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Rental
Software



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FOUNDED

1983

INDUSTRY FIRST
WINDOWS-BASED
HIRE SOFTWARE

2001

INTEGRATED
WEBSITES

2004

DISPATCH CENTER
RELEASED

2008

INDUSTRY FIRST
DEVELOPED
WIRELESS ALERTS

2010

GPS INTEGRATION
RELEASED

2011

RENTAL ESSENTIALS
RELEASED

2014

CONTRACT
FULFILMENT
RELEASED

2015

NEW PRODUCTS
RENTAL ELITE
SYRINX

2016

INSPECTION APP
RELEASED

2017

TAKING YOUR
BUSINESS TO THE
NEXT LEVEL

2018

ESSENTIALS | SYRINX | EXPERT | ELITE

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Readers Letters



Is 2018 the time to consider stopping the use of 'Fork Mounted Work Platforms' for telehandlers and industrial fork lifts?

With the impending changes in 2018 in the USA, ANSI A92.20 Standards will incorporate more of the 'state of knowledge' safety features that are already incorporated in ISO16368 and AS/NZS1418.10 2011. Aerial work platform fleets will eventually be closer in functionality and have similar safety-critical features. With a larger global population of work platforms - 1.35 million rental and approximately 150,000 end user owned platforms - and the global manufacturing plants being able to supply all types and sizes of platforms, is it time to consider stopping the use of Fork Mounted Work Platforms? This does not include telehandler carriage mounted 'Integrated Platforms' with interlocks.

There have been too many incidents - NO, they cannot be classified as accidents - with fork mounted platforms on forklifts and telehandlers. Homemade pallet platforms are even worse. In industrialised countries, where there are many elevating work platforms available to own and rent, why do operators, users, supervisors and owners take the risk and put persons on the platform and persons in the vicinity, in danger from injury and fatality.

The Internet - Verikal.net, YouTube etc... have articles, videos and photos of incidents and failures to help your company understand the consequences of using 'fork mounted platforms'. None of them are pretty, there is always a potential for an incident or even worse injury and fatality.

The reasons for asking the global safety and regulatory persons and entities to stop the use of 'Fork Mounted Platforms' are:

1. The global supply of aerial work platforms exceeded 1.5 million in mid 2018. There are enough work platforms available in all markets to replace the use of fork mounted platforms. www.ipaf.org/en/news/2018/06/ipaf-report-shows-continuing-boom-mewp-rental-market
2. Forklift operators require training and in some countries, a high risk work license. Forklifts need to have compliance plates showing forklift manufacturers' approval of use with work platforms and fitted with a flow restrictor in the lift cylinder to prevent uncontrolled lowering. www.safework.sa.gov.au/news/forklift-work-platforms
3. The cost of a battery or engine powered forklift, plus a trained operator to sit at the controls, outweighs the cost of a platform that would be able to reach the roller door, overhead crane or lighting systems etc in a building. If a forklift can fit in the

space, a proper work platform will easily fit in the same space and most models are able to travel while elevated.

4. Forklifts and telehandlers normally do not have level sensors to cut out lift functions and do not have automatic applied brakes when the lift functions are operated.

5. Forklifts and 'man cage' combinations have 'harness system' attachment points. What type of harness systems are worn by those in the platform? Is it a restraint harness or a fall-arrest harness? Has the forklift/man cage (Work platform) combination been tested for fall arrest overturning test or does the harness anchor point have rating labels?

6. Major construction sites working under and around structures ask for compliant 'secondary guarding systems' on the platform. A 'Man Cage' mounted on the tines of a forklift or telehandler does not have these specialised secondary guarding systems and relies on the operator sitting in the forklift seat to control all the movements.

7. Industrial forklifts that have mast tilt can usually only tilt the mast forward/backward several degrees, and this has some risk of tipping the fork mounted platform off the forks. There are normally NO interlock systems on the attachment systems on forklifts.

8. On telehandlers, the fork tilt can be up to 75 degrees and the speed for tipping when used in bucket function can be fast enough to tip operators out of the man cages. If the fork mounted platforms are not attached correctly, the platform can slide off.

9. ANSI A92.20 draft shows the different Types and Groups of aerial work platforms as used in EN280, ISO16368 and AS/NZS1418.10 2011. Interestingly as an example of Type 2, Group A MEWP, a Straddle Stacker with a fork mounted platform is shown. Does this 'straddle stacker' include all the safety critical devices required in ANSI A92.20 Draft. So, can this device be regarded as a 'forklift' or a platform?

10. Would your Insurance company regard the use of a 'Fork Mounted Work Platform' as not being 'Best Practice' and the latest 'State of Knowledge' for the safety outcomes required on an Industrial, Maintenance or Construction work site. Is your company prepared to defend the use of a fork mounted work platform, when aerial work platforms are easily available to complete the required task. Where is the recognised training for the 'use, inspection and maintenance' of fork mounted platforms.

Yours

David Single

Mr Single provided links to dozens of examples in his letter which is now hosted in the online library of www.vertikal.net

Open letter to ESTA members

Outrigger mat incidents

During our April 2018 meeting we discussed among other things the safety topic 'Incidents with outrigger pads'.

Each year multiple incidents happen with outrigger pads. Crushed fingers while moving pads from transport to operating position and vice versa and damages due to loosening outrigger pads during transportation. Manuals have clear steps on how to operate, risk of crushing is described, handgrips are available. However, handling of outrigger pads is still a delicate activity and awareness is needed as wrong handling can lead to dropping or losing the pad. An improved design can prevent injuries by having a clear one way of usage, prevent pads falling off and perhaps a clear marking of grips and/or possible pinch points.

The next question was asked to FEM: "May we invite FEM to come up with a proposal for improved and standardised safer design?" The FEM is open to this, however, it asked the attendees to formulate the more solid question.

Agreed action: The attendees were asked to keep an inventory among their members. The inventory must be sent to the ESTA secretariat, then the central question will be posted to the FEM. To date we have received very little response, may I ask you again to share your findings with us and please send these to the ESTA Office manager Officemanager@estaeurope.eu

Thank you very much in advance,
Kind regards,

Wouter van Noort, Mammoet managing director - EU/R/ESTA president Crane section

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Dear Leigh,

I have to say I was disappointed to see the post regarding our restructuring go up after we said we would comment the next morning. However, once I calmed down and read your article, it had been put together very well. Here is my input.

"It was with a heavy heart that I made the decision to place Extreme Powered Platforms Ltd into administration on Friday 27th July. After starting the business in 2004 and putting in 100% commitment, hard work and financial investment, myself and the team were very proud of the reputation we quickly gained as a first class and safe service provider for our customers. After nearly 14 years of trading and having come through a major recession between 2007 and 2012, the business was going from strength to strength and last year, we had our best year of trading. In January 2018, as everyone knows, Carillion collapsed. We supplied one of their subsidiary companies and took a direct hit with the Carillion group collapse. What we didn't know at the time was that many of our customers also supplied and worked for the Carillion Group. Sadly, many of these companies fell victims to the collapse and therefore, our cash flow took another pounding. To top off this situation, one of the national companies approached our best customer and beat our rates by 30%, resulting in us losing a customer and therefore, having another catastrophic effect on our cash flow, as this customer made up a quarter of our annual turnover.

In a time where equipment and running costs etc. are all going up, sadly, the industry hire rates seem to be on a continuous, downward trend. Although many of our customers will pay the correct hire rate for our service levels, some companies will unfortunately go for the 'stack them high, sell them cheap' option. I am pleased to say that as we managed the administration situation with the appointed administrator, we were able to buy all of the assets and novate finance agreements across to our new company, Extreme Hire Ltd. I am also very pleased to have kept all of our team together, all of whom have been right behind me. It is my intention to do the decent thing by our suppliers and pay them up to date from Extreme Hire Ltd. I would also like to add, I have been blown away by the support from the industry. I have had very supportive and positive letters, emails, texts and phone calls from finance companies, manufacturers, customers, suppliers and most importantly, from other access company owners and managers. All of whom are prepared to help and support us, moving forward.

Although our name has changed, it is our aim to continue to provide a first class service from all three of our locations. Thank you all for your ongoing support and patience.

Best Regards

Stuart Bond

Managing Director

We posted the report having taken some time to verify the facts beyond all doubt, and understand that few companies can survive such a perfect storm intact. We wish Stuart Bond and the Extreme team the very best for the future.

Dirk Theyskens 1960 - 2018

Dirk Theyskens, the former owner and chief executive of Belgian tower crane company Arcomet sadly passed away on 27th July at the St Elisabeth Hospital in Turnhout, Belgium after losing a battle with cancer. He was 57.



The following tribute was received from his immediate family:

"Dirk Theyskens was born the third child in a family of five sons. He spent his youth in Beringen, where his parents founded the Arcomet construction crane company in 1956. He attended the grammar school in Beringen and went on to study economics in Antwerp.

In 1989, the five Theyskens brothers took over management of the company from their parents, but Dirk was the only one who stayed at Arcomet in the long run. He led Arcomet to expansion, helping it grow into an international and eventually global company. In 1999, with Dirk at the helm, Arcomet received the prestigious Ambiorix Award from the VKW (an association of Belgian employers). The economic crisis in 2008 marked the start of difficult times for Arcomet and at the end of 2014, Dirk decided to leave the company.

Dirk and his wife, Ingrid Voeten, married in 1987 and had three children. As a devoted family man, He enjoyed heading out on adventures with his children on the weekends. He was very knowledgeable and especially interested in history, an avid and voracious reader with a gift for languages, he spoke fluent German, French and English. Dirk was also very athletic, he was a good volleyball player in his youth, and later enjoyed cycling, golf and skiing.

In June 2016, Dirk was diagnosed with cancer. Although his recovery initially seemed promising, the disease began to take its toll at the start of 2018, he passed away surrounded by his family.

Bill Newman 1943 - 2018

We have received the sad news that ex Grove/Manitowoc European service manager Bill Newman passed away on Friday 3rd August, following a long illness. He was 75.



He began his career working on the production line at John Allen & Sons the Oxford based crane and equipment manufacturer which was building truck cranes under licence from up and coming telescopic crane manufacturer Grove, which they sold under the Allen Grove brand name.

John Allen was acquired by Grove in 1972 changing the name to Grove Allen and then Grove Cranes Ltd. Newman stayed with the company becoming production manager and then service manager. After Grove acquired Coles in late 1984 and integrated it with Grove's European business, he joined a few others who moved to Krupp Cranes' new operation in the UK. Grove acquired Krupp in 1995 and he was appointed as European customer service manager of the merged business, a job he held until his retirement in 2008.

Bill Newman was a thoroughly decent, honest and professional individual, he was well-liked and well-known throughout the UK crane industry.

Many tributes were received, here are just two:

I met Bill when he was at Krupp. He was very helpful and a true gent. Sincere condolences to his family and friends. He will surely be sorely missed (Robert Law MD AGD Equipment)

I first met Bill in the Oxford days at Grove Allen in the 70's and then thru the Sunderland days. Always knowledgeable, professional, gentleman. Sincere condolences to the family and Rest In Peace old friend. (John Bittner Former VP Manitowoc Crane)

David Henry George 1943 - 2018

Crane and access industry veteran Dave George sadly passed away on Saturday 1st September. He was 74.

He had been suffering from prostate cancer for a number of years, and after a number of partial remissions came off the treatment earlier this year. He was admitted to the Royal Gwent hospital in Newport hospital last month following a fall and developed further complications, but passed away peacefully surrounded by his family. He leaves behind wife Margot and two sons, Paul and Andrew. He was a highly valued member of the Vertikal Days team as safety manager, while helping with traffic and marshalling for many years, the last being the highly complex arrangements at Silverstone in 2017.

Dave George grew up in Bristol and after school took an apprenticeship as a hydraulics engineer. He joined local crane rental company GW Sparrows & Sons and sometime later moved to Grove Cranes where he started to expand his range of skills into training, safety and the like. Later moves took

him to Lansing Linde as warranty manager - where he met Margot - and then Simon Gloster Saro which gave him his first taste of the access industry. From there he joined Nationwide Access where he really established his access career. When it came time to retire he decided to set up his own safety consulting company Access Quality Solutions and mostly worked with AFI and joined the Vertikal Days team.

He also worked with the RAF Charitable Trust's Royal Air Tattoo/Fairford air show where he helped out, particularly organising a platform each year for high level photography and filming. In addition to all this he was registered as a sports Anti-doping agent, called on from time to time to turn up unannounced at the homes of athletes with his 'little pee bottles', as he would put it, to carry out random drug tests.

He was a special character, even if you did not know too much about him, you felt you knew him well. If there had been an Olympic sport for talking, chatting and anecdotes he would

have taken the gold every time. He loved his time at Vertikal Days mostly because it got him involved with his first love of cranes and provided a perfect opportunity to catch up with former colleagues. Many is the time he would come back to the organiser's office and say "you won't guess who I have just seen!"

He also continued to learn and soaked up new ideas like a sponge. Another favourite statement on returning to the office was "have you seen that gizmo that xyz is showing? That would be perfect for"

The problem was that there was never a shortage of good conversation in his company - a problem because it rarely included



anything much about himself and his life. Having felt that I have known him forever and knew him exceptionally well, when I sat down to detail his career in this obituary I found myself struggling on the detail. Dave was a special character - a much loved larger than life character - and he will be missed by many in both the crane and access industries.

I know for certain that I speak for all of us at Vertikal when I say we have lost a much loved colleague.

Rest in peace Dave

Leigh Sparrow

Dozens of readers commented on Dave George's passing here are a few:

An absolute gentleman I for one remain very grateful for all his assistance.

A true gent a great ambassador for our industry. R.I.P Dave.

Sad news indeed, had the honour to work with and alongside Dave several times and always a pleasure. Condolences to his family

Dave was a genuine guy and a pleasure to work with for many years at Nationwide, his knowledge and enthusiasm were infectious and he will be greatly missed.

Extremely knowledgeable in his vast field of expertise, the mould was broken when they made him. The industry is a poorer place with his passing.

A true gent and I will certainly miss our annual catch up and reminiscing at Vertikal Days.

My sincerest condolences to Margot and his family David and I were great mates, were regularly in contact and he was a true friend. A very special man, great ambassador for the access industry who made a massive impression inside and outside the workplace. Will miss you lots. Rest peacefully Mike Evans

if there was ever a man in our industry that deserved a reward or to be recognised for his professionalism in our industry it was Dave. He had a world of knowledge in cranes and powered access and always had time for everybody, much liked was Dave. He will be sadly missed by many and Vertikal Days will not be the same without him taking care of us all in Dave's professional way. R.I.P. Dave and condolences to the family. I will miss our reminiscing chats.

