontal to around 70 degrees below. The PK 135.002 has a total all up weight of 10,200kg - around 2,000kg lighter than its predecessor the PK 150002 - yet

offers up to 35 percent more jib capacity.

Features include standard 360 degree continuous slew and an outrigger spread of 10 metre. It can be mounted on a four axle, 32 tonne chassis for a payload of 3,000kg or a five axle, 40 tonne chassis for an 8,000kg payload. Other features include HPSC - High Performance Stability Control, SRC- Synchronised Rope Control, which automatically maintains a constant distance between the boom tip and hook block, automatic rope tension and the P-Fold boom stowage function.

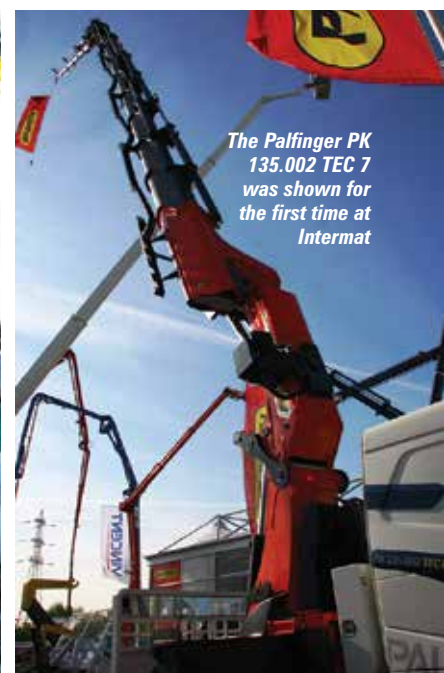
New overload related devices include 'Mext', which allows one or two manual boom extensions to be monitored by sensors integrated into the overload protection system. 'Tool' which allows additional devices connected via the multi-functional adapter to be included in the stability calculation and load limiter and 'Weigh' which allows operators to weigh the load directly with the crane, thereby getting an overview of the positions which can be reached.



Effer's new flagship model the 2255 has a maximum reach of 55 metres



Designed for four and five axle chassis, the Effer 2255 has a maximum lift of 18.7 tonnes at 7.33 metres



The Palfinger PK 135.002 TEC 7 was shown for the first time at Intermat



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Back on track

Shortly after our last visit to Danish loader crane manufacturer HMF in 2008, the company was badly affected by the global financial crisis. After several rocky years the company has managed to regroup and is now on the back of a five year run of increased sales and revenues. Mark Darwin revisited its headquarters in Aarhus to see the latest developments.

The story really starts five years before our first visit in 2003/4 when Ove Trankjaer was appointed managing director and convinced owners the Bundgaard family that investment was needed to streamline the company to ensure that production could remain in Denmark. Approval was given including a new 'state of the art' paint facility as well as increased robotics and automation. Unfortunately, just as it was finalised the recession hit, markets dried up and payback became difficult.

"2009 was a nightmare with sales dropping significantly and the number of employees reduced dramatically," says HMF chief commercial officer Soren Them Kjaer. "Short after a new board and chairman was appointed who instigated a survival plan which in the main refocused on loader cranes. Other subsidiaries such as AMC which made grinding machines, and ACTA manufacturing marine cranes, were sold off while a third company that manufactured trailers was closed."

"However, the previous investment in automation and systems to improve production efficiency played a major part in convincing the major stakeholders to support the company through the difficult times. This support together with improving margins meant that the first positive financial figures were posted in 2012 and since then we have posted record revenues and profits. We are now in a very healthy situation both financially and in terms of new products, most of it based on Trankjaer's initial ideas. Denmark can be an expensive location to produce cranes so we have to be highly efficient. We now produce more cranes than we have ever done with less people which shows that the new system is working."

Under new ownership

Trankjaer remained managing director until he retired last year, with Brian Stage taking over as chief executive. Stage knows the company well being a member of the board since 2010 and having worked as CEO for another Danish

The HMF 9520K-RCS is the largest crane in the range



HMF 9520K-RCS



HMF hopes its new muck away cranes can challenge Epsilon and Hiab

HMF 7020K-RCS



company Hvidtved Larsen which manufactures and sells sewer cleaners. In another move last month the Bundgaard Foundation acquired full ownership of HMF with the Bundgaard family donating 70 percent of HMF shares to the Foundation which, subsequently purchased the remaining shares. The objective of the change is to ensure that HMF takes a long-term strategy to create a strong company for the benefit of customers, partners and employees as well as helping the local area. The Foundation board, which includes Ove Trankjaer, has decided to support local hospitals in the Aarhus area. The HMF board continues as before as does the executive management team.

Forward vision

The company's vision is to be the world's third largest manufacturer of loader cranes and if its performance over the past five years continues it may well achieve this in the next year or two, at least in revenue terms. New products which should help boost revenues include the new 1310R-MC and 1510R-RCS 'muck away' cranes for the UK market and its two largest cranes, the 7020 and 9520. The company is also planning another new product introduction for later this year.

HMF still fabricates a high content of its cranes at its Aarhus plant,

although finding skilled staff - and welders in particular - is getting harder. In an effort to ease this problem, HMF has started a welding school and is trying to attract young people into the sector.

Exports total 75%

HMF has four wholly owned sales subsidiaries, Denmark, the UK, Norway and Germany, along with 25 distributors around the world. However, the vast majority of the 75 percent of products exported remain in Europe.

"We are not selling into developing markets such as Brazil, Russia, India and China etc.. because we have a premium product," says Kjaer. "Our main sales areas include France, Holland, Belgium, Switzerland, Finland, Poland, Austria, Sweden and Spain as well as our four direct sales markets."

North America is the only region where HMF badges its products - an agreement with Oshkosh-owned IMT dates back to the 1990s. "We have enjoyed our partnership

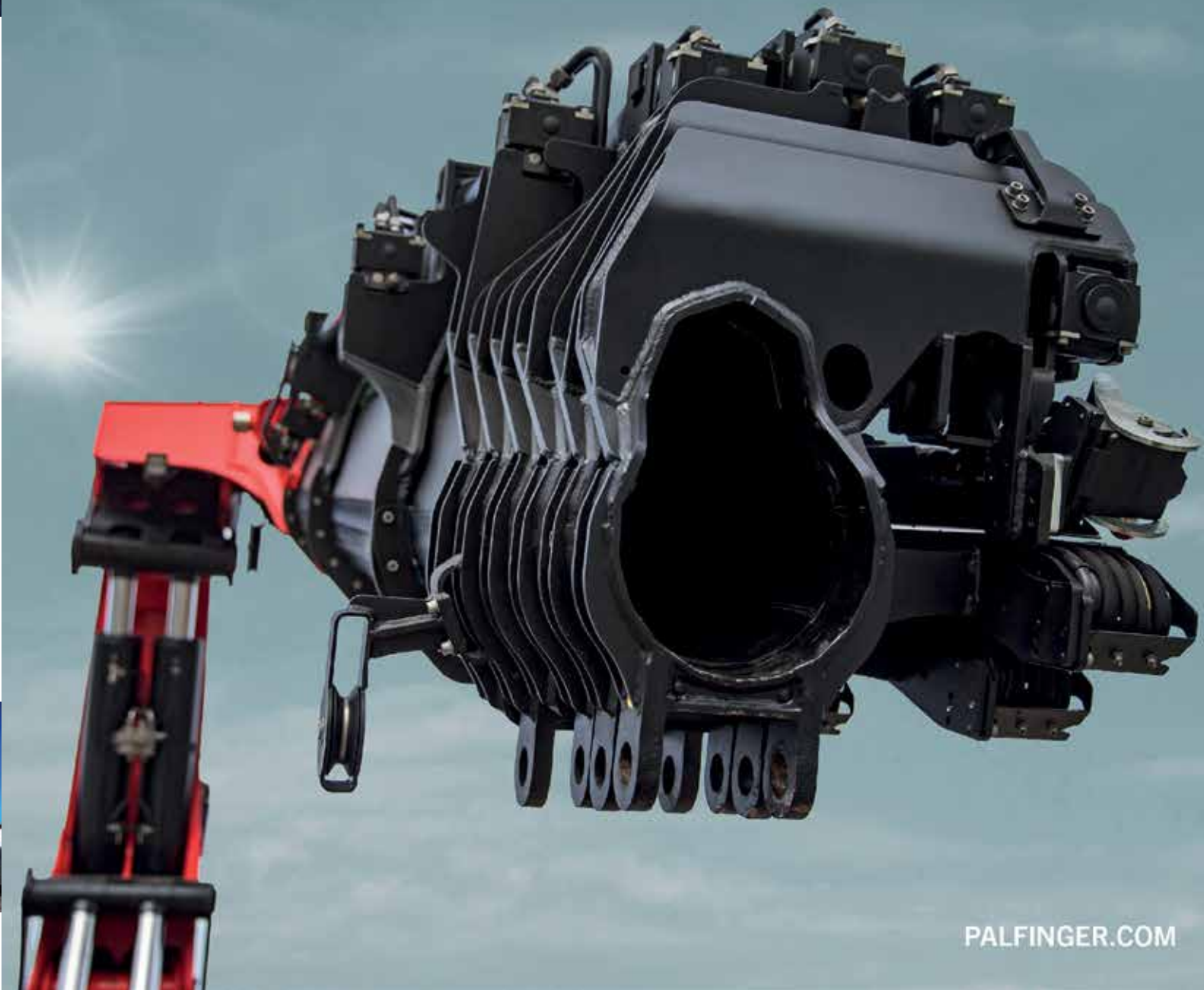


HMF 2620

LIFTING CAPACITY MEETS LOADING CAPACITY THE NEW PK 135.002 TEC 7

Very rigid and light – two characteristics which make the PALFINGER P-Profile unique. Combined with intelligent control systems like DPS-C or HPSC-Plus, the new PK 135.002 TEC 7 offers an outstanding ratio of lifting capacity to dead weight, leaving payload reserves on the truck.

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with IMT and it is working well, particularly with the wallboard cranes, of which 100 to 300 a year have been supplied since 2000 and is a big part of our operation. Also in Australia, the HMF brand is well known and we have enjoyed successful sales over the past decades."

"Spain was our biggest export market before the crisis, but it collapsed in weeks, going from the biggest crane market in Europe to almost nothing," says Kjaer. "Worldwide we have about a 10 percent market share but in some key markets in Scandinavia it may be as high as 30 percent. We believe that Germany takes the most loader cranes at the moment - between 4-5,000 in a good year - followed by France which is recovering strongly. We have only a minor share in Germany, while we look for our company stores to reach a critical level and share to be able to be able to give a good national aftersales support."

"The total UK market is around 2,500-3000 units and for many years we have enjoyed the majority of loader sales to our two main

accounts - Saint Gobain and Travis Perkins - as well as growing sales to other sectors. The launch of the muck away cranes will add to this figure. A quarter of our revenues come from Denmark and includes body manufacturers/dealers and wind turbine cranes. When selling a 85 tonne/metre crane for example, the price of the truck is roughly one third of the total, the base crane costs about the same, with the installation taking the final third. The cranes produced require a large volume of parts and materials including 250,000 metres of hoses, 32,000 hydraulic cylinders, 11,000 tonnes of steel and 33,000kg of powder and wet paint."

Competition at the moment is really tough with many very good companies in the market. We have recently extended our range, but we do not make 'large' cranes above



A 2620 going through the HMF Denmark body builders



The company is continually investing in new systems and automation

100 tonne metres at present. We are however benefitting from the large and continued investment in systems and automation making production at the Aarhus facility even more efficient. It is the only way we are able to continue supporting our growth ambitions.



One of the first twin hydraulic control muck away cranes being built at Aarhus



HMF has installed an ultra-modern paint facility

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The best so far?

Vertical days

Despite having to move Vertical Days for the second year running, this year's event at Donington Park - the 12th - combined all that is good about the UK lifting sector resulting in probably the best show to date.

A larger venue with enough good quality hardstanding for all exhibitors and visitor parking, coupled with two days of excellent weather helped boost numbers to record levels, with exhibitors representing more than 300 manufacturers and 2,670 plus visitors, making Vertical Days the largest cranes, access and telehandler show in the world in 2018.

As usual there were a few meetings including the CPA open meeting with new chief executive Kevin Minton. Discussions included the voluntary roadworthiness scheme for mobile cranes, removal of the MOT exemption for cranes on commercial chassis and an overview of the Greater London Authority control of emissions.

"It was heartening to see so many of our members attend the seminar during a busy Vertical Days show," said Minton. "The seminar provoked a great deal of interesting debate about the current issues affecting our industry and we would like to thank all those who attended."

The charity My Future My Choice also returned with two local schools participating in workshops organised in association with Liebherr. As well as sessions

'building a crane' the children had the opportunity to operate a Liebherr crane and then had a guided tour around the show to complete their introduction to the industry. The networking event in the Pavilion on the Wednesday evening was a sell out with more than 850 attending. Prior to that the Exhibitors cocktail party hosted by TVH and IPAF was a major success with a fantastic venue in the Donington café and museum.

Being the leading lifting show this year, there were also a significant number of new product launches. Hopefully we have managed to cover all of these in the pictorial review that follows. Roll on 2019!

Cranes

Kato Cranes launched three new f series cranes, including the 13 tonne CR-130Rf, the 20 tonne CR-200R and the 35 tonne CR350Rf all of which were due for delivery to lead customers after the show. Colin Cleary of European distributor **Rivertek Services** said he was more than pleased with sales which included Spain and Germany. Over the next few years Kato is also planning to open a new European base in Amsterdam. Also watch out for a new range of small



Rivertek Services managing director Colin Cleary with the new 35 tonne CR350-Rf sold to B&A Cranes



Berry Cranes purchased the UK's first Bocker AK52

tracked telescopic cranes following its acquisition of crawler crane manufacturer IHI in 2016.

Recently formed **Böcker UK** started the show in fine form with a confirmed sale of an AK46/6000 early on the first morning. Several other sales were secured during the show including 13 hoists and another three cranes.

Wolffkran decided against exhibiting the rumoured 133B luffer, however a 235B which fills the gap between the 166B and the 355B, is due later this year. Sheffield-based Wolff Onsite showed its new tower crane intruder alert - Anti-Climb Detector System - which warns when someone attempts to climb the crane tower. Using several



Wolff Onsite demonstrated its new tower crane intruder alert device



The Demag AC60-3

sensors to eliminate false alarms from birds etc the system can be set up to send a message to site personnel or any mobile phone. The system is available through HTC and can be rented in the UK for about £70 per week.

Terex is steadily regaining market share, selling two Demag AC60-3's to City Lifting in the UK.

The new **Spierings City Boy** made its public debut. The new seven tonne capacity SK-487 AT3 plug-in Hybrid has already attracted eight orders from UK crane companies including Ainscough, Southern Cranes, John Sutch Cranes, Bernard Hunter, Birmingham Crane Hire, Crane Hire, NMT and City Lifting which will take delivery of the first production model in the summer.



The single cab on the new Spierings SK-487 AT3 City Boy

Kranlyft had several new products on show, including the latest 2.9 tonne **Maeda CC423** mini crawler crane alongside the UK launch of the **Klaas** aluminium truck cranes with two machines sold already, a K900 RSX to Crane Hire Solutions and a K750 RS to AKA Cranes.

JMG revealed details of its new SpeedyLifter 99 - a 900kg capacity lithium battery pick & carry crane. The front wheels are powered by two electric drive motors with a single rear wheel offering 90 degrees steering in each direction. Overall weight is 1,350kg although this can be reduced by removing part or all of its 400kg counterweight, while overall width is 840mm. When travelling with a load it uses extendible wheeled outriggers.

JT Cranes showed the **Jekko JF545** tracked articulated crane, selling the first in the UK to Lifting System. The machine is proving very popular in Germany with 17 already delivered. Jekko is said to be working on a smaller JF365 and possibly a larger JF990. UK dealer JT Cranes is also finalising its new nine tonne capacity tracked carrier and a four tonne D40 unit with lithium battery pack.

AGD Equipment launched the 55 tonne **Marchetti CW55.40** telescopic crawler and the 16 tonne **Sennebogen 613E**. It also confirmed the first UK sale of the **Sennebogen 6113E** 120 tonne telescopic crawler crane to BPH.

Emerson Crane Hire displayed its largest crane to date - the eight



Crane Hire Solutions purchased the first new five tonne Klaas 900 RSX from UK dealer Kranlyft



JT Cranes sold its first JF545 articulated crawler crane in UK to Lifting System



AGD showed the new 55 tonne Marchetti CW55.40 telescopic crawler crane as well as the new wheeled version of the 16 tonne Sennebogen 613E



Emerson showed off its new livery on its largest crane - a Liebherr LTM 1450-8.1



Liebherr has updated its L1-24 self erecting tower crane

axle 450 tonne Liebherr LTM 1450-8.1 - in the company's new 'vibrant green' livery. Emerson has invested heavily particularly in its transport and heavy haulage and is due to take a six axle Spierings.

Liebherr used the show for the UK launch of its Rough Terrain range and had several crane sales. **Tadano** had a very positive show with plenty to talk about, including the opening of its order book for

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the new 60 tonne ATF 60G-3 single engine All Terrain.

Access

As well as showing the latest 30 metre **Platform Basket 30T Hybrid** with 330kg platform capacity and



ATN launched its Piaf 12E Max

19.5 metres maximum outreach, UK distributor **Promax Equipment** confirmed a new 22 metre fully insulated spider is on the drawing board and the 43 metre spider is progressing well.

ATN launched the new Piaf 12E Max mast boom with six metres outreach at up to 7.3 metres height. Its Mygale 23 spider lift may be joined by a 17 to 18 metre version in the future as well as an upgraded Zebra 16 with 350kg platform capacity.

The **PB Liftechnik** stand was surprisingly devoid of machines - 'let down by transport' was the reason given. However lead times of more than a year may be the real reason.

The decision by **Imer** and **CPL** to go their separate ways was announced just before the show, so Imer had its own stand, with both hybrid



Julien Borallis, managing director of Klubb

the cutout vans....."

Manitou showed an updated version of its 100 VJR mast boom with new lifting eyes, a new hydraulic pump and new counterweight, alongside the updated 46ft 160ATJ and 52ft 180 ATJ articulated booms which use a smaller engine and load sensing hydraulics for improved performance. Improvements to the 'Plus' models will be phased in later.

CTE launched a new 25 metre articulated truck mount on a 3.5 tonne chassis displayed alongside a 20 metre tele jib B-20J with Iveco/Mercedes chassis options. It says the Iveco is currently the lightest Euro 6 chassis. It has also sold a 21 metre Zed 21.3JVH on a 4.5 tonne chassis to Wilson Access

Rough Terrain and slab scissor lifts on display, while **CPL** focused on the **Klubb** range of van mounts, following its acquisition by Klubb earlier this year. Products included several 'no outrigger' machines and cut-away vans. "Four years ago we made our first 4x4 pickup and was told there wasn't a market for it," said managing director Paul Murphy. "Now we are launching



Manitou's new 160 ATJ with Stage V engine

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Marco Govoni, sales director of CTE (L) with Graeme Hill of CTE UK

Dinolift launched its new 23 metre telescopic truck mounted lift, on a 3.5 tonne Mercedes chassis. The new platform has a maximum outreach of 15.1 metres, while standard features include variable outrigger settings with auto-level and a new lighter, stronger steel boom.

Ascendant Access - now distributed by Skyking - will deliver its first new 20 metre truck mounted lift to Ryan Access in June, with a further four more this year.

JCB had an extensive display with a focus on its lithium battery option for its slab scissor lifts.



JCB shows off its new lithium battery scissor lifts

Pickup Systems showed its new 6x6 Toyota pickup chassis which can be used as a base for a variety of lifting equipment including platforms, for applications such as fire and rescue, utilities and military applications. The chassis can carry a 3,200kg payload with a 5.5 tonne GVW, while its bed is a metre longer than the 4x4 chassis.

Faraone demonstrated its Elevah range and discussed new models scheduled for next year. It is also



The three axle custom-made 6x6 Toyota on the Pickup Systems stand would make an ideal chassis for a platform



Dinolift unveiled its new 23 metre 230VT truck mount at the show

looking for a UK distributor.

Snorkel used Vertikal Days for the European launch of its new compact SR 626 telehandler and booked two orders at the show. It also unveiled its new Snorkel Guard for scissor lift, a protective cage around the fixed control box which stops upward movement when pressed. Now the distributor for **Bluelift** spider lifts it also sold a 31 metre spider lift to MBS and a Speed Level SL30 to CPH.



The new Snorkel Guard for scissors

JLG unveiled the production version of its new 80ft H800AJ true hybrid boom lift with smaller Kubota Tier 4 Final diesel coupled to a large electric motor which when reversed and driven by the engine becomes a generator that tops up the battery pack.

Hinowa launched the all-new 32.5 metre Lightlift 33.17 Performance IIS - its largest model to date - with a unique 180 degree articulated jib.

Genie not only showed its new XC models but also introduced customers to a new pre-production secondary guarding/overhead proximity device for scissor lifts.



The world's largest 360 degree telehandler - the 46m Magni RTH 6.46 SH purchased by GT Lifting



The new 40ft Almac Bibi 1470 HE which has a 1.5 metre width



Among the Airo stand was this X16 EW scissor

Other

Magni showed its new 46 metre RTH6.46 SH 360 degree telehandler sold to GT Lifting as well as announcing a UK service agreement with Alpha Access.

Sterling showed the new **Kargo King** tilt bed, which uses a hook loader and flatbed body allowing equipment to be safely loaded and unloaded at ground level. The design uses a modified hook system which after the equipment is loaded and strapped to the flat bed body is then lifted onto the back of the 12 tonne chassis.



Erecting the Scando 650 hoist



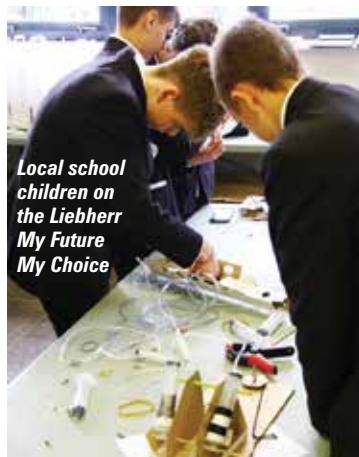
The Kargo King roll on/off 'hook loader' type system



The Vertikal Days entrance just before the show opened



Isoli truck mounted platforms on the Skyking stand - its new UK dealer



Local school children on the Liebherr My Future My Choice



Part of the Genie stand



A fuel storage tank on the Certas Energy stand



A Paus Skyworker



Bronto showed its 70 metre S 70 XR and the 90 metre S 90 XR



Masakazu Usami, the recently appointed managing director of Kobelco Cranes



Part of the Klubb van mounted exhibits on the CPL stand



Unfortunately JMG did not have its new 900kg lithium powered Speedylifter 99, but did have a few electric powered pick & carry cranes



Demonstrating the Bibi 1090



One of several Easy Lift spider lifts

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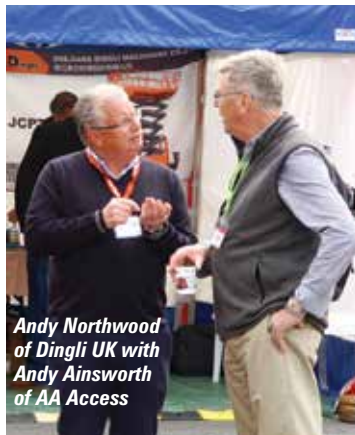
Early morning meetings in the Marketplace



The Artic Raptor 184 with Falcon Cranes' Jaso tower crane in the background



A Grove RT540 E RT crane



Andy Northwood of Dingli UK with Andy Ainsworth of AA Access



The Liebherr My Future My Choice Lifting Challenge



A youngster playing with remote controlled models on the Liebherr stand



The new Smartlift glazing robot



Developing Engineers for the Future



A prototype self-folding outrigger pad



The iRaptor rescue system created a lot of interest on the City Lifting stand



Hoefflon mini spider cranes and Iteco scissors



Imer had its own stand now that it is no longer being distributed by CPL and showed the new Iteco IM 13180 E electric RT scissor



Multitel's 20.1 metre MJ201 has 12.6 metres outreach and new anti entrapment option



Snorkel took two orders at the show for its new 5.79m lift, 2,600kg capacity SR626 telehandler



Local school children on the Liebherr My Future My Choice



Smartlift 1,300kg motorised buggy



Mac Trucks showed this Fassi 820 on a Scania tractor unit



One of several 30m, 400kg capacity Multitel SMX 300 HD spider lifts going to Nationwide Platforms



Isoli and Palfinger truck mounted platforms on the Skyking stand



Bill Ellis of Ellis Crane Hire with his 'pet' ferret



Magni's heavy duty 10 tonne, 10 metre HTH 10.10



The Leguan 190 skid steer spider with the Smartlift buggy

'The Management' a very smart Bob Jones (L) and Trevor Jepson of City Lifting



Dingli showed its 11.2 metre mast boom as well as a good range of scissor lifts



Martin Cheese of Power Towers has recently been promoted to International sales manager



Ground-Guards launched the XTremeMat - a tough HDPE plastic layer with hard foam inner core for strength and buoyancy



Crowland Cranes had enormous success selling about 30 units of the Rim Wizard wheel removal tool



IPAF invited visitors to try out its virtual reality access simulator - amazing!



Adam Tucker and Sharmin Akter of Total Solutions with its ex-Gerken owned 50 metre Teupen 50GT. A 50m Teupen GTX is to follow



The first Ruthmann 90 metre sold to Felbermayer



Demonstrating waterproof sensors on the Intellitec stand in the Marketplace



A Paus PTK 31 trailer crane



Dutch manufacturer Montarent showed its M21-4WDS wheeled self-erecting crane



A reminder that the show was close to East Midlands airport



Versalift's Chris Wrenn, hands over keys of the first VTX-240 sold in UK to three generations of SPV - Howard Evans, Kate Whatley and Rocco Whatley



The CLM and Maber stand

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Demonstrating the prototype Hematec basket



Vertikal Days saw the launch of Construction Plant Finance (CPF) - a new independent asset finance company started by Steve Moody



The show was the European debut for the 80 tonne Tadano GTC-800 telescopic crawler



Ainscough's LTM 1450-8.1 on the Liebherr stand



Some IPAF props during the stand build-up



Faraone showed off its Elevah range of lifts and was hoping to find a new UK distributor



A refurbished Potain Igo 50 with Gapo self-propelled, radio remote controlled unit

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falconlifts.com

*Part of the large GGR stand**The first Tadano ATF 60G-3 was sold to Mann Crane Hire**GMG had a great show in terms of order intake, but sadly the all new products it planned to launch were delayed at sea**The Alimak Hek stand with its Hek MC 450 mastclimber, Scando 650 hoist and Hek TPL 1000 lift**The busy Marketplace**Gordon Leicester showed several innovations including this specifically shaped magnetic outrigger pad**A Ruthmann truck mount sold to Commhoist**The new HR12L from Niftylift weighs just 2,540kg**The Almac Multiloader 2.5**A Demag AC220-5 sold to City Lifting**Vince Dempsey (L) and Mark Harrison of Comet UK with the 12m Xiraffe 4x4 compact lift**Socage showed its 24.3m, 12m outreach 25D forste 3.5 tonne truck mount with 300kg capacity**Leo Spierings with his new SK487-AT3 City Boy plug in hybrid drive**The GSR truck and van mounted line-up**First showing in the UK for the Liebherr LRT 1090-2.1 Rough Terrain crane*



Big cranes at the show



Versalift showed the new LAT135-H E6 Isuzu D-Max pick-up mounted platform that has over 500kg of spare payload



A sea of cranes



The Spierings SK487-AT3 City Boy plug-in hybrid drive self erecting tower crane has proved popular with seven orders from UK crane companies



The Whitney Engineering stand



The Böcker furniture hoist was selling well



Getting to grips with Liebherr's 40 tonne AT



Hands on advice at the Elebia stand



Taking a break with a great view of the Terex Crane stand



Making an entrance



The CPA meeting

Did you visit Vertikal Days this year?

If so we would love to hear from you

Whether you visit the Vertikal Days event every year or this year was your first time, we would appreciate you taking the time to answer just 8 quick questions to let us know your thoughts.

- | | | |
|--|-----|---------|
| 1. Did you like Donington Park as a venue? | Yes | No |
| 2. Did you like the layout of the show | Yes | No |
| 3. Did you make a purchase at the show? | Yes | No |
| 4. Do you plan to visit Vertikal Days 2019? | Yes | No |
| 5. How would you rate the catering at the show | 1 | 2 3 4 5 |
| 6. How would you rate registration/Entrance | 1 | 2 3 4 5 |
| 7. Did you use the Vertikal Guide to help you? | Yes | No |



8. How can we improve the show for the future?

Thank you for your feedback.

Please complete, and send to Vertikal Days - either by scanning and emailing to info@vertikal.net Or post to The Vertikal Press, Box 6998, Brackley, NN13 5WY. Or faxing to +44 (0) 1295-768223.



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Developing Skills for the Future

The CPA Training On Plant In Construction (TOPIC) group has hosted an industry forum to help formulate a framework for the future direction of skills and training for those involved with construction equipment, including those supervising, managing, operating and maintaining it.

This first event held at Nuthurst Grange Hotel in Warwickshire, was attended by more than 70 people from hirers, manufacturers, contractors, commercial training providers and other organisations. The aim of the forum was to provide a platform for the discussion and sharing of issues and factors around the skills and training agenda and to bring together those either needing, affected by, delivering or setting standards of skills for equipment training.

The forum was led by the chairman of the TOPIC group, Bob Harper, of A-Plant, while speakers included, Paul Whitehead from Highways England, Paul Allman from Hawk group, Ed Hudson of Liebherr, Michael Bashford from Costain, Simon Keen from Reaseheath College and George Walton from Keith Cook Training.

Factors raised included the quality and availability of skilled workers, Brexit, the issues of finding candidates genuinely interested in the industry, supporting existing employees, the desire to attract more diverse workforces, ageing workers approaching retirement and confusion surrounding standards. Following the presentations delegates participated in a number of group discussions covering the themes

and issues raised and to identify core issues that require further development.

A number of key issues emerged from the group discussions included:

- Implementing new technology to attract new people to the construction equipment industry
- Engaging with micro-businesses
- Standardisation of qualifications and card schemes
- Articulating career choices
- Customers' limited understanding of the operational aspects of equipment
- Marketing of career choices and meeting expectations

Kevin Minton of the CPA said: "This is the first time that we have held a forum of this type to help formulate a skills strategy for the future, but it was a great success and provoked interesting debate regarding the recruitment, training, development and retention of a skilled workforce in the equipment hire sector. The next step will be for the TOPIC group to take away the themes instigated in the forum to investigate and develop them further. Some very knowledgeable participants were involved in the discussions and made extremely positive and valuable contributions. We'd like to thank everyone who attended the forum."

Kevin Minton promoted to chief executive

Kevin Minton has been promoted to chief executive of the CPA, replacing outgoing chief executive Colin Wood, who decided to step down at the end of March. Minton joined the CPA in 2007 as a senior manager before being promoted to director in 2013.

In his new role he reports to the CPA's governing council and will work alongside the president and chairman to shape and ensure the continuing success of the association. Minton has represented the association on CONIAC, the HSE's leading policy committee for the construction sector, and led the establishment of the Strategic Forum Plant Safety Group. He also instigated CPA's apprentice awards event Stars of the Future, and the CPA Plant Conference.

CPA president, Brian Jones added: "My first task as president was to help prepare the association for the future, and so I am pleased that Council has chosen Kevin Minton to take on the role of chief executive. Kevin has already taken the lead on many projects which have moved CPA forward. On behalf of CPA Council, I congratulate Kevin on his appointment, and I wish him every success in his new role."



Kevin Minton

European Crane Operator Licence Update

The European crane and heavy haulage association, ESTA, is close to the final stages of producing the training and assessment programme and intends to have the ECOL programme registered and recognised within the European Qualifications Framework (EQF) at Level 2. A training programme has been devised, based initially on UK CPCS standard, along with practical and theoretical testing programmes. Experienced and qualified operators, with a recognised certificate - such as CPCS - can forgo full training, simply topping up areas not covered within the original programme - but they must pass the test before an ECOL certificate can be issued.

The ECOL Foundation - the managers of the scheme - will accredit both training organisations and assessment centres, although centres that train an operator cannot test the same individual. Although the training and testing can be undertaken in the local language, part of the knowledge test requires the identification of crane terminology in English. Although currently only for mobile cranes, other types will follow.

The pilots for the training and testing programmes are currently underway with an expectation that the programme will be rolled out towards the end of this year. The CPA is seeking interested training or assessment providers to participate in the programme. Interested parties should contact Peter Brown at peter.brown@cpa.uk.net





NASC

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www.nasc.org.uk

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Ray Cooke, Head of Construction Sector Safety Unit, HSE

For further information go to:

www.cisrs.org.uk

CISRS
CONSTRUCTION INDUSTRY
SCAFFOLDERS RECORD SCHEME

Scaffold introduction for teenagers

More than 300 teenagers were given a hands-on introduction to scaffolding at the Give Construction a Try event, with pupils from 25 schools across West Yorkshire descending on the South Leeds Stadium for a careers day with a difference. More than 30 exhibitors gave the pupils the chance to get to grips with a wide range of construction industry professions.

CISRS approved training provider Generation Altrad and NASC member Complete Access Scaffolding represented the scaffolding industry - with the former using K'Nex models to let the young delegates build model scaffolds, and the latter letting the teenagers try their hand with the real thing on a pre-erected scaffold

tower outside the main exhibition hall.

CISRS scheme manager Dave Mosley said: "It was great to see so many youngsters get involved with scaffolding at this event. Days like this are vital in promoting the various opportunities that are available to young people within the UK industry. Unless they have

Pupils installing tube and fitting with Complete Access Scaffolding



friends or relatives working within scaffolding, it can be over looked as a career choice. We want to highlight the fantastic opportunities it can offer not only as a qualified tradesman, but also through roles in site supervision, health and safety, scaffold inspection, design, estimating, training and ultimately management."

Generation Altrad used K'Nex modelling



Inaugural NASC breakfast meeting

Representatives from more than 30 principal contractors attended the NASC's inaugural Future of Safe Scaffolding breakfast briefing. The event provided delegates with a greater understanding of the NASC, its makeup, objectives and processes, and the various benefits gained through greater collaboration between specifiers and NASC full contractor members.

The London/SE region event was chaired by Lee Rowswell, NASC London/SE Regional chairman, who opened the briefing and introduced speakers Des Moore of the TRAD Group and NASC president, Robin James, NASC managing director, Bob Whincap, former chairman of the Access and Scaffolding Industry Training Organisation, and motivational safety speaker Dylan Skelhorn. The presentations were followed by a Q&A session, during which delegates asked the panel a number of questions, including training, the NASC member audit procedure and on-site safety.

Attendees also shared their procurement objectives and challenges and recounted their first hand experiences of utilising the services of NASC and non-NASC members, and the differences between them.



NASC Panel

New NASC Supplier Members

NASC has approved two new full non-contracting members, PSB Sales, of Newton Abbot, Devon, and Wolverhampton based PcP Gratings. They will now complete an audit covering Quality Systems & Procedures, Product Testing, Raw Material & Components and Process Control in respect of scaffolding products covered by the NASC Code of Practice.

PcP Gratings manufactures and supplies gratings, scaffold tube and boards as well as sundry components and accessories. Director Peter Webster said: "We understand the importance of the NASC to the industry, it is a true industry trade body with a rigorous audit process, and high standards for entry and membership retention. We are proud to have been accepted as a full non contracting member and look forward to fully participating with and supporting all existing and future members of the NASC."

PSB Sales offers new and used conventional and system scaffolding, building products and accessories throughout South West England and further afield. Group business manager Daniel Steele said: "The NASC has been setting the benchmark for product testing which will offer our customers peace of mind. We wished to join to provide our customers assurance that our equipment and service is of the highest quality. We are delighted to become members and look forward to developing and growing with them."

Sean Pike, chairman of the NASC Hire, Sales and Manufacturing Committee and managing director of Layher UK, added: "We are delighted that both PSB Sales and PcP Gratings have recognised the benefits of attaining NASC membership. Through meeting the membership criteria, both companies have demonstrated to their customers that they are committed to delivering the highest standards in both product and service."



PcP Gratings



Product guidance documents

The NASC Hire, Sales & Manufacturing Committee is currently developing a suite of product guidance documents, which will give scaffolding contractors key advice regarding product specification. It will include detailed sections on system scaffolds, EN39 tube, EN74-1 couplers, BS2482 timber board, aluminium beams and high tensile 3.2mm tube and will list the basic compliance requirements for each product group. The guidance documents are also designed to assist NASC auditors when auditing contracting member companies. Publication is anticipated later this month.

NASC



Established in 1945 NASC is the national trade body for access and scaffolding in the UK comprising over 240 leading contractors and scaffolding manufacturers. www.nasc.org.uk

CISRS



Established in the 1960s, CISRS is the industry scaffold training scheme with 60,000+ UK card holders & 4,500+ Overseas. www.cisrs.org.uk



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EN 12999 amendment published

CEN/BSI have now published the amendment to the European Standard for Loader Cranes, 'BS EN 12999:2011+A2:2018'.

ALLMI technical manager, Keith Silvester commented: "ALLMI has been heavily involved with this amendment via representation on WG18, the European Working Group responsible for EN 12999. The changes cover a variety of areas, and are primarily intended to reflect key product or industry developments, as well as assessment of their impact against the Essential Health and Safety Requirements of the Machinery Directive. WG18 is currently working on a full revision to EN 12999, which is due for release in 2020. Therefore, this recently published amendment is likely to be current for two years or so."

The amended standard is available to buy via <https://shop.bsigroup.com/>. Should you have any questions concerning this Standard, then please contact ALLMI.



ALLMI Membership Event - 40th anniversary celebrations!

ALLMI has announced plans for its 2018 Membership Event, which will be held on Thursday, 11th October at the Belfry Hotel & Resort in Sutton Coldfield. The event will carry particular importance this year as the association celebrates its 40th anniversary.

ALLMI chairman, Mark Rigby said: "Following the successful 2017 Membership Event, we were pleased to receive an abundance of positive feedback, and a range of helpful ideas concerning our 40th Anniversary celebrations. We are now using this information to ensure that this year's event builds upon the format of previous years, and it will therefore include valuable meetings and networking opportunities, as well as an array of exciting new features and forms of evening entertainment."

ALLMI's Tom Wakefield, added "Our preparations are rapidly taking shape and we look forward to keeping members, as well as the industry as a whole, informed of developments. In the meantime, we would ask that all stakeholders mark the date in their diaries for what we expect to be the largest gathering of lorry loader industry professionals in many years, and ALLMI's biggest and best event so far!"



More ALLMI representation on BSI/CEN/ISO

One of ALLMI's core tenets is to be involved in the formulation of any new legislation and standards which affect the industry's interests. In order to achieve this objective, ALLMI has always ensured strong representation within British, European and International Standards committees applicable to loader cranes. This has involved working with British Standards Institution, which then feeds into CEN (European Committee for Standardisation) and ISO (International Organisation for Standardisation) committees.



Alastair Evans

Following the sad death of Bryan Flintham last year, ALLMI has been looking for a technical expert from within its membership to provide representation on these committees, in a role that will be shared with the association's technical manager, Keith Silvester. The search recently concluded with the appointment of Alastair Evans, product sales manager for Hiab UK.

Evans said: "I am very pleased that ALLMI members have endorsed my appointment. Subject to undergoing an approval process with BSI, I look forward to joining Keith in this role, and playing my part in helping shape and influence standards for the betterment of the lorry loader industry."

New training & audit officer

ALLMI has taken another significant step forward, appointing Paul Wright as a full time staff member in the new role of training & audit officer, having joined the association's Instructor Auditing team in July last year, after 25 years in the loader crane industry, both on the installation/repairer side and with a fleet owner.

His responsibilities will include running various training courses, as well as carrying out audits of both instructors and member companies. He will also be involved in the extensive project work undertaken by the association, affecting all areas of lorry loader safe use.

ALLMI chief executive Tom Wakefield said: "We are very pleased to have secured the services of Paul, who is ideally suited to the role. He has a wealth of valuable experience, having spent time working for both a service/repair business and a fleet owner from within the ALLMI membership, as well as delivering ALLMI training and being part of our auditing team. We look forward to utilising his knowledge and skills, and the additional benefits this new position will bring in terms of further improving our service to an industry which is rapidly evolving."



Paul Wright



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

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VR simulator consultation open for online responses

IPAF is urging people to take part in its online consultation about the use of virtual reality (VR) and aerial work platform simulators, having recently showcased the technology at Intermat in Paris and Vertikal Days in the UK, allowing users to experience operating booms and scissor lifts in a variety of scenarios without their feet leaving the ground. Those who tried the simulator and a VR headset loaded with the IPAF VR pre-use inspection demo app are now invited to give their feedback at www.ipaf.org/VRconsultation.

IPAF chief executive Tim Whiteman said: "VR is going to transform the way powered access training and safety instruction is delivered, it is important we gather feedback about the potential of this 'next generation' technology. We had a fantastic response at both Intermat and Vertikal Days. IPAF will now host a simulator at our UK head office and are inviting interested parties to come along and try the equipment for themselves.

IPAF's VR Simulator at Vertikal Days.



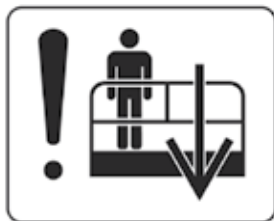
Emergency lowering sticker

IPAF has updated one of its most widely used global safety stickers that indicates where the auxiliary ground controls are located in case of an emergency.

IPAF technical & safety director, Andrew Delahunt said: "The sticker has been improved and aligned to international safety standards. We urge manufacturers, dealers, distributors, rental companies and owners to update their machines with this new sticker at their earliest convenience."

For more information www.ipaf.org/safety

The updated Emergency Down sticker.



UK exemption for HGV platforms ends

IPAF is reminding UK operators of HGV mounted platforms that exemption from annual MOT inspections has ended. Following the government consultation last year, the Goods Vehicles (Plating and Testing) Regulations 1988 were amended and became effective from 20th May 2018. Platforms mounted on commercial vehicle chassis with a Gross Vehicle Weight up to 44 tonnes are now required to undertake road worthiness inspections at an approved MOT inspection site. Larger platforms come under STGO rules and will continue to be exempt.

The MOT roadworthiness inspection can be conducted at the same time as regular inspections, and thorough examinations, all applicable vehicles must have a valid MOT certificate by May 2019.

c&a

IPAF focus



The North West Regional meeting

Regional meeting success

IPAF's second Regional Meeting of the year attracted more than 50 attendees to the Mercure Hotel in Haydock, Merseyside, to hear presentations from John Chandler of Genie on the design & safe use of aerial work platforms, Steve Wildman and Adele Doran from the Commercial Training Team of Merseyside Fire & Rescue on work at height and the importance of having a rescue plan in place and Sam Wilkinson of SpanSet on ways to evacuate a platform in an emergency. For details on upcoming events see www.ipaf.org/events.

IPAF Powered Access Rental Market Report

The latest IPAF Powered Access Rental Market Report shows that at the end of 2017, the worldwide aerial work platform rental fleet reached an estimated 1.35 million units, an increase of eight percent on 2016.

The report, carried out by Ducker Worldwide, indicates that the US rental market grew by four percent to 580,000 units while rental rates increased slightly, similar growth is expected for 2018.

The European market also had a positive year in all 10 countries under study, with growing optimism in Spain and Italy, where rental fleets grew by seven and four percent respectively, and France, the Netherlands and Finland experienced close to double digit revenue growth. The UK, Germany and Sweden saw the seventh or eighth year of strong market growth, while growth in Denmark and Norway slowed.

- IPAF's Powered Access Global Rental Market Report is available to order now, last year's version is now half price, and older editions can be downloaded free from www.ipaf.org/reports



UK events take shape

Two UK based IPAF events scheduled later this year are taking shape. Speakers at Elevation, to be held at the DoubleTree Hotel, Coventry, on 25th September, will include: Jo Fautley of Build UK, Mark Noonan of CITB, Ray Cooke of HSE's Construction Sector Safety Unit, Malcolm Bowers, of Lifterz and Richard Whiting of IPAF. Meanwhile Don Kenny of Loxam/Lavendon will speak at Europlatform, in Belfast, Northern Ireland, on 11th October. Check www.ipaf.org/events for further updates.

Online access for IPAF members to key BSI standards

IPAF's Richard Whiting and Paul Roddis have brokered an agreement with the British Standards Institute and that will allow IPAF members to view 10 key BSI safety standards free of charge - on a read only basis - via the members only section of the IPAF website, as an additional member benefit.



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PASMA conference set to 'raise tower safety knowledge'

PASMA has announced the return of its Conference and Annual Members' Meeting (AMM). The conference, will be held on 13 July at the Aviator Hotel, Farnborough, will cover the latest industry developments and the role of towers in occupational safety.



The conference has a packed agenda intended for PASMA members, safety professionals, tower users, and those responsible for height safety in the workplace. It will be an opportunity to get the latest updates on mobile access tower standards and industry developments, as well as crucial insights into safe working at height.

The programme includes the following:

The Morning from Hell: A fall from a tower

Ray Cooke, head of the construction sector safety unit of the Health & Safety Executive and Kirsty Gomersal, partner at international lawyers DAC Beachcroft and assistant coroner for West Yorkshire, will involve delegates in an interactive scenario in which a person has fallen from a tower. As an experienced advocate who regularly represents organisations and individuals in prosecutions by organisations such as the HSE and local authorities, Gomersal can share valuable insight from her experiences. While Cooke's extensive experience will explain the HSE's role in the aftermath of an accident.

Changes to EN 1004: We need to talk about its impact

The standard for mobile access towers is changing following a recent revision, which will affect manufacturers, suppliers, users, specifiers and those responsible for work at height on site.

Discover how these changes will impact users, specifiers, managers, and safety professionals, with a panel of industry experts.

From the Ground Up: The untold story of PASMA

PASMA auditor, Paul Pritchard, will take delegates back in time by exploring the evolution of PASMA and the tower industry, and how lessons learned from the past can help shape the future.

CPD Workshop

PASMA auditors will share crucial information with PASMA instructors on forthcoming course updates.

No Falls Foundation Charity Dinner

The Conference will end with a special charity dinner on the Friday evening for the No Falls Foundation - a new charity dedicated to preventing falls and falling objects from height, and helping people affected by the life-changing consequences of a fall.

The No Falls Foundation has as its key objectives:

- Raising awareness of the risks associated with working at height
- Funding research into the causes of accidents
- Supporting those who have been affected by falls from height or falling objects



In addition, PASMA is inviting sponsorship of the conference, which will allow organisations to increase brand awareness amongst the delegates.

For more information and ticket booking, visit www.pasma.co.uk/conference

Strong start for first PASMA Regional Meeting



To better share tower knowledge and safety information across the UK, PASMA has announced the launch of a series of regional meetings to be held over the coming months.

The first meeting was held on May 24th at Brentwood in Essex and was declared a major success by the PASMA members in attendance.

At the event, PASMA's technical director, Don Aers, discussed upcoming changes to tower product standards; Training Committee member, Darren Verschuren, informed delegates on tower rescue plans, and the delegates themselves got involved through a special demonstration of a VR educational tower game in development.

The remaining meetings for 2018 will be held in:

Bristol	Tuesday, 18 September 2018
Yorkshire	Thursday, 20 September 2018
Birmingham	Tuesday, 13 November 2018
Glasgow	Thursday, 15 November 2018"



PASMA to join AIF at forthcoming safety events

PASMA will join the Access Industry Forum (AIF) - which comprises the principal trade associations and federations involved in work at height - at the London Work at Height Seminar (LWAHS) 2018 and Safety in Construction Show 2018.

The London Work at Height Seminar takes place on 6th July at the Guildhall. PASMA and other Forum members will be on hand to answer any questions relating to their field of expertise.

The Safety in Construction Show, which will take place on 18th July at The Roundhouse, Derby, will see PASMA and other Forum members exhibiting to share knowledge and information. In addition, Chris Kendall, the chairman of the AIF Marketing and Communications Committee, will deliver a talk on trends and developments in working at height.



Don't forget to book your place at PASMA Conference 2018, which takes place at the Aviator Hotel, Farnborough, on 13 July 2018. Visit: www.pasma.co.uk/conference

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OSHA amends crane operator rule

The U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) has announced a proposed change to its operator certification rule to provide clarity regarding crane operator certification requirements and reinstates the employer's duty to ensure that a crane operator is qualified to safely operate the relevant equipment.

The attempts at crane operator certification requirements began in 2010 with OSHA's Cranes and Derricks in Construction Standard, which mandated that crane operators become certified for both the type of crane used and the lifting capacity. OSHA was then notified that two of the four accredited testing services were issuing certifications for 'type' of crane rather than 'type and capacity'. There was also concern about the rule's language - that 'certification' didn't mean an operator had the necessary skills.

The newly proposed rule drops the capacity requirement that never went into effect. The agency claims that the change will 'expand the type of certification programmes for crane operators'. The rule also details requirements an employer must follow to train, qualify and evaluate operators, including documentation specifying make, model and configuration of equipment used during the evaluation process.

The National Commission for the Certification of Crane Operators (NCCCO) said: "The decision to remove the crane capacity certification is supported by the overwhelming majority of industry stakeholders at meetings hosted by OSHA and others since the rule was first published in 2010."

In November, OSHA delayed the crane operator certification requirements for yet another year in order to make this amendment - it was originally due to take effect in November 2014.



Fall costs builder £10k

Scottish construction company Fleming Buildings has been fined £9,335 plus costs after a joiner fell through a roof. The man was working on a construction site in Glasgow in October 2015 when he fell 3.6 metres onto a pile of timber cut-offs. He sustained multiple fractures to his ribs and his spine. Although the company had carried out a risk assessment, there were no sufficient measures in place to prevent falls through a void in the roof of the building.

HSE inspector Graham Mitchell said: "Falls from height remain one of the most common causes of work related fatalities in this country and the risks associated with working at height are well known. This incident might have been prevented if suitable and sufficient measures had been in place."

Farm fall costs almost £20,000

Somerset-based farming company Evercreech Park Farms has been fined £16,000 plus costs of £3,467.07 after Ian Stewart, a contract herdsman, fell three metres to a concrete floor in May 2016, while lining the walls of a silage clamp. Stewart fractured two vertebrae in his neck and back, suffered nerve damage and was in intensive care for four days. The investigation revealed that the company did not have a risk assessment or safe system of work in place for working at height, and that it would have been possible to carry out the tasks with an aerial lift.

HSE inspector Annette Walker said: "This incident could so easily have been avoided by simply carrying out safe working practices. If a suitable safe system of work had been in place prior to the incident, the life changing injuries sustained by Mr Stewart could have been prevented."



Encouraging the future

Vertical Days was once again the host to educational charity My Future My Choice, which aims to show secondary school students the possibilities of a career in engineering. For each of the two days, 30 pupils from local schools, supported by a team of Liebherr apprentices, were challenged to build a hydraulic boom from cardboard, syringes and tubing. They then competed against one another in a lifting challenge.

The students were also given an opportunity to operate a 40 tonne Liebherr All Terrain crane that was set up alongside the conference room. As three footballs were perched on top of a set of traffic cones, the youngsters were tasked with either manoeuvring the crane's hook in a figure-of-eight motion between the obstacles, or to simply lower the boom and knock the footballs off the cones.

Who trained him then?

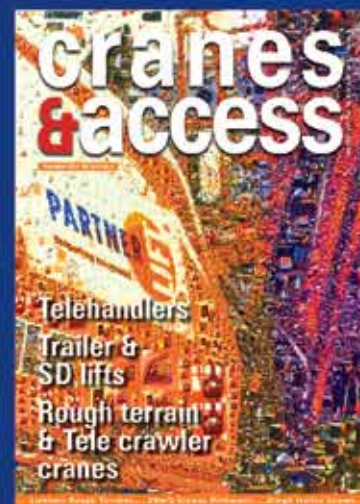
Sent in by a UK reader, a man using a hedge cutter whilst standing unrestrained in the bucket of a tractor. He is also working dangerously close to overhead power lines, while the tractor's front wheel is perilously close to the edge of the road and a ditch.



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Wolff 700 B

The Wolff 700 B is one of the largest cranes in Wolff luffing jib tower crane range. This model is made by Conrad and is in 1:87 scale. There is also a kit which converts the model to the US version of the crane. The model and kit are beautifully presented in high quality packaging with full instructions.

The base is modelled well, with concrete coloured ballast blocks. The tower sections are very good with the fixing positions rotated at each corner like the real crane. Plastic bolts are used for the connections and each section has plastic ladders and platforms.

The climbing frame is very robust, but as each tower section on the model is the length of two real sections, a section cannot be posed on the climbing frame tray.

The slew ring and counter jib are modelled very well, with the handrails and ladders in metal. The top counterweight is cast to look like separate slabs. Even though the scale is small, the cab has windscreen wipers.

The jib is excellent with a very straight profile. It is made up of separate sections just like the real crane, while mesh walkways add detail. The luffing winch works well, and luffing is smooth. It is operated by a key and relies on friction to hold a position. Over-luffing is accurately prevented by the strut on the upper tower head section.

The hook block is a nicely detailed

part and the hoist winch also works well, and the hook can be reeved for one, two or three falls.

The model is highly configurable. The tower can be built to different heights, with or without the climbing frame, and all of the jib lengths of the real crane can be replicated. The crane can also be accurately displayed during various stages of erection. The optional US market kit provides a different counter jib, an additional winch, and a fly jib and hook.

Conrad has a long history of making tower crane models to 1:87 scale, and this is the best so far. It looks great when fully assembled and costs €180 for the crane and €60 for the kit from Wolffkran.

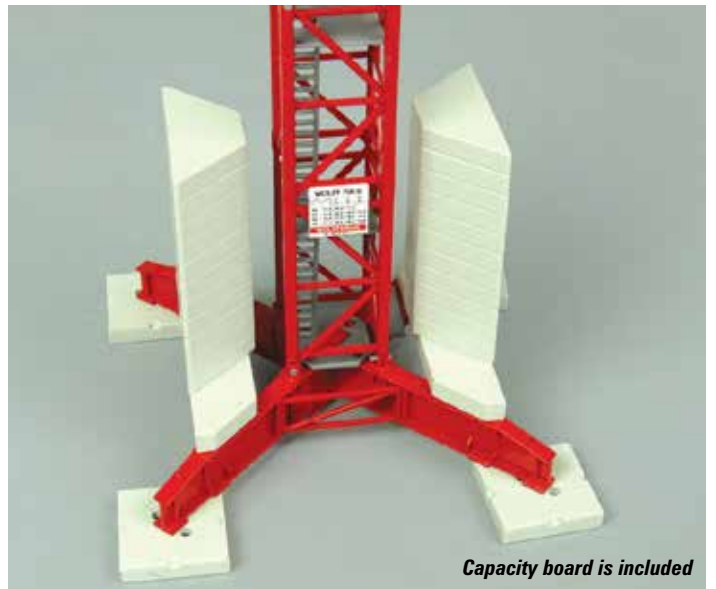
To read the full review of this model visit www.cranesetc.co.uk

Cranes Etc Model Rating

Packaging (max 10)	9
Detail (max 30)	24
Features (max 20)	17
Quality (max 25)	21
Price (max 15)	12
Overall (max 100)	83%



US conversion kit adds a fly jib



Capacity board is included



Very realistic model



Climbing frame



Counter jib is very realistic

Readers

Letters



Nice job

Good piece on boom lifts in this month's mag - did I miss April? I fully agree that the hybrid is the future, maybe alongside a few more electric machines, but hybrid offers best of both worlds. Things must be good, looking at the size of the magazine a real whopper and good to see something else putting on weight!

You guys do a great job!

Barry Hickson

We did not miss the April edition, the issue was supposed to be April/May and due out the first week of May, while we met the deadline, we missed the fact that our fantastic designer, had simply entitled it May 2018! It was still issue number 20.3 but a rose by any other name..... This issue is mostly just called June.

Mystery machine

A reader based in the USA, spotted a ladder platform mounted on a Citroen HY72 chassis – for sale in the UK. The platform is one of a type delivered in volume to France's national utility EDF/EDG in the 1960s. This particular one dates from 1963 and is fully operational. It was renovated at some time to be used as an advertising vehicle for Mazda lighting products. We initially thought that the platform was built by Riffaud, which made this type of platform for the fire service but have since received a note from another reader who spotted another of these machines for sale in Belgium, it has a plate on it with the name B.D.R Roneo, 74 bd Du General Leclerc Lilas, Seine. The Roneo company, a manufacturer of filing cabinets and steel furniture and other office equipment did have a factory in Lilas, but at a different address, so we are no closer to the real history of these machines.

A scale model of this platform was built by Hachette during the 1960s, while restored examples such as this have appeared at specialist classic vehicle shows. We wonder is any of our readers might be able to firmly identify this manufacturer and the history of this platform?

Contact us at editor@vertikal.net



Vertikal Days

As you might imagine we received a good few emails regarding the recent Vertikal Days, thankfully mostly positive. Here are just a few of them.

Great show with all the latest innovative equipment on display as usual but who planned Vertikal days under a flight path? Perhaps call it Horizontal days next year if it's at the same venue!!!!

Thanks to Leigh and all of the team for your amazing efforts and for producing such a great showcase for our industry.

Just wanted to drop you a little thanks for your hospitality and the great concept of your show as always I am a little bit more knowledgeable than I was before as with every event it furthers my business a little bit further.

Firstly, thank you for all your help again this year. I think the event was fantastic and is a credit to all the work you put into it. As you know we had a great number of customers cranes on the stand again this year and I have attached some nice photos.

Thank you for accommodating us at show on short notice. I felt that it was a great new location and layout and we achieved everything that we hoped to from the show (apart from the Thursday hangover!)

Perfect location first Day was bit slow, second day was much better, a four hour spell of some really strong interest, so you gotta keep at it with shows

I just wanted to send a small note expressing my thanks to you, and all of the team, for making the Vertikal Days show such a success.

For a 'Micro business' like mine just really starting to try to grow, it was tremendously reassuring to feel that the whole team was working to support me and my efforts and making the event have a real family feel.

I must single out Clare and Pam who had to deal with my inexperience and consequent mistakes with such good humour.

We had a tremendous reception for our products and believe that we will be able to really push forward from here.

Thank you all very much indeed

PS

As a post script, although I can't announce it formally until the money is in the bank, I received a call on my way home today confirming the sale of a vehicle mounted..... to one of the visitors to our stand, so that really is the icing on the cake.

You all did a terrific job and we hold and heard only positive thoughts about the venue and the event.

Hope you all enjoy a very well earned rest with family & friends over the bank holiday weekend.

Dear Pam, Before leaving the Vertikal Days I wanted to thank personally you and Clare for a wonderful event, but unfortunately, I did not have enough time because we were in a hurry to the Gatwick airport. I asked Nicole to pass on to you my thanks and hugs. She promised to do it.

After returning to..., I travelled again and returned home yesterday. I was supposed to write an email to you on Monday, but because your letter came today, I am writing right away.

Once again thank you for all your help. You, Clare and Nicole were so kind and helpful to me. Sam and Leigh were also very nice! We couldn't have taken part in the Vertikal Days if not for your help.

Vertikal Days organizer team has done a wonderful job! I am convinced that other exhibitors share my opinion. I don't truly remember when I was at such a well-organized event. You can be proud of yourself. The Internat organizers should learn from you!

I thank once again the wonderful Vertikal Days organizer team for organizing a magnificent event, for your help, kindness, nice smiles and warm hearts. Thanks to you the time I spent in Donington will stay in my mind and heart for ever.

Have a nice weekend!

Kind regards,

Kees Zeevenhooven February 1927 - May 2018

Kees Zeevenhooven's family business in Rotterdam represented Priestmans of Hull from 1935. Sadly, his father (of the same name) was himself killed by a German paratrooper on the very first day of the invasion of the Netherlands by Nazi forces in 1940. His widow was herself a remarkable lady with a strong personality, and continued to manage the business after his death, and survived the war by selling the stock of their wartime principals, Consolidated Pneumatic Tool Company, which effectively saved their employees from being forced to work for the Nazis. The contract with Priestman was renewed when the War ended, and Kees joined the family firm and eventually took over the running of the business from his mother.



I first met Kees and his younger brother, Frans, who was by then sales director, in 1970, when I joined Priestman as export manager.

I immediately struck up a warm friendship with both brothers and their families which has endured to this day. The Zeevenhooven firm were a shining example of success, loyalty and organisational efficiency to all other Priestman dealers and agents. They modified Priestman machines to meet local conditions, and their success in selling the Lion crane/dragline was due to the fact that they only imported superstructures and mounted them on Dutch tracked/crawler undercarriages to meet the exigencies of the extra soft ground conditions. Large parties of Dutch contractors regularly visited Hull via the overnight ferry, and there was

a special relationship fostered between the two organisations especially by Kees. They were consistently Top Priestman dealer.

Kees was an exceptionally warm hearted and outgoing personality who commanded great respect and affection from all his employees. Many of his staff were long served, and, as an outsider, one always got a very warm welcome when visiting. He must have had a difficult upbringing during the occupation, and recounted how, in a wartime operation called 'Manna from Heaven', unarmed Lancaster bombers flew over the country and dropped hundreds of tons of food. As a young lad, Kees was employed standing in a Sports Field behind his home and catching the desperately needed food and taking it to a collection centre for distribution. The Germans living in Holland also benefitted, since they too were starving, and so these planes were allowed to come and go without being attacked - a remarkable little known story.

Changing market conditions caused the family business to cease trading in 1985 when Kees retired and Frans left to run JCB Holland, but the memory of the friendly family firm, and the exceptional man who ran it lives on with those with whom they did business. Kees will be sorely missed by his family and his many friends, both in Holland and the UK. He is survived by his brother Frans, two sons, two daughters, nine grandchildren - another tragically died in a car crash - and three great-children, with two more on the way. His beloved wife, Willy, died last year. There were about 300 people who attended the funeral in Wassenaar on May 25th, a tribute to the high esteem in which he was held.

Dick Lloyd

May 2018

Bob Floyd 1946 - 2018

Bob Floyd, the former general manager of UK crane rental company King Lifting sadly passed away on Tuesday 22nd May, following a five year battle with cancer. He was just four days off his 72nd birthday



Bob Floyd spent his entire career in the UK crane rental industry, having joined the Taunton depot of British Crane Hire Corporation (BCHC) from the Merchant Navy. He was soon promoted to the job of manager of the company's Southampton depot and following the collapse of BCHC he joined Bath based G W. Sparrow & Sons Crane Hire - Sparrows Crane Hire - becoming its London regional

manager, a post he held for several years before moving back to company headquarters as a director.

After the company was acquired by BET and merged with Grayston-White - to create Grayston White & Sparrow - he left to set up his own crawler crane company, Capital Crane Hire, and later expanded into mobile cranes. The tough 1990 recession caused him to close the company down, and he moved to Derby to run Baldwin's crawler crane fleet. When his wife Carol became ill they decided to move back to the south west and he landed the job with King Lifting, from which he retired in May 2013.

He was a well known and widely respected businessman and will be missed by a good many in the industry. His funeral was held on Friday 8th June in Taunton.

Whats on?

2018

Crane Safety 2018

September 12, 2018
UK Crane Safety conference by the Institution of Mechanical Engineers London, UK
Tel: +44 (0)20 7973 1304
www.imeche.or



Platformers' Days 2018

14.-15. September
German access and lifting event Hohenroda, Germany
Tel: +40 5033 981742
www.platformers-days.de



Europlatform 2018

October 11, 2018
The Europa Hotel, Belfast,
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May 2019
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HIRE19

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JDL Beaune 2019

0 September 25-27, 2019
French cranes and access exhibition/event Beaune, France
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jdlvents.cluster1.easy-herbergement.net/jdl2019



GIS 2019

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October, 2019
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online Access&Lifting directory – the fast and efficient way to find a supplier

Access Equipment Manufacturers

The Access Platform Company	www.accessplatformcompany.co.uk
Ascendant Access	www.ascendantaccess.com
Aichi	www.aichi-corp.jp
AIRO	www.airo.com
Alimak Hek	www.alimakhek.com
ATN	www.atnplatforms.com
Barin	www.barin.it
Biljax	www.biljax.com
Böcker Maschinenwerke	www.boecker.de
Bravi	www.braviisol.com
Bronto Skylift	www.brontoskylift.com
CMC	www.cmclift.com
Co.Me.T	www.officinemet.it
CTE	www.ctelift.com
DENKA-LIFT	www.rothlehner.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
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.pbgbmh.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.ltchoists.co.uk
Safi	www.safi.it

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.abbaplanthire.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
Mayas Access Platform Services	www.mapsplatforms.co.uk
Mr Plant Hire	www.mrplanthire.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
Rapid Platforms	www.rapidplatforms.co.uk
Readyplant Ltd	www.readyplant.co.uk
Riwal	www.riwal.com
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.lavendonsales.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.mrplanthire.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk/sales/
North American Rentals	www.bigbooms.com

Rothlehner	www.rothlehner.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
Riwal	www.riwal.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.com
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.rothlehner.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 Scherlert GmbH & Co.KG	www.arnold-scherlert.de
Collett A Sons, UK	www.collett.co.uk
Wagenborg Nedliff, 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 Nedliff, 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
Riwal	www.riwal.com/used
TVH Group	www.tvh.com
Vertimac	www.vertimac.com
VHS Vissers Heftruck Service	www.vhsblad.nl

Telehandler Rental

ABBA	www.abbaplanthire.co.uk
GT Lifting Solutions	www.gtliftingltd.co.uk
JMS Powered Access	www.jms.co.uk
Mr Plant Hire	www.mrplanthire.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
HCMC (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.co
Sany	www.sany.com.cn
Sennebogen	www.sennebogen.com
Spierings	www.spieringskranen.nl
Tadano	www.tadano-faun.de
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
Hiab	www.hiab.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.cranefi.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
IMC Cranes	www.imc-cranes.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-krane.de
NRC	www.nrcplant.co.uk
P.V. Adrighem BV	www.adrighem.com
Rivertek Services	www.rivertekservices.com
Terex Demag	www.terex-cranes.com
Transloader Services	www.transloaderservices.co.uk
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.abbaplantire.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
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
J&M Crane Hire	www.jandmcranehire.co.uk
John Sutich Cranes	www.johnsutichcranes.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

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 Sutich Cranes	www.johnsutichcranes.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

DWLS	www.dwls.com
HCI Consulting	www.hiconsulting.com

Ancillary Equipment

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

Ritchie Brothers	www.rbaction.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.cover1.com
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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
IPS	www.ipspartsonline.com
JLG	www.jlgeurope.com
Lift-Manager	www.lift-manager.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
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
Elevation	www.elevation.net
Emerson	www.emersoncranes.com/training
GT Access	www.gtaccess.co.uk
IAPS	www.iapsgroup.com
Lift-Manager	www.lift-manager.com
LTC Training Services	www.ltctrainingservices.co.uk
Mentor Training Solutions	www.mentortrainingsolutions.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk/Training
SGB	www.sgb.co.uk
Smart Platform Rentals	www.smartplatforms.com
Transloader Services	www.transloaderservices.co.uk
TVH Group	www.tvh.com
UTN	www.utntraining.co.uk
Versalift Training Direct	www.versalift.co.uk/training
Warren	www.warrenacesstraining.co.uk/courses/
Access Training Workplatform	www.workplatformltd.co.uk/customer-support/operator-training

Safety Training

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

Facelift	www.facelift.co.uk
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Training Simulators

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Tyre Suppliers

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Traffic Management

Atlas Traffic Management	www.atlastm.co.uk
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Vehicle Mounted

Make	Working Height	Year
Bronto S46XDT	46m	2005
Bronto S52XDT	52m	2006-2008
12.5m Vans 3.5t Cat	12.5m	2012-2013
15m Vans 5.2t Cat	15m	2010
16m Trucks 3.5t Cat	16m	2003-2013
17m Trucks 3.5t Cat	17m	2007-2009
22m Trucks 7.5t Cat	22m	2006-2010
29m Trucks 7.5t Cat	29m	2008

Low Level

Skyjack SJ12	5.6m	2012
Skyjack SJ16	6.7m	2012
Snorkel TM12	5.8m	2012
Power Tower Nano	4.5m	2017
Power Tower	5.1m	2017

Self Propelled Booms

Make	Working Height	Year
Haulotte H21TX	21m	2006
Haulotte H23TPX	23m	2006
Haulotte H25TPX	25m	2006-2008
Nifty HR12NDE	12.2m	2007
Nifty HR12NDE	12.2m	2010
Nifty HR12NDE	12.2m	2012
Nifty HR15NDE	15.6m	2007
Nifty HR15NDE	15.6m	2012
Nifty HR21D 4x4	21.2m	2007
Haulotte Star 10	10m	2012

Trailer Mounted & Narrow Access

Nifty 90ME	9.5m	2013
Nifty 120TPET	12.2m	2015
Denka DL22N	22m	2005
Palazzani 20/22	20-22m	1996

Scissor Lifts

Make	Working Height	Year
Skyjack SJ3219	7.8m	2009
Skyjack SJ3219	7.8m	2010
Skyjack SJ3219	7.8m	2011
Skyjack SJ3226	9.9m	2009
Skyjack SJ3226	9.9m	2010
Skyjack SJ3226	9.9m	2011
Skyjack SJ4632	11.8m	2010
Skyjack SJ4632	11.8m	2012
Skyjack SJ8831	11.4m	2006
Skyjack SJ8831	11.4m	2007
Skyjack SJ9250	17.3m	2008
Haulotte Op 8	7.8m	2006
Haulotte C14	13.8m	2017
Genie GS1932	7.6m	2017
Genie GS2632	9.8m	2017

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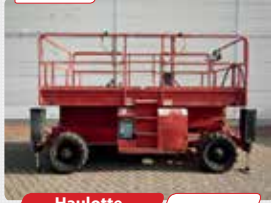


















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June 2018

<p>V24612</p>  <p>JLG 2030ES</p> <p>€ 4.500</p> <p>2007 ■ 253 Hrs</p> <p>Electric ■ 8,1 Mtr.</p>	<p>V24770</p>  <p>Genie GS2032</p> <p>€ 3.750</p> <p>2006 ■ 473 Hrs</p> <p>Electric ■ 8,1 Mtr.</p>	<p>V24796</p>  <p>Genie GS2646</p> <p>€ 5.250</p> <p>2007 ■ 493 Hrs</p> <p>Electric ■ 9,92 Mtr.</p>	<p>V24454</p>  <p>Haulotte Compact 10</p> <p>€ 4.950</p> <p>2007 ■ 387 Hrs</p> <p>Electric ■ 10,14 Mtr.</p>	<p>V23653</p>  <p>JLG 4069LE</p> <p>€ 13.950</p> <p>2008 ■ 188 Hrs</p> <p>Electric ■ 14,19 Mtr.</p>
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<p>V24487</p>  <p>Genie S45</p> <p>€ 9.950</p> <p>2002 ■ 5506 Hrs</p> <p>Diesel 4x4 ■ 15,7 Mtr.</p>	<p>V22804</p>  <p>JLG 600SJ</p> <p>€ 19.950</p> <p>2006 ■ 4460 Hrs</p> <p>Diesel 4x4 ■ 20,29 Mtr.</p>	<p>V23994</p>  <p>JLG 660SJ</p> <p>€ 27.500</p> <p>2007 ■ 4941 Hrs</p> <p>Diesel 4x4 ■ 22,32 Mtr.</p>	<p>V24517</p>  <p>Haulotte H23TPX</p> <p>€ 17.950</p> <p>2008 ■ 2961 Hrs</p> <p>Diesel 4x4 ■ 22,6 Mtr.</p>	<p>V22816</p>  <p>JLG 860SJ</p> <p>€ 29.500</p> <p>2006 ■ 5552 Hrs</p> <p>Diesel 4x4 ■ 28,21 Mtr.</p>

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2004



9.75 METRE
500 HOURS
4 UNITS AVAILABLE

BATTERY

Genie GS-2646 €4850

2005



11.58 METRE
400 HOURS
8 UNITS AVAILABLE

BATTERY

Genie GS-3246 €7900

2007



11.50 METRE
2000 HOURS
4 UNITS AVAILABLE
4WD

D DIESEL

Skyjack SJ-6832 RT €11500

2007



12.50 METRE
1500 HOURS
20+ UNITS AVAILABLE
4WD

D DIESEL

Skyjack SJ-7135 RT €8950

2007



17.07 METRE
2000 HOURS
12 UNITS AVAILABLE
4WD

D DIESEL

Skyjack SJ-9250 RT €15950

2007



15.90 METRE
3000 HOURS
15+ UNITS AVAILABLE
4WD

D DIESEL

Genie Z-45/25 JRT €22500

2005



12.52 METRE
650 HOURS
6 UNITS AVAILABLE

BATTERY

Genie Z-34/22N €11500

2006



20.22 METRE
3000 HOURS
6 UNITS AVAILABLE
4WD

D DIESEL

Genie Z-60/34 JRT €26950

2014



14.00 METRE
400 HOURS
6 UNITS AVAILABLE
TRACKED

D BATTERY BI-ENERGY

Hinowa 14.70 III S €25950

2005



13.4 METRE
2 UNITS AVAILABLE

BATTERY

Upright AB 38 €11950

2008



21.97 METRE
3500 HOURS
5 UNITS AVAILABLE
4WD

D DIESEL

JLG 660 SJ €33000

2008



28.00 METRE
4000 HOURS
6 UNITS AVAILABLE
4WD

D DIESEL

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2008



40.00 METRE
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