

cranes & access



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December/January 2021 Vol.22 issue 9

**Crawler
cranes**

**Look back
at 2020**

**Scissor
lifts**

**Annual rental
rate survey**

...Electric Liebherr crawlers...Time Versalift acquires Ruthmann...New Magni fixed telehandlers...



The new AC 450-7

Benchmark on 7 Axles.

The new Demag AC 450-7 is in a class of its own: With a carrier length of 15.99 m and an outrigger base of 8.45 m, it is as compact as a six-axle crane, and yet is as powerful as some eight-axle cranes. In fact, the Demag AC 450-7 can reach lifting capacities of up to 23.7 tonnes when its 80 m main boom is fully extended, and that is without even using the SSL system. Bring in SSL, and the lifting capacity goes up to an unbeatable 37.3 tonnes.

In addition, Demag is using a new Sideways Superlift design for the first time ever in the AC 450-7 – one that makes job handling and setup easier. The system can be extended with an 81 m luffing jib, and the sections of this jib can also be used to assemble fixed extensions.

Above. Ahead. Always.

DEMAG
TADANO GROUP

On the cover:

A Liebherr LR 1500 crawler crane from HKV Schmitz + Partner of Koln, was rigged with SL2DB boom with 280 tonnes of suspended ballast to remove 60 tonne bridge support beams at a radius of 67 metres from the Viktoria Bridge in Bonn, creating space for a new structure.



C&A contents

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Crawler cranes



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Rental rate guide

Weekly rates for tower cranes				
Flat tops and saddle jibs	Average (£)	Lowest	Highest	Ideal
Up to 70 tonnes/metres	553 ▼	480 ▼	625 ▼	850 ▼
120 tonnes/metres	850 ▼	750 ▲	850 ▼	1,100 ▼
200 tonnes/metres	1,225 ▼	1,100 ▼	1,450 ▼	1,434 ▼
300 tonnes/metres	1,750 ▼	1,700 ▼	1,800 ▼	2,465 ▼
Luffers				
	Average (£)	Lowest	Highest	Ideal
Less than 70 tonnes/metres	1,050 ▼	900 ▼	1,200 ▼	1,223 ▼
100 tonnes/metres	1,400 ▼	1,400 ▼	1,950 ▼	1,705 ▼
180 tonnes/metres	2,394 ▼	2,250 ▼	2,650 ▼	2,467 ▼
300 tonnes/metres	3,006 ▼	2,700 ▼	3,350 ▼	3,421 ▼

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Scissor lifts



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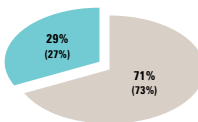
Time Versalift acquires Ruthmann, Zoomlion launches 217ft boom, Magni adds fixed frames, electric crawlers from Liebherr, Artic upgrades Raptor, Spierings ships e-Lift cranes, Bobcat brands Magni 360s, Mammoet readies Focus 30, US crane investigation dropped, new CTE spider lift, Multitel launches MJ range, Palfinger introduces Smart Plus line, JLG Davinci scissor launched, Sarens adds depots, France Elévateur updates Topy 11 - plus a roundup of the latest financials, acquisitions and news highlights.



Crawler cranes 17
As a new generation of larger, higher, wind turbines become commonplace, Will North reports on how wind farm developers are employing larger lattice and telescopic crawler cranes to install them.

Rental rate guide 23

In the 20 years of compiling our annual UK and Ireland rental rate survey this one has to stand out as one of the strangest given the current pandemic, although perhaps the industry fared better than most in 2020?



Scissor lifts 37

With almost 90 percent of all scissor lifts already battery powered, we take a look at the remaining 10 percent that remains diesel powered which mostly consists of full size Rough Terrain models.

Wind safety 47



A serious wind farm accident in 2008 led to a decade long process of safety improvements in the sector and offers a casebook example of how to build understanding of safety between all those involved.

Will North speaks to Klaus Meissner and Ton Klijn who explain the resources available to ensure safe lifting on wind farms.

Look back 2020 51

Without a doubt 2020 was a bad year, and one that certainly requires no reminders. So rather than focus on the bad we have decided to avoid it entirely and instead focus on all

A look back on 2020 the good news that may have been overlooked throughout the year.

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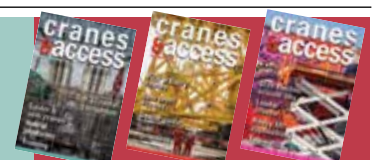
In the next C&A

The next issue of Cranes & Access, scheduled for March, will include features on van and small truck mounted platforms and self-erecting mobile tower cranes. It will also include a review of the latest battery technologies on the market as well as take a look at what Vertical Days – likely Europe's largest lifting exhibition in 2021 – has to offer.

If you have any contributions or suggestions to make, or are interested in advertising in this issue, please contact us today.

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A Bright New Year?

Few people would claim that 2020 was a stellar year, it may however turn out to be a profound and important year in terms of social and economic change. Those who believe in any kind of deity may well think that – following numerous warnings on the dangers of pollution and the abuse of our planet – the celestial powers have finally decided to dramatically intervene.

With the global economy having slumped as a result of the pandemic, one could be forgiven for assuming that the drive towards ecological sustainability might be destined for the 'back burner' on the basis of affordability right now. However, the opposite seems to be true. One of Joe Biden's first executive orders on entering the White House was to re-join the Paris Accord on Climate Change. He is also planning a massive investment in the green economy, while China has committed to being carbon neutral by 2060. So, it looks as if the drive towards sustainability is set to accelerate dramatically.

The growth in online shopping and the accelerated demise of the high street was also a big feature of 2020. Combined with the growth in home working, one wonders if the global move from the countryside to cities, that began with the Industrial Revolution, could be coming to an end. Such changes will, of course, have repercussions for the lifting industry. For example, will we see a slowdown in high rise residential development and a shift towards low rise suburban construction? If so, it would herald a shift from tower cranes to telehandlers and self-erectors. The bigger more efficient wind turbines emerging bodes well for big crawler cranes, while cleaning, inspecting and maintaining them will create work for high reach work platforms and long boomed cranes.

Periods of dramatic change are usually triggered by events such as war, pandemics or natural disasters. I have been reading how the ongoing lockdowns are changing people's lives in unexpected ways, for example, after an initial upsurge in computer gaming and Netflix streaming, there is now a shift towards traditional crafts and pursuits, some dating back more than two centuries. Pastimes like needlepoint, cross stitch, reading proper books, piano playing, board games and jigsaw puzzles. We have seen strong growth in requests for hard copies of Cranes & Access, generated by a strong upsurge in readership for our digital versions.

This first issue in 2021 of Cranes & Access sees the publication of our 20th Annual Rental Rate Guide. Gathering the data this year was a tough undertaking. We also ran an online poll asking readers if they thought 2021 would be better than 2020. We expected most respondents to say Yes! However so far just 49 percent expect 2021 will be better. A sizable 24 percent said they thought 2021 would be worse! The rest think it will be about the same. Let's hope that the 49 percent are right.

Whatever your outlook for the year ahead, all of us here at Cranes & Access would like to wish you a happy, safe, healthy and prosperous 2021.

Leigh Sparrow

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

Time Versalift to acquire Ruthmann

US based aerial lift manufacturer Time Manufacturing/Versalift is to acquire German truck mounted and spider lift manufacturer Ruthmann creating a business with combined annual revenues in the region of €375 million.

The transaction is expected to complete by the end of the first quarter, with Time acquiring the entire Ruthmann business including its Bluelift facility in Italy and recently acquired US distribution company Reachmaster. We understand that management teams at both companies will remain in place. With a relatively small product line overlap, both companies have been working increasingly closely in recent years with Time distributing Ruthmann products in the US since 2013 as well as a number of European countries, while Ruthmann distributes Versalift in Germany, Austria and Switzerland. Both companies also share a number of dealerships elsewhere.



Zoomlion's 217ft boom lift

Zoomlion unveiled the prototype of its 217ft ZT68J self-propelled boom lift at bauma China in late November. It featuring a five section polygon boom with a new single cylinder telescope system and is topped by a long two section telescopic articulating jib. It offers a working height of 67.7 metres and up to 31 metres of outreach. Maximum platform capacity is 454kg with 300kg unrestricted. Overall stowed length is 15.5 metres, with an overall width of 2.5 metres and a stowed height just over three metres.

Features include a 4.5kph drive speed, 40 percent gradeability and 360 degree continuous slew with a 2.15 metre tailswing. The chassis has swing out legs which is now standard on big booms, while four wheel steering and drive are standard.

Zoomlion also unveiled a number of other new products, including an 80ft articulated Rough Terrain hybrid boom lift - the ZA24JH - which features a two section telescopic riser, topped by a long two section telescopic boom and articulating jib. Its new 46ft ZA14JE-Li and the 66ft ZA20JE-Li lithium battery electric boom lifts were also on show.



The new 217ft Zoomlion ZT68J at bauma China



The ZT68J's triple hinged axles

Magni extends telehandler range

Magni has significantly expanded its TH range of fixed frame telehandlers, announcing six new models with capacities from five to six tonnes and lift heights from eight to 19 metres.

The first two models to go into production will be the 24 metre/5.5 tonne TH 5,5.24 and 9.7 metre/6,000kg TH 6.10.

The TH 5,5.24 is one of three new 5.5 tonne models along with the 15 metre TH 5,5.15 and the 19 metre TH 5,5.19. They will be available in two versions with the full specification 75kw model or lower specification unit with 55kw power unit. The TH 5,5.24 has a five section boom with maximum lift height of 23.9 metres at which it can handle up to 1,500kg, it also offers an impressive forward reach of 19.1 metres. The overall width is just under 2.5 metres, and length just under seven metres with a ground clearance of 420mm. The overall weight is 17 tonnes and travel speed 40kph.

The existing six tonne TH 620 has a four section boom and maximum lift height of 19.2 metres, at which it can handle two tonnes, while maximum forward reach is 14.4 metres. Weighing 14.4 tonnes, the overall width is 2.55 metres with an overall length of 6.52 metres.

The new models have low stowed booms to reduce the centre of gravity, which gives them a slightly unusual look when elevated. The cab has the same high specification as those on Magni's 360 degree models and includes a seven inch intuitive touch screen display, cab pressurisation and filtration, air conditioning and a super deluxe seat. Power comes from a Stage V Deutz, with 4F or Stage III engines also available. The hydraulic system runs at 350bar/5,100psi and includes automatic load sensing and flow control for maximum efficiency and multi-function operation. Automatic levelling of up eight degrees and automatic attachment recognition are all standard while a suspended load winch is optional.

Other models will include two heavy duty low profile units - the six tonne/10 metre TH 6.10 and five tonne/eight metre TH 5.8 which are also available with a mining pack option. The range will eventually run to 11 models and variants. The current plant will have the capacity to build 1,500 units of these new models once 360 degree production moves to the new 35,000 square metre factory, which will have 3,500 unit capacity.



The new Magni TH 5.8



The Magni 5,5.24

Liebherr electric crawlers

Liebherr has launched its first battery electric lattice boom crawler cranes, the 200 tonne LR 1200.1 Unplugged and 250 tonne LR 1250.1 Unplugged. The new cranes have the same performance and structural elements as the regular models, but the diesel engines have been replaced with a large lithium-ion battery pack, with electric motors driving the hydraulic pumps.



Liebherr's first battery electric lattice boom crawler crane

The battery pack is said to provide up to four hours of typical lifting cycles and can be recharged on a conventional 32 or 63 amp outlet in around 4.5 hours, or just 2.25 hours with a 125 amp supply. The new cranes can also be operated while plugged into the electricity supply, while a larger battery pack option may also be available.

The new cranes feature improved walkways and guardrails on the superstructure, fold away 'wing' mounts for lights and/or cameras and a new cab which offers better visibility and greater operator comfort.

As with the diesel units, main boom lengths are 89 metres on the LR 1200 and 86 metres on the LR 1250, with lightweight or heavyweight booms available. Jib options include a 26 metre fixed offset or 95 metre luffing jib. Maximum system length is 148 metres on the LR 1250. The first LR 1250-1 Unplugged was purchased by Kynningsrud Nordic Crane, with UK based Select Plant Hire taking the second unit.



The Unplugged cranes can be recharged from 32, 63 or 125 amp supplies.

Spierings ships new e-Lift cranes

Spierings has delivered the first e-Lift versions of its four axle, seven tonne SK597-AT4 and six axle, 10 tonne SK1265-AT6 self-erecting mobile tower cranes. Shown as a concept at bauma 2019, the e-Lift cranes borrow technology from Spiering's hybrid City Boy cranes, allowing them to operate on a regular domestic AC power source, thanks to it receiving a boost from the onboard lithium-ion battery pack. The crane can also work in 'hybrid mode' combining its battery pack with a small three cylinder Stage V diesel with auto stop/start function, which tops up the batteries while operating.

The operator can select how much AC power to draw - ranging from 11 to 32 amps, depending on what is available or in order to avoid 'hogging' a limited AC power supply.

Spierings has produced custom built AC electric powered models in the past, but they required a full blown three phase tower crane power source in order to retain the same performance as the diesel powered units.

Dutch crane rental company T Pater has taken the first SK597-AT4 eLift, while Dutch heavy lift and haulage company Schot has received the first SK1265-AT6 eLift - which Spierings claims is the largest electric mobile crane in the world to work from a 16 amp socket.



Artic Crane's five tonne Raptor 85 articulating tower crane

Artic upgrades Raptor

Swedish tower crane manufacturer Artic Cranes has upgraded its four tonne Raptor 84 articulating tower crane with the introduction of the five tonne Raptor 85. The new 85 uses the same tower and shares some componentry as the 84 and also offers the same 32 metre maximum

radius at which it can handle two tonnes. It can take its five tonne load to a radius of 17.7 metres or lift four tonnes at 21 metres, while its out of service radius has been reduced by 100mm to 3.9 metres. The maximum free standing height on the standard 1.2 metre tower is 32 metres while it has a maximum height of 100 metres.

The first unit was delivered to Swedish crane rental company Skårs Gräv & Byggservice and went straight to work on a site in Varberg.



The cab of the Raptor 85



Spierings has delivered e-Lift versions of its SK597-AT4 and SK1265-AT6 self-erecting mobile tower cranes



The operator can select the level of power drawn down



A Bobcat branded Magni 360 degree telehandler

Bobcat to brand Magni 360s

Bobcat is to launch a new range of 360 degree telehandlers built by Magni which the company will offer through its dealers in Europe, Russia, the Middle East and Africa. Bobcat's 360 degree models were previously made by Dieci. The new Bobcat 'Rotary' range runs to 10 Stage V compliant models with lifting heights from 18 to 39 metres and capacities from four to seven tonnes. In addition, the company will offer a line of four Stage IIIA diesel models aimed at the Middle East, Africa, Russia and emerging markets with lifting heights from 18 to 25 metres and capacities from four to six tonnes.

All Bobcat models will benefit from Magni's high specification cabs, full remote controls, and automatic attachment recognition.



Faster boom option for Liebherr LTC 1050-3.1

Liebherr has introduced a shorter boom option for its 50 tonne LTC 1050-3.1 city type All Terrain crane with a faster rope type telescope system. The new boom uses a two stage telescope cylinder, with the first stage extending section two, while the second stage uses the rope telescope system to extend sections three, four and five. The new boom also has a 'Fast mode' in which each section are extended simultaneously, and a 'Strong mode' that extends section two before extending the other sections in sequence. The company says that the new system also delivers excellent load telescoping capacities.

The downside is that the rope extended boom is 31 metres - five metres shorter than the current six section 36 metre pinned boom. It is intended for those companies that mostly use the crane inside buildings, in that is it simpler and quicker to operate. The first cranes with the new boom will begin shipping in the second half of 2021.



The LTC 1050-3.1 in the foreground features the new rope extended boom while the other features the standard 36 metre pinned boom



The new 31 metre rope extended boom system

Mammoet Focus 30...

Mammoet's 2,500 tonne Focus 30 crane has completed its testing and is being prepared for its first job which it is said to be in the UK. The ability to erect its boom and jib vertically makes it ideal for construction projects within small spaces such as oil refineries and cities, or alongside live operations. The test programme, overseen by a Lloyd's Register surveyor, included a 125 percent overload in its SFSL fixed jib configuration, before it was rigged in its SSL configuration, with 90 metres of boom to carry out a 1,250 tonne overload lift. The crane was also submitted to side loading, slew and swing loading and regular overload tests. The repositioning of the super lift between tests is said to have taken just two hours each time, rather than one to two days.



The Mammoet Focus 30 has completed testing

New Nagano big basket boom

Japanese tracked aerial work platform manufacturer Nagano has worked with Belgian distributor Vertimac to launch an upgraded version of its 31ft Z11Auj tracked telescopic boom. A key aspect of the upgrade is the ability to work on slopes of up to five degrees with its full 600kg platform capacity. It offers a working height of 11.4 metres and a maximum outreach of 6.5 metres. The overall platform length is just over three metres, with a width of just over two metres. Driveable at full height, it offers 360 degree slew, secondary guarding, and a fireshield package which includes special protection of electric cables and hydraulic hoses. The upgraded machine will initially only be available through Vertimac which has placed a substantial order for the new machine in order to offer fast deliveries.



The Nagano Z11Auj can work on slopes up to five degrees with a 600kg platform capacity.

US crane tariff investigation terminated



The US Commerce Department has terminated Section 232 investigation into mobile crane imports – originally requested by Manitowoc under former chief executive Barry Pennypacker. It was due to look into the effect of mobile crane imports on US national security. The company, under current chief executive Aaron Ravenscroft, asked to withdraw its application and terminate the investigation, citing changes due to the effects of the Covid-19 pandemic.

New CTE spider lift...

CTE has unveiled the 16 metre Traccess 160, the first model in a new range of spider lifts. The 160 features a dual riser, topped by a two section telescopic boom and articulated jib, for a working height of 15.8 metres, up to 7.9 metres of outreach at an up & over height of 6.3 metres with a 250kg unrestricted platform capacity.

Weighing 2,200kg, it has an overall retracted width of 780mm, and is 4.59 metres long, or 3.87 metres with the basket removed. Features include an all new remote controller with full display readout, a new CAN-bus electrical system and automatic return to centre or 'home' functions. The use of its S3 Evo system provides full diagnostics and automatic outrigger set up with levelling on side slopes of up to 11.3 degrees. Power choices include full electric, petrol or diesel, all of which include the standard 230 volt mains power source for indoor use. Options include an optional 230kg winch attachment.



The new CTE Traccess 160 spider lift

...and upgraded ZED 20

CTE has also introduced the latest generation of its 20 metre Zed 20 articulated truck mounted lift - the Zed 20.4. Structural changes include the use of high strength Strenx SSAB steel for the superstructure, dual risers and boom to reduce weight and increase strength. Outreach is 8.2 metres at a nine metre up & over height with an unrestricted 200kg platform capacity. A maximum capacity of 280kg can be achieved with the optional load cell. It is mounted on a 3.5 tonne Isuzu M21 chassis and is also available on the longer wheelbase Iveco Daily with a standard 250kg unrestricted platform capacity.



The new ZED 20.4

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Multitel MJ update

Multitel Pagliero has kicked off the renewal of its MJ range with the introduction of the 25 metre MJE 250 truck mounted platform. Available either on an Iveco Daily 35S14H, Mercedes Sprinter 311-314 or Isuzu M21 chassis, the MJE 250 features a five section aluminium telescopic boom topped by an articulated jib. It offers a maximum outreach of 14 metres over the side and 17 metres over the rear with 100kg in the platform, while maximum platform capacity is 250kg.

The lift features four equal beam and jack outriggers with completely automatic variable MUSA (Multitel-Self-Adapting outreach) set up. This has been combined with a new 'X' system, which calculates the outrigger spread, boom configuration, outreach and weight in the cage with the addition of chassis inclination to create a working envelope. The new machine can work up to three degrees off level with the system adjusting for actual chassis angle to maximise performance.

The MJE 250 also features an aluminium alloy sub frame, single button automatic outrigger set up and automatic return to transport position as standard, while a full telematics suite is available with GPS, machine status display, parameter setting and remote diagnosis.



Multitel's new 25 metre MJE 250, the first of the renewed MJ range



Palfinger's new Smart Plus models

Palfinger unveils Smart Plus

Palfinger has updated its 'Smart Line' of Italian built 3.5 tonne articulated and telescopic truck mounted platforms. The new five model range includes the 20 metre P 200 AXE-E Smart Plus, the 22 metre P 220 AXE-E Smart Plus, the 24 metre P 240 AXE-E Smart Plus articulated units, along with the 17 metre P 170 TXE-E Smart Plus and the 20 metre P 200 TXE-E Smart Plus telescopic models.

The company has also incorporated a new 'Plus' package with multifunctional electric controls, a proportional hydraulic manifold for multifunction operation, improved platform entry, home and anti-collision functions. Its variable outrigger system can either be set up fully extended, extended on one side or inboard/straight down, and is also available with automatic monitoring and working envelope selection. In addition, all structural fabrications have a cathodic electrodeposition coating with Palfinger's patented KTL system.

...And unravels Sany stake

Palfinger is also negotiating to end the cross shareholding with Chinese manufacturer Sany Heavy Industries. Palfinger plans to sell its 7.5 percent stake in Sany Automobile Hoisting Machinery, and in return will purchase the 7.5 percent stake that Sany Germany holds in Palfinger. The transaction will have no impact on the operational joint ventures between the two companies which will continue as before.

All electric JLG scissor enters production

JLG has started production of its new all electric Davinci AE1932 scissor lift for both North America and Europe. Unveiled as a prototype

at Conexpo last March, the AE1932 is the first model in a new 'DaVinci Range' of all electric lifts designed from the ground up to eliminate hydraulics, using electromechanical steering and lift cylinders alongside direct wheel drive motors. Offering similar performance and dimensions as the company's 19ft ES1932, the AE1932 offers an improved platform capacity of 275kg, but is slightly heavier at 1,565kg. Power comes from a single, 24 volt/72Ah lithium-ion battery which has an estimated working life of at least 10 years.

See the scissor lift feature on page 37 for more details



JLG's all electric Davinci AE1932

Exhibition updates

- **Intermat** has cancelled its 2021 exhibition scheduled for April due to ongoing uncertainties surrounding Covid-19. The next Intermat will be held in April 2024
- Italian construction exhibition **SaMoTer** has moved this year's event to 2023
- The US **Associated Equipment Distributors (AED)** has postponed its 2021 Summit from March to 24-26th May
- French crane and access exhibition **JDL** has bought forward its 2021 event from September to 23-25th June
- The **Lifting Equipment Engineers Association (LEEA)** has delayed its **LiftEx** event until October 2022 and moved it from Liverpool to Aberdeen. In the meantime its first **Middle East LiftEx** will be held in Bahrain this September



France Elévateur updates Topy 11

France Elévateur has launched an updated version of its 11 metre Topy 11 straight telescopic truck mounted platform. Originally launched in 1998, the latest version features a two section telescopic boom and offers an 11 metre working height, six metres of outreach and an unrestricted platform capacity of 120kg. It can also operate on side slopes of up to five degrees without the need for outriggers.

Other changes include improved access to the fibreglass bucket, the addition of a storage box on the chassis and redesigned upper and lower controls. Mounted on a Ford Transit Trend 130, it has an overall length of 5.9 metres, a height of 2.7 metre and 650kg of available payload with a towing capacity of two tonnes. Options include an insulated boom and platform, electric emergency pump and an auxiliary battery.



France Elévateur's new Topy 11



The Sarens Siba's depot in Brits, South Africa

New depot for Sarens Siba

The Sarens joint venture in South African - Sarens Siba - has opened a new mobile crane rental depot in Brits - between Pretoria and Rustenburg - which will mainly target the mining companies in the region of Rustenburg, Marikana and Bethanie, home to two of the world's largest platinum mines and the world's largest platinum refinery.

The new depot includes a large yard, offices, maintenance facilities and a wash bay and will run All Terrain cranes from 20 to 110 tonnes and Rough Terrains from 25 to 60 tonnes.



Sarens opens in Estonia

Sarens has also opened a new location in Tallinn, Estonia to improve its coverage of the Baltic states and Northern Europe.

The new location will offer a range of sales, operations, maintenance and planning services while being home to a small fleet of telescopic and lattice boom cranes with capacities from 20 to 500 tonnes.



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Financials round-up

Manitou issued an upbeat trading statement in December stating: "On the basis of the latest information, 2020 looks more dynamic than initially expected, slightly exceeding our expected revenues of €1.55 billion, and operating income of around 5.5 percent of sales."



The UK's Competition and Markets Authority fined **Vp** - owner of **UK Forks, MEP and Higher Access** - £11.2 million for a breach of competition law by its **Trench** division. The company also posted first half revenues 24 percent lower at £142.1 million, with a pre-tax loss of £6.1 million compared to a pre-tax profit of £23.3 million last year. This does however include £13 million of write downs and exceptional costs, associated with restructuring charges - including 150 redundancies and the closure of 23 locations, as well as the legal costs and fines associated with the breach of competition law.



Ashtead - owner of **Sunbelt Rentals** in the USA, UK and Canada - has reported its half year results with total revenues for the six months just three percent below last year at £2.55 billion. Pre-tax profit was £506 million, 22 percent below last year.

In the US revenues were down five percent to \$2.75 billion with operating profits 18 percent lower at \$781.6 million. Canadian revenues were 10 percent higher at \$220 million, thanks to acquisitions, with an operating profit of \$33.2 million, down 17 percent on the same period in 2019. In the UK newly rebranded Sunbelt Rentals posted revenues 6.5 percent higher at £272.6 million, due to high sales of services to the Department of Health. Rental revenues declined two percent and operating profits fell 32.5 percent to £20 million.



UK based spider and mini crawler crane rental company **A Mini Crane Hire** has changed its trading name to **AMC** following the recent acquisition by entrepreneur Mark Davenport. The company currently operates a fleet of more than 60 spider cranes, 80 glazing robots and floor cranes from two locations in Knowsley, Liverpool and Heathrow, greater London.



US based **Able Equipment Rental** has acquired the assets and ongoing business of New Jersey based distributor and aerial lift rental company **GAR Equipment**.



Herc Rentals has acquired most of the assets of Houston, Texas based general rental company **Champion Rentals**. Founded in 1982, Champion operates from four locations in the greater Houston metropolitan area with 100 employees. Its fleet includes a wide range of aerial work platforms - mostly from Haulotte - plus telehandlers from Gehl.



French international tower crane group **Uperio** has taken 100 percent ownership of its US tower crane joint venture company **P&J Arcomet** after previously holding a 50 percent stake. P&J Arcomet was set up in 2005 as a 50/50 joint venture between Arcomet - now part of Uperio - and P&J Cranes, which was established in the greater Washington, DC area, by Stephen and Peter Jehle in 2000. The joint venture opened a southern operation in Dallas, Texas, in 2008, and more recently an office in Georgia. The company is the exclusive distributor for Chinese built Zoomlion Tower Cranes in North America and operates a fleet of more than 100 cranes with 60 employees across 16 states.



O'Flaherty Holdings' rental operation **AER Rents**, which owns **Mr Plant Hire** in the UK and Irish rental company **Drogheda Hire & Sales**, has acquired Derbyshire based **Mainline Hire group**, which includes **Mainline Tool & Plant Hire** and **Mainline Access & Training**. Mainline's owners Keith Williams and Carole Poynton will remain on board. The two owners will remain on board. Mainline is a leading regional rental company, covering the Midlands and the English Home Counties. It employs 34 and has assets of around £7.4 million.



US based **Alta Equipment Group** is to acquire New York state based distributor **Vantage Equipment**.



US private equity firm **Borgman Capital** has acquired Wisconsin based rental company **Aerial Work Platforms Inc (AWP)**. Founded in 1979, AWP sells and rents aerial lifts from locations in Sussex/Milwaukee, Janesville and Neenah, Wisconsin. It was the first authorised dealer for Genie in Wisconsin and also represents Skyjack, Custom/Hy-Brid and Niftylift. It runs a fleet of more than 1,600 boom, scissor and personnel lifts, as well as material lifts, telehandlers and forklifts.

JLG owner **Oshkosh** is to acquire **Pratt Miller** which specialises in advanced engineering.



US based scaffold, suspended platform and mastclimber supplier **BrandSafway** has acquired the assets of Texas based **Big City Access** which provide scaffolding, suspended platforms, hoists and mastclimbers in Houston Dallas, Austin and San Antonio, with around 160 employees.



US based utility platform and boom truck rental company **Nesco** is to acquire one of its main competitors, **Custom Truck One Source**. The deal will be supported by **Platinum Equity**, which has committed to invest more than \$850 million in the deal and will hold a 57 percent majority stake in the combined company.



Rental equipment online booking engine and app supplier **RentItOnline** has been acquired by rental software company **Point of Rental**.

Australian rental company **Borger Cranes** has acquired **Kelly Green Crane Hire** based in Kunda Park on Queensland's Sunshine Coast. The company was established in 1976 by directors Peter Green and Laurie Kelly and now runs a fleet of city type cranes, truck cranes, pick & carry cranes, Rough Terrains and All Terrains up to 100 tonnes. The acquisition takes the Borger fleet to 96 cranes, including All Terrains with capacities ranging from three to 750 tonnes and up to 600 tonne crawler cranes.

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BT26ERT	26m	454KG
BT26SERT	26m	454KG
BT24ERT	24m	454KG

Articulating boom lifts

Electric	Height	Load
BA28ERT	28m	250KG
BA24ERT	24m	300KG
BA22ERT	22m	230KG
BA20ERT	20m	230KG
GTBZ18AE	18m	230KG
GTBZ16AE	16m	230KG



- Mastclimber manufacturer **Scanclimber** has appointed **RentEase** as distributor for India
- US AWP supplier **GMG** has appointed **Lance Sullivan** as general manager
- Spanish rental company **S.I.M** has taken 12 **Snorkel** scissor and boom lifts



Lance Sullivan

- **Manitou** has updated its five year strategy and merged its two main product divisions
- The **UK's Heavy Transport Association** has appointed **Marcus Gough** as chairman
- **Bobcat** has appointed **Wihuri Technical Trade** as its distributor for Finland



Marcus Gough

- **Kalmar** is to establish a new research Joint Venture with **Nokia**
- **JCB** has appointed **John Chandler** as sales director for its access division
- **Genie** has appointed **Hydraumac** as its distributor for Morocco
- **Rothlehner** has appointed **Service One Access** to distribute **Denka Lift** in the USA



John Chandler

- **Hiab Germany** has acquired **FNS Fahrzeugbau und Nutzfahrzeugservice Köln**
- **Manitex/PM** has paid off \$15.5 million of debt
- **Sinoboom Australia** has opened its new premises in Melbourne
- Norway's **Naboen** has taken a large number of 60ft **Manitou 200 ATJ** Es
- US based **H&E Equipment Services** has named **John Engquist Jr** as chief operating officer
- **Manitou** is to close its plant in Waco, Texas and consolidate N. American production in South Dakota
- **JLG** has delivered the first 185ft 1850SJ in India to **T V Sundram Iyengar & Sons**



John Engquist Jr

- **Haulotte** is to build a second factory in China
- Germany's **Gerken** has ordered 200 **Genie XC** telescopic boom lifts in a €12 million order
- Austria's **Felbermayr** has launched an Engineered Solutions division and recruited **Kees Kompier** to head it
- **Liebherr** and **Komag** have developed an interface for SPMT trailers to be used as derrick ballast trailers



Kees Kompier

- **Case Construction** has appointed **Terry Dolan** of **Custom Equipment** as head of sales and marketing N. America. He has also been added to the Custom board
- US based **Morrow Equipment** has ordered 36 **Alimak** construction hoists
- The Netherlands' **Safety Region of IJsseland** has ordered three **Bronto F32RPX** fire rescue platforms



Terry Dolan

- **Custom Equipment** has appointed **Marshall Shaver** as vice president sales & marketing
- US based **Keppel AmFELS** has ordered a 2,200t/m **Huisman** leg encircling crane for **Dominion Energy**.
- The UK's **Domis Construction** and **M O'Brien Plant** have ordered the first **JCB 525-60E** electric telehandlers



Marshall Shaver

- Finland's **Turun Elementtinostot** has taken the first five axle **Spierings** mobile tower crane in the country
- **Sinoboom** has appointed **Daniele Lanzini** as regional manager for Italy and the Balkans



Daniele Lanzini

- Italy's **Co.me.t** has appointed **Elena Fogli** as marketing manager
- **Omega Morgan** has acquired **Saren's** stake its Joint Venture, **Omega Morgan Sarens**.



Elena Fogli

- **Merlo UK** has appointed **Shaun Groom** as general manager
- **Riwal** has taken the first all electric 52ft **JLG 52ft EC520AJ** articulated boom lift
- **Palfinger** is using government supported funding to invest €40 million in 10 new projects
- US based **Bay** has taken 15 new **Liebherr All Terrain** cranes

- **Tadano Demag** and **Tadano Faun** have submitted restructuring plans to the courts

- **Versalift International** has appointed **Peter Nørgaard Tipsmark** as sales director Europe and **Martin Sloth** as product manager



Peter Tipsmark



Martin Sloth

- UK based **Bella Access** has opened a depot in Kettering, Northamptonshire
- **Kiloutou** has taken three **Ruthmann** truck mounted platforms and three **Bluelift** spider lifts
- Finland's **Ramirent** has added four more **Niftylift** hybrid boom lifts to its eco fleet

- **Magni Telehandlers** has appointed **Anthony Obi** as a US regional sales manager



Anthony Obi

- Belgium's **Goeyvaerts** has ordered four **Konecranes Gottwald** mobile harbour cranes
- UK rental company **Radius** has received the first **Potain MRH 175** hydraulic luffing jib tower crane in England

- Germany's **Biberger Arbeitsbühnen** has purchased three **Palfinger** telescopic truck mounted lifts



Steven Flint

- The **Lifting Equipment Engineers Association (LEEA)** has appointed **Steven Flint** as regional director Australia

- Bahraini distributor **M.H. Al Mahroos** has taken the first **Platform Basket Spider 33.15** spider lift in the country

- **Terex** has appointed **Paterson Simons** as a distributor for **Franna** cranes in western Africa

- US based **Able Equipment** has appointed **Robert Veshosky** as vice president sales



Robert Veshosky

- Sweden's **Edins Kranar** has taken the first **Klaas K1003** truck mounted crane in the country

- Canada's **Discover Battery** has expanded its European operation to target the access market

- Germany's **Schmidt Hubarbeitsbühnen vermietung** has purchased 61 **Genie** scissor and boom lifts

- **Bobcat UK** has appointed **Versatile Equipment** as dealer for London and south east England

- US **Maxim Crane Works** has appointed **George 'Jigger' Tanner** as vice president of its new Virginia operation



George 'Jigger' Tanner

- **Premier Platforms** now offers IPAF's virtual PAL+ course

- Germany's **Schuch** has taken three **Liebherr All Terrain** cranes

- Dutch heavy lift company **Wagenborg Nedlift** has taken a new 450t **Liebherr LTM 1450-8.1**

- US based **Morrow Equipment** has appointed **Mike Heacock** as vice president sales



Mike Heacock

- **Dica USA** has launched new Jack and Roll blocks
- UK based **Flannery Plant Hire** has taken delivery of six **Faresin 6.26 Full Electric** telehandlers while **M O'Brien Plant Hire** has taken two units

- US based **Select Crane Sales** has taken a **Wolff 166 B** hydraulic luffing jib tower crane

- UK's **Collett** has taken two 115t/m **Fassi F1150RA.2.26** loader cranes

- **Grove's** three axle All Terrain cranes are getting an all new carrier cab - Cab2020

- Poland's **PGE GiEK** has taken the 40,000th **Liebherr** mobile crane, a 100t LRT 1100-2.1

- UK's **Northern Powergrid** has taken seven **Versalift LT-56-NEs** on Unimog chassis

- UK's **Star Platforms** has appointed **Nichola Howard** as marketing manager



Nichola Howard

- UK rental company **JMS** has taken the first two **Nagano** crawler boom lifts in the UK

- Turkey's **Fatih Nakliyat Treyler's** has taken three pink **ELS** scissor lifts

- UK's **Select Plant Hire** has taken three new **Liebherr LTR** telescopic crawler cranes

- **Trackunit** chief executive **Joergen Raguse** has been replaced by **Soeren Brogaard**



Joergen Raguse



Soeren Brogaard

- **IPAF** has teamed up with **Trackunit** to develop an operator's app - ePAL

- UK's **McGovern Crane Hire** has taken two **Liebherr All Terrain** cranes

- **Lifting Gear UK** has appointed **Colin Naylor** as sales and marketing director



Colin Naylor

- Singapore's **MOM** has issued a 'Learning Report' for a tower crane incident

- Saudi Arabia's **Tamimi Rentals** has purchased 50 new **Grove** Rough Terrain cranes

- **Dana** has launched a range of electric drive systems for aerial lifts in China

- Poland's **Energa Oświatelenie** has taken five 20m **CTE B-Lift 20 JHV** truck mounted platforms

- Russia's **Arslift** has taken 10 new 38ft **Snorkel A38E** electric boom lifts

- Ireland's **Dromad Hire** has taken three new **Hinowa** Lightlift spider lifts

- UK contractor **Bylor** has ordered 83 **Haulotte** aerial lifts for Hinkley Point C

- **John Cable** is leaving **Hertz Dayim Equipment Rental** to be replaced by regional manager **Imtiyaz Abedi**



Imtiyaz Abedi

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Rising winds

C&A

crawler cranes



As a new generation of larger, higher, wind turbines become commonplace around the world, wind farm developers will need to look at employing larger lattice and telescopic crawler cranes to install them. Will North reports.

10 years ago, a typical wind farm job may have required no more than lifting a 120 tonne nacelle to a height of 80 to 100 metres. That is all changing, the machinery housing alone on wind turbine generators such as Enercon's 7MW E-126 or Repower's 5MW 5M can weigh around 120 tonnes. Add to this its contents, such as the 220 tonne generator and a rotor and hub that can add a further 320 tonnes and you have a fully assembled nacelle that weighs more than 600 tonnes. All of which will need to be placed on top of a 135 metre high tower, ideally all in one go. While such

turbines are still very much at the cutting edge of the market three to four megawatt turbines are rapidly becoming the norm.

This demands both a step change in lifting capacities at height, and new approaches to performing the job. A 120 tonne nacelle could still have been delivered to site complete using fairly standard trailers or transporters. Today's larger nacelles must usually be delivered separately and assembled on site, ideally on the ground, but if not then at height.

Both approaches have their own risks. Assembling the nacelle on the ground reduces the risk of working



Telescopic crawler cranes, such as this 220t Liebherr LTR 1220 are ideal assist cranes on wind projects

at height, or installers working in the machinery housing being crushed as the generator drive train is lowered into the open machinery housing at 130 metres. But lifting a fully assembled nacelle requires a substantially larger crane.

Material handling and assist

Moving the individual components around site and assembling them is often done most efficiently with a telescopic crawler crane - which can also be used to assemble and disassemble the large lattice crawler crane required for the main lifts - while the larger models that are now required can also install the initial sections of the turbine tower. While these jobs can be done with a wheeled crane, they require suitable set up spots to deploy their outriggers. A tele crawler can also pick & carry components from the trailer or laydown area to the lift location.

Operating very large crawler cranes on site poses its own challenges. Wind farm landowners often want to use the land around the turbines for their own purposes, typically for more traditional farming, even during the construction phase. So, road widths are all too often narrower than is ideal and not always particularly well prepared. Each turbine requires large volumes of concrete, and even piles to

create a solid foundation, so when it comes to the temporary hard standings required for the cranes and installation equipment developers typically seek to keep the surface area as small as possible. Limitations such as these require careful planning when it comes to moving the crane around the site and setting up. It may even require the use of innovative crane designs.

While the wind farm investors' ideal may be to build scores of five or seven megawatt wind turbine generators on one massive open site, such locations are limited. In many cases, particularly in Europe, developers are obliged to install turbines on smaller, more difficult sites, such as wooded hill tops, posing challenges when it comes to getting components and cranes to site, without sacrificing too many trees. In other places, there may be practical or regulatory limits to the height of the turbines, leaving plenty of work for smaller cranes.

On many jobs today, a 650 to 800 tonne crawler will suffice, but for that ideal wind farm, the requirement can jump to three or four lattice crawlers of around 1,000 tonnes capacity, with long, strengthened main booms and heavy duty fixed jibs, assisted by a couple of telescopic crawlers of around 200 tonnes capacity.



A Manitowoc ML 650 VPC lifting and installing individual rotor blades

Setting up and moving on unpredictable ground

Setting up a large lattice crawler for work on a wind farm poses some unique challenges. So too does getting wind turbine components to each installation location. At the core of both problems are two features of efficient wind farm construction: space and pace. Compared to a busy refinery, a wind farm may look like a wide open space. But the ground is not at all suited to heavy equipment, and any site preparation works will, where possible, be temporary so that the land can be restored to agricultural use once construction is complete. As a result, the amount spent on such preparation tends to be limited and is a key factor.

On many other heavy lift projects, large cranes often remain on site for weeks or even months at a time. So, taking a few extra days to assemble the crane is not such a big part of the project schedule, and on site crane moves are less frequent and relatively short in terms of distance while the ground condition is usually known and good. Such sites are also less likely to be in wind hotspots, so booms can usually be left up overnight.

Wind farms however are unique in that they require a series of relatively quick heavy lifts, just a few hundred metres or so apart, but with grassland, sand or other unpredictable terrain in between. Assembling and dismantling the crane for each turbine is both costly and time consuming, so operators strive to move cranes between turbines as intact as possible. This has led to numerous overturns in the 'no man's land' between turbines. To avoid this and achieve a target pace of completing up to four or five turbines each week, innovative solutions are required.



A Demag CC 6800-1 at work on a wind farm project. In Europe, wind turbines are increasingly installed on wooded hills, posing additional challenges to crane owners

As already mentioned, building proper hard standings around a turbine purely for the short installation phase, is costly and not environmentally sound. So, developers seek any solution to minimise the size and cost of the hard standing. To summarise the key design challenges for manufacturers is to create a crane that requires the minimum amount of space, that can be rapidly assembled and disassembled and moved quickly, without sacrificing capacity.

Ingo Noeske is vice president of the crawler cranes business unit at Tadano Demag and has worked on products for the wind turbine industry since the 1990s. He adds another factor that crawler cranes are typically designed to work on ground that is no more than 0.3 degrees off level, while the hard standings around a turbine are usually sloping, to allow for drainage. Ground mats can help level up an inclined hard stand,

while spreading the weight over a wider area. Crane manufacturers also offer wider track pads to reduce ground bearing pressure and increase stability, but as cranes used in the sector get larger, and pressure to keep hard stands as small as possible remains, new approaches are required.

Noeske suggests the use of levelling jacks/outriggers, or pedestal cranes, or perhaps self-levelling tracked undercarriages. Talking very speculatively, he even points out the walking tree harvesters used in the forestry industry, which have their wheels or tracks mounted on hydraulic legs, along the lines of Tuepen's Puma 46 platform.

While mounting a 1,000 tonne crane on hydraulic legs may just be a vision at this stage, a pedestal base with outriggers is however already a well established option for large cranes. ALE, now part of Mammoet, used a reconfigured 1,200 tonne Gottwald AK912 as a pedestal crane for many years. Using a pedestal base can certainly help reduce the ground preparation needed.

More recently Demag has supplied pedestal versions of its 650 tonne CC 3800, the PC 3800-1, to the wind industry. It has also worked with Sarens and Faymonville to develop a version that integrates with a self-propelled trailer. The crane superstructure, complete with pedestal tub, is transported on the heavy trailer, which converts to a self-propelled transporter on site. The outriggers are installed on the

crane which can then lift itself free of the trailer and create the pedestal base. The transporter can either be removed or left in position. The rest of the crane is then assembled. Once the lift has been completed, the Superlift system is usually removed, and the transporter then moves the crane to the next turbine via the wind farm roads to the next turbine, either under its own power or towed.

The crane carried out its first job in 2018, when it was used at the Renkenberge wind farm in Germany to erect four turbines, three of which were 159 metres high.

Another approach to minimising the size of hard standing is to reduce the amount of counterweight required, an extending counterweight can



The Teupen Puma work platform is an example of hydraulic levelling legs



A 35+ year old 1,200t Gottwald AK 912 as a pedestal crane



Sarens used a Demag PC 3800-1 pedestal crane, alongside a CC 3800 crawler to install two Enercon wind turbines at the Bouwdokken wind farm in the Netherlands. The pedestal's outriggers can level the crane by up to 2.1 degrees



help if space allows. Manitowoc has pioneered the concept with its Variable Positioning Counterweight (VPC) system on its MLC650 which has a nominal capacity of 650 tonnes. Product manager Brennan Seeliger claims that the VPC allows the crane to complete turbine lifts that would otherwise require a 1,000 tonner, especially when using the VPC-Max version, that extends the crane's counterweight radius even further. "Counterweight systems such as the VPC and VPC-Max affect many aspects of crane work, including reductions in ground bearing pressures, transportation and assembly/disassembly procedures, as well as boosting capacities."

Liebherr offers two ways to maximise the effect of a given counterweight. Its V-Frame, a hydraulically adjusted folding arm, moves the suspended ballast, back and forth adjusting the radius as needed. When erecting a long main boom, far more counterweight is



At the South Plains II wind farm in Lockney, Texas, Mortenson used a Manitowoc MLC650 VPC to assemble 175 tonne nacelles on the ground, for 91 turbines, before raising them to 91 metres

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required to raise the boom than is needed for a given lift. Another solution the company offers is to split the ballast tray, using the company's VarioBallast system.

Cologne based Colonia Spezialfahrzeuge used a new Liebherr LR 1800-1.0 with VarioBallast to erect four Enercon wind turbines in North Rhine Westphalia, involving lifting loads of 89 tonnes to hub heights of 160 metres. The crane was rigged with 171 metres of main boom and a 12 metre fixed jib. Wolfgang Winkler, one of the operators on the job said: "The 400 tonnes of derrick ballast is only required to raise the main boom. After this, we simply unbolt the centre pallet, the remaining 80 tonnes of suspended ballast, plus the central and turntable ballast are more than enough for the lifting work."



Colonia's LR 1800-1.0 on its first outing

Demag has its own detachable ballast system, 'Split Tray', which works with or without the company's Boom Booster kit, discussed in more detail below. Noeske says: "You need a lot of counterweight to raise the boom, but only a third of that for the lift itself. So, you simply disconnect the Split Tray, leaving just the counterweight necessary for the lift."

Systems like Split Tray and VarioBallast have another advantage on wind farms: they keep the extra counterweight close at hand. So, when you need to bring the boom down before moving to the next turbine, or in the case of high winds, it is there ready to be reattached.

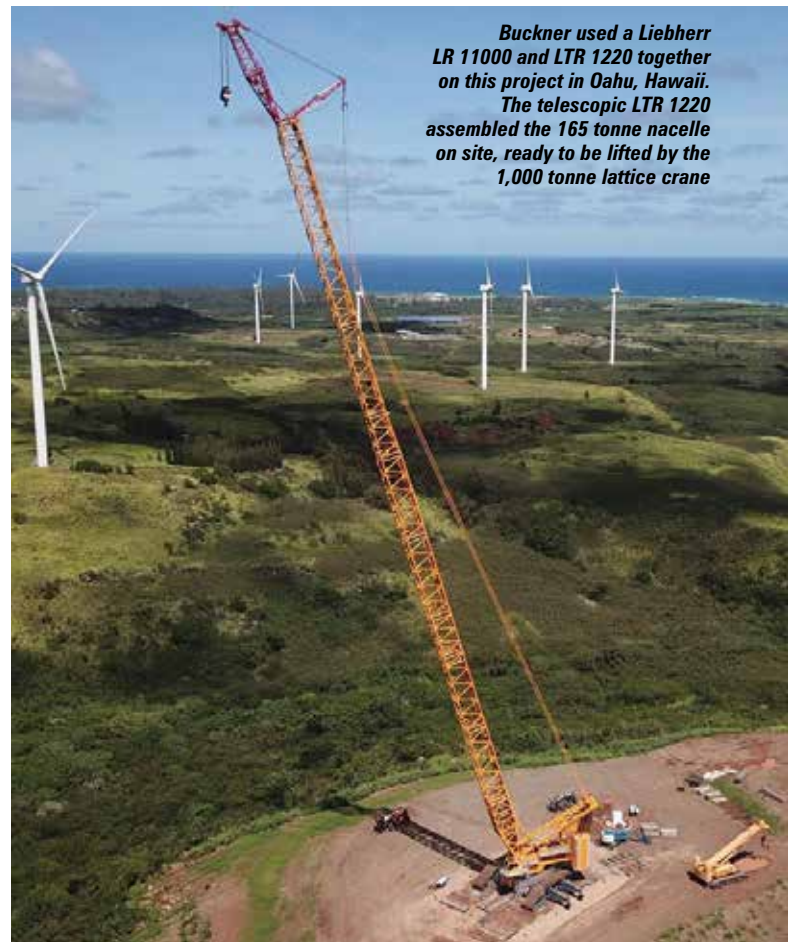
Assist cranes

As already mentioned, smaller crawler cranes are used to assemble the big crane while also unloading and installing turbine components. Telescopic crawlers are an increasingly popular choice for this work. At one time a 100 tonne tele crawler was considered large, although 200 tonne plus machines are now becoming more popular. Manufacturers such as Link-Belt, Liebherr, Tadano and Demag have all launched higher capacity models in the past few of years.

Link Belt product manager Scott Knight says: "Our smaller tele crawlers - the TCC-1200 and TCC-1400 - have been very popular for use in laydown yards and as assist cranes, but the real highlight has been the 250 ton/ 230 tonne TCC-2500. Around 65 percent of those delivered so far have found their way into the wind energy sector." "TCC-2500 will offload the trucks, set a couple sections of the tower and then assemble the larger lattice



The LR 1800's VarioBallast and V-Frame systems



Buckner used a Liebherr LR 11000 and LTR 1220 together on this project in Oahu, Hawaii. The telescopic LTR 1220 assembled the 165 tonne nacelle on site, ready to be lifted by the 1,000 tonne lattice crane

crawler when it arrives, before moving on to the next tower to start the same process over again. The beauty of a tele crawler is its ability to move from one tower to the next, and even back to the first tower to tail-in the hub and blades."

Thomas Persson is international sales director at Buckner HeavyLift Cranes in the USA. He was previously a senior sales manager at Mammoet, working on onshore and offshore wind projects, and the first employee of the Buckner/BMS joint venture KranWind. Buckner runs 18 of Liebherr's 1,000 tonne LR 11000 in its fleet, with three more on the way. They are mostly used on US wind farms. However, Persson is working on building the company's

wind energy business in Europe, where he expects the first jobs will use Liebherr's 750 tonne lattice boom truck crane, the LG 1750 SX. Buckner recently installed a series of Vestas V136 4.2MW turbines in Hawaii. The company has a Demag CC2800 based on the island, but as the client wanted to assemble the nacelle on the ground and lift it as a complete unit, a larger crane was required.

Permit and transport costs prevented the 165 tonne nacelle from being transported in one piece. So, the machinery housing, drive train, and hub all arrived separately. Buckner used a 200 tonne Liebherr LTR 1220 tele crawler to assemble the nacelle, while the 1,000 tonne



R.J. Corman Railroad Services used a 230 tonne Link-Belt TCC 2500 from All to unload and position more than 1,000 wind turbine components on two projects in Kansas prior to installation



A Sarens Demag CC 8800 fitted with a Boom Booster kit, raising capacity by as much as 90 percent

LR 11000 lifted it into place. In naturally windy environments, every high lift poses a risk, and can involve postponements if high or gusting winds are forecast. Persson points out that assembling the nacelle on the ground for a single lift reduces the chances for accidents or delays.

Performing the lift

For the heavy wind turbine lifts most big crawlers use similar configurations: a long, strengthened, main boom, and a short heavy duty fixed jib. Manitowoc offers a 'Wide Boom' kit on the MLC 650 with 3.5 metre wide sections, which also boost the crane's nominal capacity from 650 to 700 tonnes.

Demag has its 'Boom Booster' system, which can be used in lengths from 24 to 102 metres, enabling a 650 tonne CC3800-1 to lift 92.5 tonnes to heights of up to 174.5 metres. The system increases the crane's capacity by as much as 65.3 percent. Liebherr's SX system similarly increases the capacity of its 750 tonne lattice cranes, the LR 1750/2 crawler and LG 1750 truck crane, which employ the same superstructure. The base SX system increases the boom width to 3.5 metres, while on the SX2 and SX3, two or three six-metre wide, 14 metre long sections further strengthen the boom, allowing the 750 tonners to match a 1,000 tonne crane on long boom work.



Hüffermann Krandienst used the SX2 boom strengthening kit and VarioTray ballast system on this Liebherr LR 1750/2 to install three 135 metre high Enercon E-101 wind turbine generators at Siggelkow Wind Farm in Mecklenburg Western Pomerania

The six metre wide SX2 or SX3 sections made up of two halves, bolted together on site. For transport the halves are slightly offset so that they can mesh together like gear wheels to obtain a 3.5 metre shipping width. The SX3 configuration allows an LR 1750/2 to lift components of up to 127 tonnes to hub heights of 166 metres.

Lifting and installing blades

In a perfect world the blades and hub would be assembled on the ground and lifted in a single piece, however the risks of catching the wind during a lift often results in lifting one blade at a time and installing at height. However, this

involves its own risks, a hundred metres or more off the ground.

One possible solution comes from Australian based Vertron. Its Windmaster system uses a gyroscope system to allow remote control of the load, eliminating a tagline. The Windmaster, due to launch midyear, combines four battery powered gyroscope pods with two composite panel wind vanes, mounted on either end of a lifting beam. The wind vanes rotate under computer control, controlling the torque that the wind applies on the load. While the gyroscopes can precisely position the blade or hub for them to be bolted in place.



Vertron's Windmaster system



Moving on

As soon as one turbine is completed it's on to the next one, often using inadequately prepared tracks. Most often, this means at least partially derigging in order to travel safely between turbines. Noeske says: "In the past, you saw a lot of cranes travel with the hundred metre boom and 12 metre jib, fully raised. We saw a lot of accidents. In an ideal world you can do this, that is a crawler crane's big advantage. But there are unknown conditions when tracking across a field, including voids created by irrigation or drainage pipes which is why we see so many cranes tip and fall."

"With a hundred metre boom, it is often still safe to travel. But as wind turbines get ever taller and booms longer this is no longer an option. In most cases, some of the boom must be removed. It may be safe to keep the crane's superlift ballast system in place and perhaps 80 metres of main boom. Often, an adapter can be used to keep the long boom close to the ground. But some disassembly will be required."

Features that can help make things easier include built in walkways on boom sections and hydraulic pin pulling, while boom sections can be removed and transported in three section, 36 metre elements, helping speed up the process."

Future bottleneck?

For now, there is still plenty of work for lattice crawlers of between 650 and 1,000 tonnes. But as turbine sizes continue to rise and become the norm, will the industry hit a supply bottleneck?

I asked contacts at Liebherr and Demag about this. They were understandably reluctant to share commercially sensitive information on production capacity. However, Liebherr says that it is currently producing 10 to 15 LR 11000s a year, alongside its 600, 750, and 800 tonne lattice crawlers. As 1,000 tonne cranes take over more wind turbine work, what will happen to all those 600 to 700 tonne models? Estimates suggest that there are more than 1,600 such units in operation around the world, a large portion of them employed on wind turbine installation work.



Moving crawler cranes on wind farms can be treacherous



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What a 20th anniversary

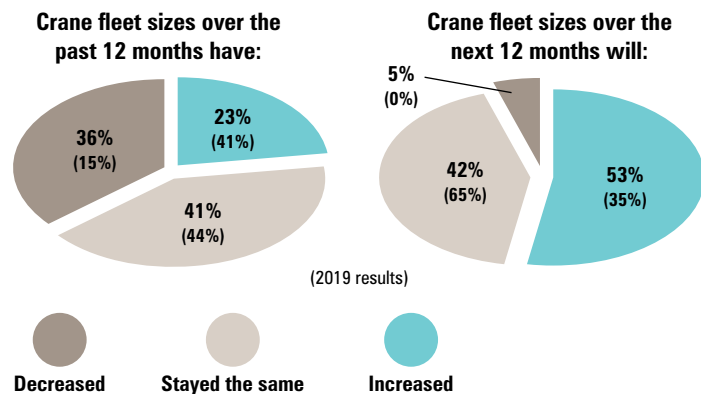
This is our 20th annual rental rate survey and one of the strangest, given the current pandemic. It has also been one of the hardest years in terms of gathering the data, exasperated perhaps by asking for input during bleak winter months when utilisation and often rates can be at their lowest, and many fixating on the now rather than the year as a whole.

As such there is often a divergence between comments, general impressions and the actual data. We persevered though and if there is a case for

companies being hesitant with their rates they certainly made up for it terms of voicing their damning verdict of the industry.

Crane rates

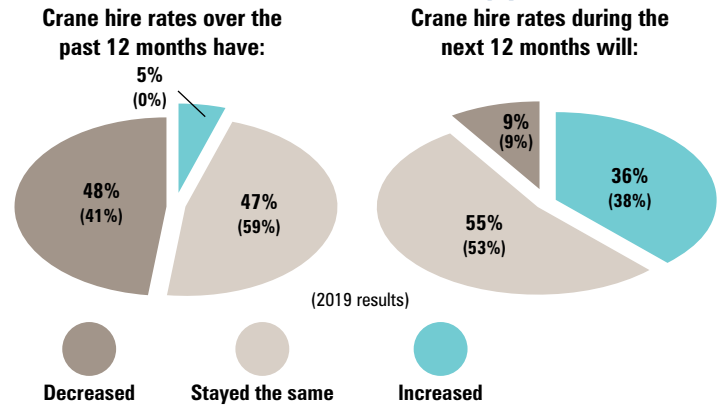
Crane fleet size



64 percent of our correspondents said they either maintained fleet levels or cut back, but a solid 36 percent said that they expanded. Next year however more than half plan to add to their fleets, possibly based on upcoming infrastructure spending promises.

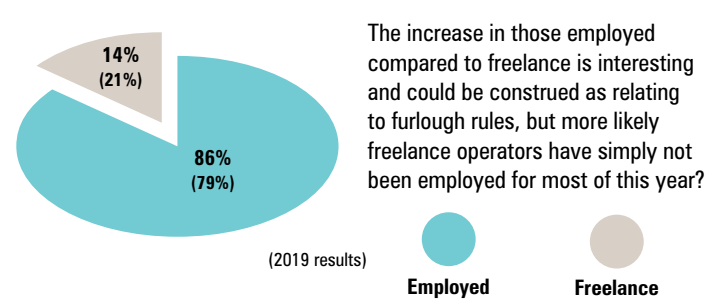


Crane rate trends - all types



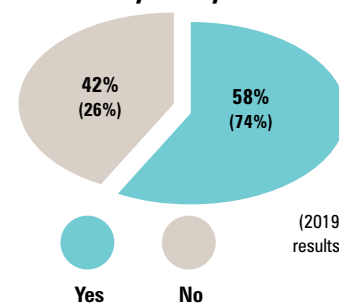
Similar to last year, more than 90 percent stated that rates had either stagnated or been cut, although this year a few did report increases compared to none last year. As to their forecasts for 2021, it is much the same as it was last year although just slightly less confident. Given that this year we know that the Covid-19 will have an impact, whereas last year we did not, it could be construed as quite positive in relative terms.

What percentage of your operators are?



The increase in those employed compared to freelance is interesting and could be construed as relating to furlough rules, but more likely freelance operators have simply not been employed for most of this year?

Would you recommend the crane hire industry to your children?



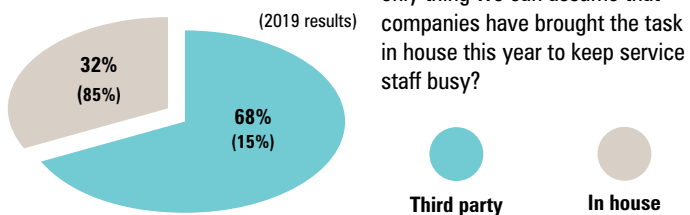
This is the true 'tell tell' indicator – crane people are usually upbeat about their children entering the business. And a majority still are, but the sharp fall from last year does highlight the current atmosphere.

What percentage of your jobs are contract lifts?



No change – clearly the focus was elsewhere this year.

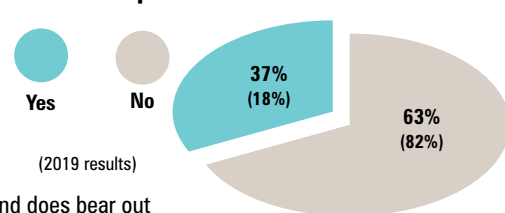
Who does your Loler Thorough Examinations?



A slight move away from the shift from third party to in house is a shocker, but we have seen this trend for the other equipment, the only thing we can assume that companies have brought the task in house this year to keep service staff busy?

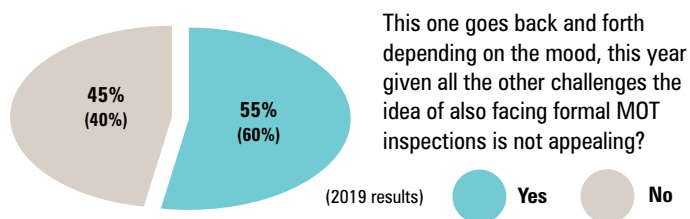


Do you employ any female crane operators?



This is encouraging and does bear out anecdotal feedback we have received over the past year. It is still just a drop in the ocean BUT encouraging all the same.

Should cranes be subject to MOT's?

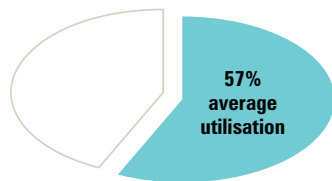


This one goes back and forth depending on the mood, this year given all the other challenges the idea of also facing formal MOT inspections is not appealing?

Covid questions

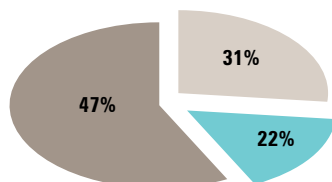
Finally, we also asked some Covid-19 feedback, and the results speak for themselves and need no comment from us.

What was the average utilisation for 2020?



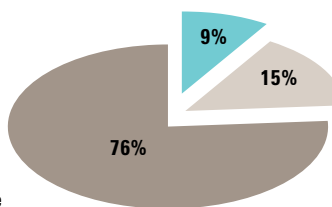
Has your workforce:

Decreased Stayed the same Increased



What percentage of your workforce is currently:

Working in the office/onsite Furloughed Working from home



Crane rental rates

Daily rates for mobile cranes

From last year rates have gone
 ▲ up ▼ down — same

Crane size	Average (£)	Lowest	Highest	Ideal
Up to 30 tonnes	497 ▲	340 ▼	900 ▲	590 ▲
30-45 tonnes	504 ▲	430 ▲	900 ▲	606 ▲
50-65 tonnes	677 ▲	560 ▲	1,350 ▲	811 ▲
70-90 tonnes	903 ▲	725 ▼	1,550 ▲	1,061 ▲
100-120 tonnes	995 ▼	975 ▲	1,000 ▼	1,180 ▼
130-160 tonnes	1,433 ▲	1,250 ▲	1,500 ▼	2,013 ▲
160-200 tonnes	1,633 ▼	1,500 ▲	2,000 ▼	2,300 ▼
210-250 tonnes	2,090 ▼	1,500 ▼	2,600 ▼	2,540 ▼
260-350 tonnes	2,775 ▲	1,750 ▼	3,800 ▼	3,475 ▲
360-490 tonnes	4,922 ▲	4,750 ▲	5,525 ▼	7,000 ▲
500-600 tonnes	7,000 ▼	6,500 ▼	7,500 ▼	9,500 ▲
Over 600 tonnes	no input —	—	—	—
Self-Erecting Tower (4-5 axles)	1,238 ▼	900 ▼	1,250 ▲	1,700 ▲
Self-Erecting Tower (6-7 axles)	1,863 ▼	1,700 ▼	2,200 ▲	2,413 ▼

Weekly rates for crawler cranes

Crane size - operated	Average (£)	Lowest	Highest	Ideal
Up to 50 tonnes	1,775 ▲	1,650 ▲	3,150 ▲	2,750 ▲
50-60 tonnes	2,375 ▲	1,800 ▲	3,550 ▲	3,000 ▲
70-80 tonnes	2,868 ▲	2,200 ▲	4,175 ▲	3,500 ▲
90-100 tonnes	3,025 ▲	2,500 ▲	4,550 ▲	4,000 ▲
120-150 tonnes	2,705 ▼	2,650 ▼	3,000 ▼	3,500 ▼
180-250 tonnes	3,609 ▼	3,750 ▼	3,850 ▼	4,750 ▼
Over 250 tonnes	no input —	—	—	—

Weekly rates for tower cranes

Flat tops and saddle jibs	Average (£)	Lowest	Highest	Ideal
Up to 70 tonnes/metres	553 ▼	480 ▼	625 ▼	850 ▼
120 tonnes/metres	832 ▼	750 ▲	850 ▼	1,100 ▲
200 tonnes/metres	1,225 ▼	1,100 ▼	1,450 ▲	1,434 ▼
300 tonnes/metres	1,750 ▼	1,700 ▼	1,800 ▼	2,465 ▲
Luffers	Average (£)	Lowest	Highest	Ideal
Less than 70 tonnes/metres	1,050 ▼	900 ▲	1,200 ▼	1,223 ▼
100 tonnes/metres	1,621 ▼	1,400 ▼	1,950 ▼	1,765 ▼
180 tonnes/metres	2,394 ▲	2,250 ▼	2,650 ▼	2,467 ▲
300 tonnes/metres	3,006 ▼	2,700 ▲	3,350 ▼	3,421 ▲
Self Erectors	Average (£)	Lowest	Highest	Ideal
Self Erectors	722 ▲	625 ▲	800 —	850 ▲

Weekly rates of other cranes

Crane size	Average (£)	Lowest	Highest	Ideal
Pick & Carry < 2.5 tonnes	548 ▼	390 ▲	650 ▼	701 ▼
Pick & Carry 3-5 tonnes	606 ▼	450 ▼	750 ▼	695 ▼
Pick & Carry 5.5-10 tonnes	1,012 ▲	725 ▲	1,300 ▲	990 ▲
Pick & Carry > 10 tonnes	1,150 ▲	800 ▼	1,500 ▲	1,285 ▲
Mini crawlers < 12 tonnes	1,391 ▲	550 —	2,800 ▲	1,583 ▲
Spider cranes < 1 tonne	622 ▼	450 ▲	750 ▼	892 ▼
Spider cranes 2-5 tonnes	738 ▼	600 ▼	900 ▼	921 ▼
Spider cranes > 5 tonnes	1,222 ▼	1,000 ▲	1,350 ▼	1,558 ▼

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Average fleet age in years

Average	Lowest	Highest
5.5 (6.2)	1.5 (2)	8 (10)

Hard to read anything into this one – may relate more to who participated this year compared to last?

Utilisation and percentage of initial cost

Mobile cranes

Crane size	Utilisation			Avg. weekly rate as % of initial cost
	Average	Lowest	Highest	
Up to 30 tonnes	78%	65%	90%	1.0%
30-45 tonnes	77%	65%	85%	0.6%
50-65 tonnes	78%	65%	85%	0.6%
70-90 tonnes	75%	65%	85%	0.7%
100-120 tonnes	78%	75%	80%	0.8%
130-160 tonnes	73%	70%	75%	0.7%
160-200 tonnes	65%	60%	70%	0.7%
210-250 tonnes	65%	60%	70%	0.7%
260 -350 tonnes	55%	40%	60%	0.6%
360-490 tonnes	50%	50%	50%	0.7%
500-600 tonnes	50%	50%	50%	0.8%
Over 600 tonnes	no data	—	—	—
Self-Erecting Tower (4-5 axles)	63%	50%	70%	0.9%
Self-Erecting Tower (6-7 axles)	73%	70%	80%	0.8%

Crawler cranes

Crane size	Utilisation			Avg. weekly rate as % of initial cost
	Average	Lowest	Highest	
Up to 50 tonnes	45%	25%	65%	0.30%
50-60 tonnes	43%	25%	55%	0.40%
70-80 tonnes	52%	25%	75%	0.50%
90-100 tonnes	41%	20%	50%	0.35%
120 -150 tonnes	54%	10%	75%	0.43%
180-250 tonnes	49%	35%	55%	0.31%
Over 250 tonnes	no input	—	—	—



Tower cranes

Flat tops and saddle jibs	Utilisation			Avg. weekly rate as % of initial cost
	Average	Lowest	Highest	
Up to 70 tonnes/metres	68%	65%	70%	0.7%
120 tonnes/metres	72%	60%	80%	0.8%
200 tonnes/metres	71%	60%	75%	0.7%
300 tonnes/metres	74%	50%	80%	0.6%

Luffers	Utilisation			Avg. weekly rate as % of initial cost
	Average	Lowest	Highest	
Less than 70 tonnes/metres	66%	55%	75%	0.6%
100 tonnes/metres	70%	70%	70%	0.7%
180 tonnes/metres	77%	70%	80%	0.7%
300 tonnes/metres	90%	90%	90%	0.7%

Self Erectors	Utilisation			Avg. weekly rate as % of initial cost
	Average	Lowest	Highest	
Self Erectors	77%	45%	80%	0.7%

Other cranes

Crane type	Utilisation			Avg. weekly rate as % of initial cost
	Average	Lowest	Highest	
Pick & Carry < 2.5 tonnes	65%	45%	80%	0.8%
Pick & Carry 3-5 tonnes	57%	25%	90%	0.8%
Pick & Carry 5.5-10 tonnes	64%	50%	70%	0.6%
Pick & Carry > 10 tonnes	64%	50%	70%	0.9%
Mini crawlers < 12 tonnes	55%	40%	65%	0.5%
Spider cranes < 1 tonne	59%	40%	70%	1.4%
Spider cranes 2-5 tonnes	58%	50%	60%	1.1%
Spider cranes > 5 tonnes	76%	66%	100%	0.9%

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Crane respondent's comments

While companies were reticent to provide raw data, they were certainly forthcoming when it came to comments. Here are just a few of them:

I'm sure we've all quoted for contract lifts, sent a quote and then be told that, miraculously, the customer has suddenly realised that they have all the relevant personnel, credentials and ability to carry out the contract lift elements and will only require the cheaper crane hire option after all! Of course we require proof of this new found information that often produces a pregnant pause on the other end of the phone, but this is the real world we live in and unless more stringent input from the H.S.E. is visible we will always be subject to these conversations.

"As always the talk around rates is that they should go up to reflect the ever increasing purchase and running costs, "we must get them up" "it's now or never" "we are charging less as a percentage of the purchase cost than we were 20 years ago". Yet as always the increases are implemented at snail's pace, in a sector that seems all too often to have the say over what they're going to pay!

We shouldn't have any concerns about a site visit from the H.S.E. if all of our paperwork and best practices are in place, but it would enforce the importance and value of these practises to the customers who are trying to gloss over them in favour of a cheaper job."

"House Builders are driving down the rates received on contract lifts, whilst at the same time increasing the amount of work required for those hires. Private customers are helping balance the pressure from main contractor's reductions, but again, competition especially from small crane start-up companies is driving these rates down to an unmanageable level."

"These are really strange times, people are looking to do more work themselves, so rental rates need to be competitive. They shop around more, getting quotes from different companies and looking for the best deals."

"With all the long unnecessary inductions where they spend four hours telling us what a wonderful company they are and only ten minutes on what we need to know, we are spending more time on site for less money. There is far too much red tape - most of which is a waste of time."

"Before Covid-19 we were increasing our rates, but by the end of 2020 our rates were back to where we were pre increase. Looking to see what 2021 brings to the many idiots owning cranes and magic calculators!"

"Rates are nowhere near the level they should be. We are required to supply the newest equipment in order to win work, however new equipment is not cheap and without return on investment you cannot invest in new equipment."

"Tower crane specific: We supply tower cranes and have 2 mobile cranes to assist with erection & dismantle so our opinion on MOTs is not really relevant. We have reduced our rates during 2019 and 2020 up to 20% reduction on some equipment. The end of 2020 showed a pick-up in order intake so we feel that the rates will hold in 2021."

"The UK Crane Hub hire rates have remained low for over 10 years in general but since 2020 and the lockdown it seems the crane hire firms like xxxx crane hire, xxxxxxx and xxxxxxx have gone into overdrive in slashing the prices, the last ones are so low at the moment it seems that if you hire a crane operator they will throw in a free crane. And as for xxxx crane hire, they are doing work at the moment at a loss just to keep cranes out. This blue blooded murder of the British crane hire has to stop before we all go to the dogs."

"Generally during 2020 hire rates have decreased slightly which we have put down as a result of the ongoing pandemic, however average utilisation of our cranes for 2020 is actually 0.5% higher than in 2019."

"Rates are under attack as always. Northern companies in mobile cranes and Irish companies in tower cranes. Worst of all Irish companies from the North! Customers want the newest cranes with the latest FORs, emissions and Health and Safety standards, then they expect the same rate as the local two bob outfit."

"Crawler crane specific: Hire rates vs new machine cost is at a new low point, probably 50% of where things were 10-15 years ago. The market is overloaded by cheap finance and 'certain' companies chasing turnover and market share with no thought to sustainability."

"I think Mot's and limited working/driving hours are essential to safeguard the future of the industry and the people within it. New equipment is expensive and putting more legislation/regulation in place will cost the end user more, however the emphasis on safety first would benefit everyone involved in the long run. Maintaining a mobile crane, greasing, daily checks and regular servicing can be put to one side when only revenue and cost is driving the market, bringing more legislation in will benefit the companies who run their fleets properly and push the companies at the lower end to improve."

"The year to November was good, December not bad, but January is dead. Materials not getting through the ports, and Covid - if someone comes down with it on a site, they all have to quarantine! Yesterday I had my worst day in business ever. But it will come back we can get past this."

"Rates do not reflect the cost of the investment and they do not allow for operators to be paid the rate they deserve."

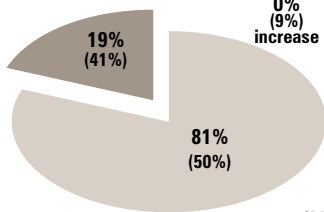
"Rental rates during 2020 have dropped slightly."

Powered access rates

Rate trends

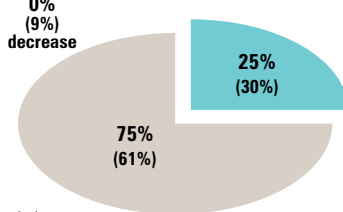


Access rates over the past 12 months have:



(2019 results)

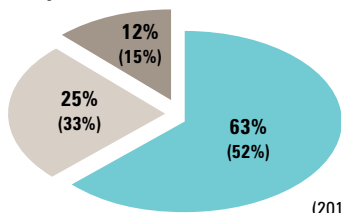
Access rates during the next 12 months will:



Clearly no company experienced higher overall rates, but then far fewer claimed that rates had fallen either. The vast majority felt that rates held steady in spite of all the challenges. The actual rates do not entirely bear this out though. When it comes to next year, none of our respondents feel rates will decline, most believe that they remain flat, although a quarter of respondents are positive for 2021 – possibly the same ones that reported rate declines for 2020?

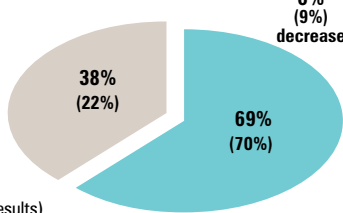
Fleet trends

Fleet size over the past 12 months have:



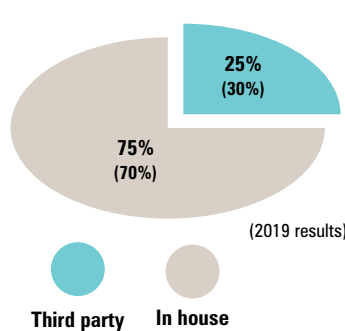
(2019 results)

Fleet size over the next 12 months will:



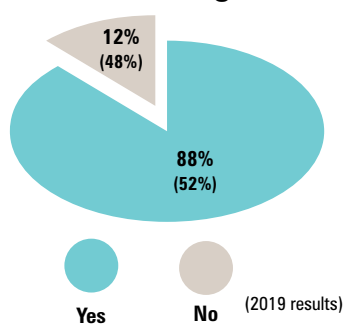
In spite of the rate situation the majority of respondents claim to have increased their fleets this year. With only a few having reduced them. Next year they are all expecting much of the same.

Who does your LOLER Thorough Examinations?



Unlike the two other sectors we cover this has not changed dramatically, most likely due to the fact that most companies already do their inspections in house.

Do you offer IPAF training?

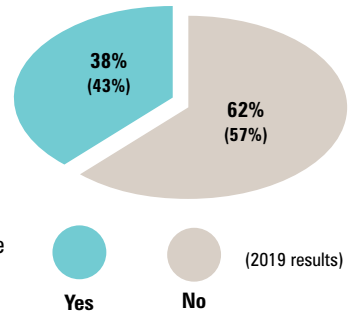


This is a surprise and while more companies might be offering training, it probably has more to do with the mix of companies that responded this year.



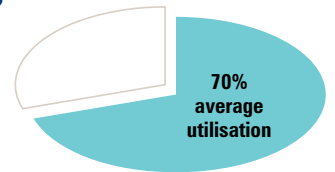
Would you recommend the access industry to your children?

This one is always a telling question and this year is no exception with the number giving a positive response falling five percentage points compared to last year.

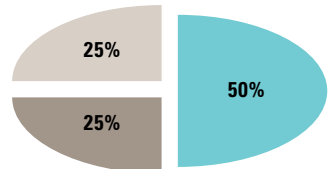
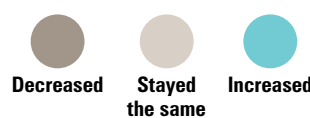


Covid questions

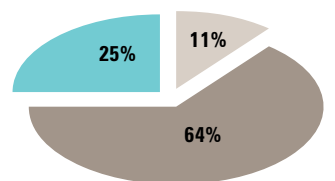
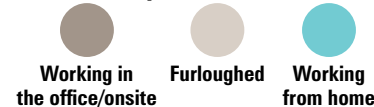
What was the average utilisation for 2020?



Has your workforce:



What percentage of your workforce is currently:



Average fleet age in years

No great change here.

Average	Lowest	Highest
4.5 (4.3)	2.7 (2)	6.5 (6)

Weekly rental rates by general category

From last year rates have gone
 ▲ up ▼ down — same

Push around lifts

Working Height	Average (£)	Lowest	Highest	Ideal
Push Around Lifts (Pop Ups etc)	56 ▲	45 ▲	60 ▲	62 ▲
Portable Push Around (AWP/UL)	128 ▲	60 ▼	198 ▲	148 ▼

Trailer lifts

Working Height	Average (£)	Lowest	Highest	Ideal
12-13 metres (30-43ft)	224 ▲	175 ▼	245 ▼	255 ▲
17 metres (50ft)	234 ▼	200 ▼	325 ▼	356 ▲
Over 20 metres (65ft)	312 ▼	220 ▼	400 ▼	501 ▼

Mast booms

Working Height	Average (£)	Lowest	Highest	Ideal
8 metres	143 ▲	125 ▲	195 ▲	221 ▲
10 metres	206 ▼	170 ▼	280 ▼	254 ▼
12 metres	286 ▲	220 ▲	360 ▼	300 ▲

Spider lifts

Working Height	Average (£)	Lowest	Highest	Ideal
Up to 15 metres	459 ▼	390 ▼	550 ▲	602 ▼
16-20 metres	743 ▲	590 ▲	850 ▲	1,083 ▲
20-26 metres	1,002 ▼	800 ▼	1,200 ▼	1,475 ▼
28-30 metres	1,311 ▲	1,200 ▲	1,450 ▼	1,722 ▼
30-35 metres	1,689 ▲	1,250 ▲	1,800 ▼	2,001 ▼
Over 35 metres	1,592 ▲	1,400 ▲	2,000 ▼	2,500 ▼

Van mounts - Weekly rates

Working Height	Average (£)	Lowest	Highest	Ideal
Up to 13 metres	331 ▼	290 —	375 ▼	366 ▼
13-15 metres	338 ▼	295 ▼	390 ▼	503 ▼
Over 15 metres	584 ▼	450 ▼	600 ▼	722 ▼

Truck mounts - Daily rates

Working Height	Average (£)	Lowest	Highest	Ideal
<Up to 25m (3.5t) no operator	190 ▲	150 ▼	230 —	225 ▼
22-35 m (7.5t) with operator	550 ▲	430 ▼	650 ▲	572 ▼
36-45 metres with operator	721 ▼	540 ▼	800 ▼	892 ▼
46-60 metres with operator	1,064 ▼	950 ▼	1,250 ▼	1,423 ▲
61-70 metres with operator	1,473 ▼	1,350 ▼	1,550 ▼	1,522 ▼
Over 70 metres with operator	2,673 ▼	1,950 ▼	3,500 ▼	3,432 ▲

Electric self-propelled scissor lifts

Platform Height	Average (£)	Lowest	Highest	Ideal
Up to 5 metres	61 ▼	40 ▼	85 ▼	71 ▼
6 metres (19/20ft)	88 ▼	60 ▼	105 ▼	93 ▼
8 metres (26ft)	102 ▼	68 ▼	120 ▼	106 ▼
9-10 metres (30-33ft)	123 ▼	120 ▲	140 ▼	144 ▼
11-12 metres (36-39ft)	156 ▼	90 ▼	228 ▼	186 ▼
13-17 metres (42-55ft)	264 ▼	170 ▼	350 ▼	303 ▲
18-22 metres (60-72ft)	500 ▼	350 ▲	600 ▼	575 ▼
23-25 metres (75-82ft)	562 ▼	450 ▲	675 ▼	1,000 ▲
Over 26 metres (85ft)	No Data	—	—	—

Diesel/bi-energy scissor lifts

Platform Height	Average (£)	Lowest	Highest	Ideal
8 metres (26ft)	159 ▼	120 ▼	247 ▼	206 ▲
9-10 metres (30-33ft)	153 ▼	140 —	171 ▼	183 ▼
11-12 metres (36-39ft)	170 ▼	150 —	198 ▼	205 ▼
13-17 metres (42-55ft)	221 ▼	200 ▼	247 ▼	271 ▼
18-22 metres (60-72ft)	393 ▲	250 —	675 ▲	492 ▲
Over 22 metres (72ft)	810 ▼	640 ▼	980 ▼	1,050 ▼

Electric self-propelled booms

Platform Height	Average (£)	Lowest	Highest	Ideal
Up to 11 m (industrial)	199 ▼	150 ▲	250 ▼	303 ▲
10-12 m (32-40ft) (Nifty/AB38)	203 ▼	140 ▼	300 —	275 ▼
14-15 m (46-49ft)	253 ▼	140 ▼	300 ▼	442 ▲

Rough Terrain articulated booms

Platform Height	Average (£)	Lowest	Highest	Ideal
12-14 metres (39-45ft)	218 ▲	160 ▼	280 ▲	278 ▼
15-16 metres (49-52ft)	221 ▼	180 ▼	300 ▼	294 ▼
17-19 metres (56-62ft)	285 ▼	210 ▼	375 ▼	376 ▼
20-23 metres (65-70ft)	335 ▼	295 ▼	400 —	451 ▼
24-26 metres (80-86ft)	578 ▼	530 ▼	695 ▼	725 ▲
Over 27 metres	891 ▼	600 ▼	1,200 ▼	1,023 ▼

Straight telescopic booms

Platform Height	Average (£)	Lowest	Highest	Ideal
Up to 17 metres (26ft)	208 ▼	180 ▲	275 ▼	297 ▼
20-23 metres (60-70ft)	345 ▲	295 ▲	375 ▲	425 ▼
24-26 metres (80-86ft)	448 ▼	390 ▲	480 ▼	525 ▲
27-30 metres (88-100ft)	1,422 ▼	950 ▼	1,800 ▼	2,567 ▼
Over 30 metres	no data	—	—	—



Utilisation and percentage of initial cost

Push around scissor lifts

Platform Height	Utilisation			Average rate as % of initial cost
	Average	Lowest	Highest	
Push Around Lifts (Pop Ups etc)	72%	60%	79%	1.5%
Portable Push Around (AVP/UL)	77%	40%	100%	2.8%

Trailer lifts

Working Height	Utilisation			Average rate as % of initial cost
	Average	Lowest	Highest	
12-13 metres (30-43ft)	56%	50%	60%	1.2%
17 metres (50ft)	50%	45%	70%	1.0%
Over 20 metres (65ft)	61%	50%	75%	1.0%

Mast booms

Working Height	Utilisation			Average rate as % of initial cost
	Average	Lowest	Highest	
8 metres	54%	45%	70%	1.1%
10 metres	66%	50%	75%	1.3%
12 metres	66%	40%	90%	1.2%

Van mounts

Working Height	Utilisation			Average rate as % of initial cost
	Average	Lowest	Highest	
Up to 13 metres	82%	75%	100%	0.7%
13-15 metres	79%	70%	85%	0.8%
Over 15 metres	77%	65%	90%	0.9%

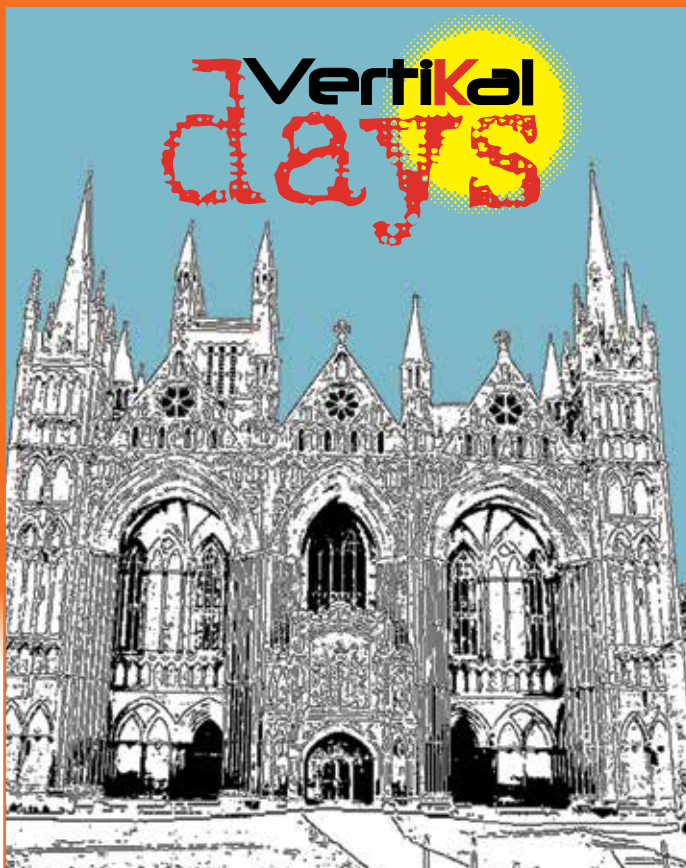


Spider lifts

Working Height	Utilisation			Average rate as % of initial cost
	Average	Lowest	Highest	
Up to 15 metres	66%	60%	70%	1.4%
16-20 metres	71%	50%	80%	2.0%
20-26 metres	59%	45%	75%	1.9%
28-30 metres	57%	45%	60%	1.3%
30-35 metres	60%	50%	65%	1.1%
Over 35 metres	63%	60%	75%	1.2%

Truck mounts

Working Height	Utilisation			Average rate as % of initial cost
	Average	Lowest	Highest	
<25m (3.5t) no operator	55%	40%	75%	1.1%
22-35m (7.5t) with operator	60%	45%	70%	0.7%
36-45m with operator	60%	45%	70%	0.6%
46-60m with operator	60%	50%	75%	0.9%
61-70m with operator	60%	50%	80%	1.3%
Over 70m with operator	72%	60%	90%	1.2%



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Access respondent's comments

As with cranes we received plenty of comments this year sadly most of it in one direction, slamming the major national rental companies of trashing rates. Anecdotal small to medium sized companies have fared better than the national chains, being fletcher of foot and not having had the morale sapping cutbacks and layoffs.

In real terms the rate has decreased 25% in 15 years. As an independent instructor I plan on sticking to the same rate I have always charged. Nothing really surprises me anymore but not sure there is a need to have a race to the bottom and I certainly won't be participating in it. All in this together."

"The capital cost increases every year which increases cost of ownership. The rental rate averages stay the same because of the national companies' ability to buy work at lower rates. We aim to increase our service levels every year and decrease our age profile to help reduce the cost of ownership with less staff, better quality machines and demand a higher price. The main factor is the market is overpopulated, money is relatively cheap and manufacturers in some cases give too much support to sell volumes of machine leaving us tighter margins. But there is still opportunity to have a stable profitable business."

"Rental rates are continually put under pressure from the 'nationals' with lots of ageing machines in their fleets. SME companies have come through the lockdowns as good as can be and we will certainly see a national company fold or sell in the near future."

"Too many companies still buying jobs and keeping rates low."

"Some bigger players wrecking the market and reducing rates to try and hurt smaller independents, xxxxxx, xxxxxxxx-xxxxxxx and xxxxxx are all guilty."

The larger national access providers seem to be in a complete state of turmoil, at the same time as the stronger regional players are pushing forward. IPAF will benefit from having a Rental Master, Pete Douglas, at the helm. Pete has strong leadership talents and will help to steer that ship through some turbulent times."

"The hire rates are affected for everyone during these uncertain times. Most of the independents are holding their own or doing well as they are committed to personal service levels. The majors have yards and yards full of equipment that at some point the investors are going to want/ need a return on."

"The UK market will be a very interesting environment over the coming 12 months. Recent takeovers have not been the traditional distressed fire sales of the past, with the buying companies trying to keep existing managers in place, initially at least."

"I believe that the key may well be in fleet diversity. I have worked in the industry for some 30 years, with good and badly run businesses, and the underlying long term path to success is well worn. Good equipment, a good team, correct pricing wins every time. Cheap rates, poor equipment, and poorly motivated/ managed staff has failed time after time. Obviously these things are cyclical, the question is always where you are on your cycle."

"The question is clearly quality and service against volume and price, and there is a clear split. Almost like the food, transport and textile industries. New manufacturers are answering questions on equipment, developing new and exciting innovations. Niftylift has been a massive leader in this, and that is why we are so strong on their products."

This morning is the first time in 15 years I have come across the same on the training side. Being severely undercut, I supposed, can be classed as part of the game. People can charge what they like for their service. However, I would say, there is enough work to sustain us all at a rate that is beneficial for both trainer and training centre."

"It is going to be an interesting 12 months, and I will be keen to see how you see it develop. We all need to buckle up, sunny uplands await?????!!!!!"



Diesel bi-energy scissor lifts

Platform Height	Utilisation			Average rate as % of initial cost
	Average	Lowest	Highest	
8 metres (26ft)	67%	60%	72%	0.7%
9-10 metres (30-33ft)	59%	58%	60%	0.6%
11-12 metres (36-39ft)	58%	51%	64%	0.6%
13-17 metres (42-55ft)	57%	53%	60%	0.7%
18-22 metres (60-72ft)	78%	65%	91%	0.6%
Over 22 metres (72ft)	69%	50%	93%	0.6%

Electric self-propelled scissor lifts

Platform Height	Utilisation			Average rate as % of initial cost
	Average	Lowest	Highest	
Up to 5 metres	65%	55%	81%	1.0%
6 metres (19/20ft)	66%	60%	75%	1.2%
8 metres (26ft)	69%	60%	79%	1.1%
9-10 metres (30-33ft)	67%	60%	73%	1.1%
11-12 metres (36-39ft)	65%	60%	70%	1.1%
13-17 metres (42-55ft)	56%	55%	60%	1.4%
18-22 metres (60-72ft)	62%	56%	70%	0.7%
23-25 metres (75-82ft)	72%	60%	80%	0.8%
Over 26 metres (85ft)	No data	-	-	-

Electric self-propelled booms

Platform Height	Utilisation			Average rate as % of initial cost
	Average	Lowest	Highest	
Up to 11m (industrial)	61%	55%	67%	1.0%
10-12m (32-40ft) (Nifty/AB38)	66%	60%	72%	1.1%
14-15m (46-49ft)	71%	60%	83%	0.7%

RT articulated booms

Platform Height	Utilisation			Average rate as % of initial cost
	Average	Lowest	Highest	
12-14 metres (39-45ft)	66%	60%	77%	0.8%
15-16 metres (49-52ft)	69%	60%	81%	0.7%
17-19 metres (56-62ft)	70%	60%	84%	0.7%
20-23 metres (65-70ft)	76%	60%	100%	0.7%
24-26 metres (80-86ft)	73%	60%	92%	0.6%
Over 27 metres	59%	50%	68%	0.7%

Straight telescopic booms

Platform Height	Utilisation			Average rate as % of initial cost
	Average	Lowest	Highest	
Up to 17 metres (26ft)	51%	42%	60%	1.0%
20-23 metres (60-70ft)	54%	49%	70%	0.8%
24-26 metres (80-86ft)	72%	65%	75%	0.9%
27-30 metres (88-100ft)	no data	-	-	-

Access respondent's comments *continued*

"It has long been the case in the hire industry that some companies are in a race to the bottom in terms of rates."

"Market is saturated, demand is slowing in terms of general fleet, but with a small market share, the effect on us is limited."

"Need to think further ahead, likely red diesel duty to be scrapped 2022, current rates and technology nowhere near enough to support transition to alternatives, infrastructure, and BIM needs to be factoring in the huge increase in charges that will happen overnight. Current rates are unsustainable, operational costs are huge and the 1% ROI if you're lucky is pathetic."

"The access platform world is driven by debt. Is that debt sustainable. I'm pretty sure a few banks have twitchy bums right now with the amount of debt on their books from mewp providers. All the while everything carries on as if nothing is wrong as they get 'YES we can service that debt'. It's like the subprime housing market and financial crash in 2008. DEBT-The hidden killer."

"There will be casualties and they are coming. There are too many selling £10.00 notes for £5.00! To coin a phrase used by Barry Brady 'You can't defy gravity'."

Costs of equipment are in some cases 50% higher than 10 years ago and the only areas that can be squeezed to survive is headcount and maintenance and repair of equipment, all of which are not conducive to supplying good equipment and good service."

To improve it must start with more staff training to sales and Ops department by all access companies, on just how much this kit costs from point of manufacturing at start (incl interest we all pay for HP) to driver delivering on site at the end. If only we could return to the days of £10 a foot high...."

Note: Some respondents named specific companies as having been the most guilty of slashing rates, for legal reasons and practicalities, we have replaced them with xxxx.

Unfortunately, these companies that have full yards will only have one direction to empty them and that is the hire rate, as they have nothing else to offer. All we can hope is the customer has loyalty and there is plenty of work requiring powered access. Personally, I think we are going to have a great 2021."

"For well over 15 years interest rates have been very low allowing companies to take on more risk/debt. They won't stay low forever and that's where the crunch will come."

"it's the same the world over. The bigger the company the faster the race to the bottom"

"£10 a foot was the opening line of the training I was given in 1998..... anything less needed authorisation from the Pope, then Jesus and then God !!"

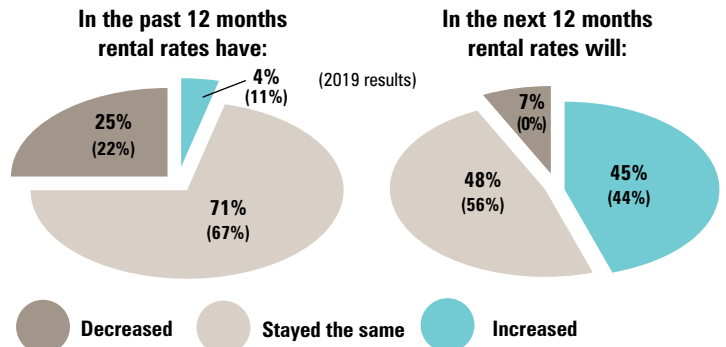
"I'll sum them up in one word for the access industry 'woeful' and it starts with the corporate giants giving fleet away, then SMEs like me and many others trying to compete to stay alive despite having far newer kit and service levels."

"Unfortunately, this age old problem is not just applicable to access and crane equipment. It seems that the end users who never want aged equipment and only want the best service with a personal touchAlways follow a quotation with the response 'I can get this cheaper!' I really fear for any person with an aspiration to start a business or grow a small business, especially in the current environment where it appears that end users are taking advantage of a situation."



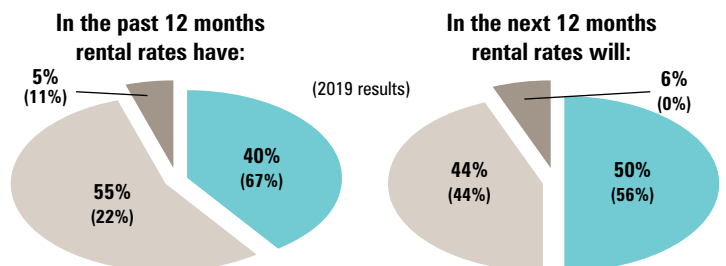
Telescopic handler rental rates

Rate trends



As with cranes we struggled this year to persuade those that rent out telehandlers to participate when it came to talking about rates. This was due to a variety of things, including changes in personnel and an overall nervousness. What came through however is that the recovery of the previous year or two has stalled and possibly even rolled back a little. Confidence for 2021 remains mixed and a little shaky. However, it is not all gloom and doom, the actual rates for some product sectors contradicted the overall impression given and have held steadier than many felt, and some show signs of having improved. But you need to be careful as in some sectors a low turnout might have tilted the results. Certainly, the spring lockdown caused some major issues which could not be recovered later in the year and the feeling at the start of January was negative.

Fleet size



Not much change here – certainly the trend was to hold off capital investment and age the fleets, some companies still expanded, while fewer cut back than in 2019. The outlook remains mixed and much the same as this time last year – which is pretty good when one considers there is a national lockdown in place.

Who does your LOLER Thorough Examinations?



This is a bit of shocker – a sharp swing back to the same level of in house inspections as in 2018! It certainly checked out, and we assume that with local and national lockdowns companies did as many inspections as possible in house to keep service staff employed?

Would you recommend the access industry to your children?



Weekly rental rates for telehandlers

From last year rates have gone
 ▲ up ▼ down — same

Fixed frame

Lift height	Average (£)	Lowest	Highest	Ideal
Up to 5 metres	245 ▲	205 ▼	320 ▼	320 ▲
5-7 metres	252 ▲	200 ▲	300 ▼	328 ▲
8-10 metres	277 ▲	210 ▼	350 ▼	363 ▲
11-13 metres	266 ▼	220 ■	350 ▼	360 ▲
14-15 metres	309 ▲	230 ▲	390 ▼	397 ▲
16-18 metres	397 ▲	310 ▲	500 ▼	502 ▲
Over 18 metres	604 ▲	575 ▲	680 ▼	795 ▼

360 degree

Lift height	Average (£)	Lowest	Highest	Ideal
Up to 20 metres	996 ▼	800 ▼	1,100 ▲	1,250 ▲
20-25 metres	1,250 ▲	1,100 —	1,450 ▼	1,505 ▲
Over 25 metres	1,625 ▲	1,250 —	2,000 ▼	2,250 ▼

Heavy Duty

Lift height	Average (£)	Lowest	Highest	Ideal
6-7 tonne	573 ▲	500 ▲	850 ▲	650 ▲
8-9 tonne	950 —	900 —	1,000 ▼	1,092 ▲

Utilisation and percentage on initial cost

Fixed frame

Lift height	Utilisation			Average rate as % of initial cost
	Average	Lowest	Highest	
Up to 5 metres	73%	65%	75%	0.7%
5-7 metres	72%	65%	80%	0.6%
8-10 metres	81%	60%	100%	0.7%
11-13 metres	59%	55%	65%	0.5%
14-15 metres	66%	64%	70%	0.7%
16-18 metres	69%	60%	80%	0.6%
Over 18 metres	75%	70%	80%	0.7%

360 degree

Lift height	Utilisation			Average rate as % of initial cost
	Average	Lowest	Highest	
Up to 20 metres	66%	65%	70%	
20-25 metres	68%	65%	75%	
Over 25 metres	74%	70%	80%	

Heavy Duty

Lift height	Utilisation			Average rate as % of initial cost
	Average	Lowest	Highest	
6-7 tonne	73%	60%	90%	0.5%
8-9 tonne	70%	65%	75%	0.5%



Average fleet age in years

Average	Lowest	Highest
2.9 (2.8)	2 (1.2)	4.4 (8)

Similar to last year apart from the highest average age given, more to do with who participated than a significant shift, the average remains just under three years.

Percentage of units going out with work platform attachments:

From last year rates have gone
 ▲ up ▼ down — same

Type	Average	Lowest	Highest
Fixed frame	6% ▲	1% ▲	10% ▲
360 degree	15% ▲	0% —	20% ▼

This never changes much and always surprises us that the results are not higher.

What other products do you provide?

Cranes	Access	General equipment	Tools	Vehicle hire
9% (5%)	65% (55%)	65% (35%)	40% (20%)	20%

(2019 results)

Some substantial shifts here but more to do with the net being cast wider.

Respondent's comments

"We have dropped our fleet down to around 320 as competition on hire rates does not make these viable anymore. Add that to the ever increasing purchase cost and dare I say it the unreliability of the product has meant we have invested in Excavators and site Dumpers for our internal market."

"Last year saw yet more competition but rates have held sort of steady we came under pressure to drop them during some slower periods but managed to keep some sanity to them. Some definitely panicked at times, when in reality there was no need. Hard to say how it will go in 2021 too early to tell."

"I think there will be opportunities over the next couple of years, still a pressure to build houses and the government will need to spend, but best opportunities will be specialist machines like the smallest compacts, electric models and maybe some of the heavy duty units? "

"The year has not started well hopefully this will be temporary but does not make doing this form any easier!"

"Too many companies focused on utilisation and short term lack of experience and knowledge on the hire desk."

"There must be an easier living out there?"

"If you can get close to your customers and cultivate companies that will keep the kit on hand for all year because it meets their spec then you can still make a decent return-but it is a struggle."

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The changing face of the scissor lift market

The majority of self-propelled scissor lifts have been electric powered since the market began to take off in the late 1970s, gathering pace in the mid 1980s. With almost 90 percent of all scissor lifts already battery powered we take a look at the remaining 10 to 15 percent of the market that remains diesel powered – mostly full size Rough Terrain models. This, along with a look at some of the latest new product launches in the rest of the scissor lift market.

The self-propelled scissor lift forms the bedrock of most aerial lift rental fleets, representing almost two thirds of all self-propelled aerial work platforms currently in operation. The split between boom and scissor lifts has not changed much over the past 10 years, although the survey for the latest IPAF Global Powered Access Rental Market Reports indicates that there has been a slight shift towards boom lifts in US and European fleets. The reports – which are well worth a look if the lift rental market interests you – indicate that scissor lifts now represent 61 percent of the units in rental fleets across 10 European countries, the USA and China, which equates to 610,000 units in daily operation. The actual number, taking in end users and those not surveyed, is considerably higher.

If you then look at power sources, the difference between booms and scissors is stark. Around 90 percent of all scissor lifts in Europe are battery powered, compared to around 40 percent of boom lifts. Although this is changing as more end users move towards all electric or hybrid booms for their projects. The preponderance of electric power for scissor lifts has little to do with the latest trend towards emission free construction equipment – although that is one of the driving forces towards the adoption of big electric Rough Terrains. The majority of scissor lifts have always been battery powered due to the fact that slab electric scissor lifts need to be compact enough to pass through doors and 'ride' elevators etc... which leaves little room for an engine and given that they are used indoors for much of the time, diesel noise and emissions are undesirable.



The Rough Terrain market

Looking at the rump of the scissor lift market that remains internal combustion powered, it is predominately made up of classic full size Rough Terrain models due to compact Rough Terrains being increasingly electric. The market for big Rough Terrains is highly cyclical in terms of rental utilisation and therefore sales. The reason being that they are mostly employed in the commercial construction market, on tasks such as cladding, steelwork and sprinkler pipe installation etc... Jobs that require plenty of 'grunt' and four wheel drive to cope with poor ground conditions plus a big deck and decent platform capacities. All of which has required an internal combustion engine, especially as electric power is not always available on job sites until later in the build, making a pure electric powered platform less than practical.

Classic full size Rough Terrain

scissor lifts tend to run from working heights of around 11 to 17 and more recently 18 metres. Most manufacturers run three model product lines built around a central 'base' model with a platform height of around 40 to 43ft offering a working height of 15 metres. From this, two derivatives are often produced. The first is a smaller 30 to 33ft model with a working height of 11 to 12 metres and a higher platform capacity, while the second is a larger 50 to 53ft model with a 17 to 18 metre working height but a lower platform capacity. Greater height has not, until recently, been a major factor in this market, given that most warehouse/big box retail buildings have typically been no more than 10 and 15 metres high. Platform capacity and deck size have been more important, this is not a product where you choose the model with the highest platform height on the basis that it can cover the lower level work when necessary.



Cladding is a typical application for full size RT scissor lifts



Electric wheel drive motors are now much more compact

So what's changing?

When it comes to these full size Rough Terrain scissor lifts, a key trend that is only just beginning to gather pace is the shift from diesel to battery power. The change has partly been spurred on by the fact that the technology now available makes them an increasingly practical and attractive proposition. Not that big electric Rough Terrains are anything new - when UpRight launched its LX Rough Terrain scissor lifts in the mid 1990s, it used direct electric wheel motors on the rear axle and could match the diesel units in terms of performance and gradeability. However, these models were only two wheel drive, as electric wheel motors were not compact or rugged enough to be mounted on the steering axle. They were probably better than the diesel versions, in terms of reliability and performance, but were too far ahead of their time and some were concerned about the lead acid battery pack – eight six volt, 350Ah units – in terms of battery life, even though a diesel/generator option was offered.

The difference today is that electric wheel drive motors are now state of the art - mostly AC - waterproof, rugged, compact and powerful. At

the same time battery technology has moved on with several options available, including lithium-ion or phosphate, that are not only compact and maintenance free, but also offer the benefit of 'opportunity' and rapid charging.

The new models coming on to the market offer direct electric four wheel drive, zero emissions and low noise levels, while in some cases outperforming their diesel counterparts. All of which appeals to the growing number of contractors looking to lower their 'carbon footprint', particularly on sites in the increasing number of ultra-low emission zones.

Haulotte's new Pulseo

The latest and largest manufacturer to enter the market is Haulotte, which unveiled its new Pulseo electric/hybrid big scissor lift range in November. The first two models include the 43ft HS15E and 53ft HS18E – the HS4390 E and HS5390 E in North America. The new models are available with a basic or 'Pro' specification and are new from the ground up. They include four wheel electric drive using heavy duty telehandler type axles and a large centrally mounted/inboard AC electric drive motor attached to a central transfer box. An oscillating front axle is standard on the Pro models, while the rear axle has a traditional differential lock to aid performance on slippery or sticky ground and makes the most of the 40 and 45 percent gradeability. Non-marking perforated rough terrain tyres are standard.

When it comes to batteries Haulotte has decided to keep it traditional, with a lead acid battery pack rather than lithium. The 48 volt pack comprises eight six volt 435Amp hour Trojan L16H-AC



Haulotte's 'Range Extender' diesel regenerator pack

units, with Haulotte's Activ'Energy Management centralised top up system standard on the Pro. The battery pack is said to be sufficient for a typical full shift, while charging options include a regular 110/230 volt on board charger, or a three phase fast charger which it says can take the battery pack from empty to 80 percent in three hours. An optional fully self-contained 'Range Extender' Stage V diesel generator pack is also available, which can be moved between machines, allowing rental companies to offer it as a chargeable option. The machines can also be operated while 'on charge' either from a mains power source or the Range Extender engine.

Other electric RTs

Before moving on to other full size scissor lifts it is worth mentioning that there are already plenty of battery powered Rough Terrain scissors on the market, but mostly in the form of compact Rough Terrains. In fact, most manufacturers have several models in their product lines. They are usually 69 inches/1.75 metres wide, offer four wheel drive - an increasing number with electric wheel motors - outriggers, either as standard or optional, while platform heights tend to be 26/27ft, 33ft and 39/40ft with a few 47ft for working heights of 10, 12, 14 and 16 metres.

Capacities can run from 680kg on the smallest to 350kg on the highest model. The up and coming Chinese producers, such as Dingli, Sinoboom and LGMG, already have compact Rough Terrain models in their ranges. Last year Snorkel added a lithium-ion option for its S2770RTE/S3370RTE and S3970RTE, with a single or dual battery pack option.

Meanwhile JLG's new generation of compact Rough Terrain scissors includes four models, the RT2669, RT3369, RT4069 and RT4769, all available with diesel or lithium-ion battery power – the ERTs. Overall widths are 69 inches/1.76m, with working heights of 10, 12, 14 and 16 metres. The extended platform has an overall length of 4.4 metres, while capacities range from 680kg to 363kg. One unusual feature is the LCD display on the platform controller, providing a wide range of machine information.

The new JLG 4069ERT



Haulotte's new all electric Pulseo 4x4 Rough Terrain scissors can match or outperform diesels on rough ground



Snorkel's compact RTE scissors now have a single or dual lithium-ion battery pack option



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So plenty of compact Rough Terrain electric scissor lifts to choose from, but companies are only just beginning to take the electrification of full size models seriously – Haulotte’s move will help stir things up though. Having said this companies making the largest ‘mega’ scissor lift models such as Holland Lift have offered electric or hybrid power for many years. But most ‘full size’ scissor lifts still come from North American companies where demand for larger scissor lifts has always been weak. Oddly two companies that have offered such machines are Italian - Airo and Imer.

The Italian scissors

Airo has a reasonably wide choice of full size scissor lifts with 15.8 and 19 metre working heights, big dual deck models with either diesel or battery electric power. The drive system however remains traditional hydraulic, which generally means a little more noise and significantly greater battery draw down when driving. The same is true of fellow Italian manufacturer Imer which also offers electric and hybrid versions

of its big Rough Terrains. We have included the 47ft IM 14220E in our comparison below even though it is a little higher than the others as it has similar dimensions and performance, but naturally a little heavier and offers an 800kg platform capacity, possibly making it a good, slightly lower alternative to the 53ft models.

The 56ft Airo X19E electric



Imer’s 47ft electric IM14220E full sized RT

Having touched on Imer, it might be worth reminding that it emerged from Iteco, an early pioneer of big electric powered scissor lifts which started off building Marklift scissor lifts in Europe under licence, developing battery powered versions along the way. They used custom made full traction forklift battery packs, the use of which is now mostly limited to the very largest scissor lifts such as Holland Lift’s 104ft HL-340 E30 4WDS. A

problem in the early days was a lack of battery care on site. A ruined full traction custom made battery pack could easily blow six months rental profit. Automatic top up and monitoring, such as Haulotte’s Activ’Energy Management, is an essential feature for big lead acid battery packs. A growing alternative of course is lithium or other maintenance free batteries.

Skyjack revamp

Skyjack has been the leading player in the full size Rough Terrain scissor lift market for many years with its SJ9250 with dual deck extensions – a concept it virtually invented. Two years ago, it announced a new range of big scissors that look similar to the units they replaced, but in fact are totally different. The company needed to make some changes to meet the new ANSI standards, but took the decision to do a full revamp at the same time. Platform heights are now 33, 43 and 53ft, with a 64ft on the way. Capacities range from 1,250kg on the 33ft SJ9233RT to 455kg on the 53ft model. Skyjack said that one reason for moving from

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The new Skyjack SJ9243RT on the test track



The Skyjack SJ5343RT

50ft to 53ft on its flagship model was to eliminate the disadvantage of selling a 17 metre working height against the increasing number of machines offering 18 metres. The 63ft SJ9263 will in fact now be the SJ9664 with a 21.5 metre working height, a platform capacity of 513kg, an overall width of 2.44 metres, an overall length of 4.57 metres and a total weight of 9,980kg. The company has no plans for an electric version, but will be announcing new models at the end of the month. Interestingly more North American manufacturers are now looking at higher models.

The arrival of 60ft units

In the past year or two, a number of manufactures have unveiled Rough Terrain scissor lifts in the 60ft platform height range. This trend can be traced all the way back to 2013, when US manufacturer MEC launched the 60ft 6092RT. It offers a full 20.1 metre working height, with a 7.5 metre dual deck and

540kg platform capacity. However it remains a traditional diesel model. Last year GMG - which is run by Jim Tolle, who was directly involved with the MEC unit - announced the 60ft 6093-RT which also offers a 7.55 metre extended double deck and 540kg platform capacity. Both units have an overall weight of less than 10 tonnes - the MEC is 9,880kg and the GMG 9,276kg, as it is slightly wider at 2.38 metres. GMG is now about to launch an all electric version of this machine - the 6094ERT - with four wheel direct AC electric wheel motor drive, traction control, power re-generation on braking and an AGM maintenance free battery pack with high frequency battery charger for quick recharging. As with the Haulotte Pulseo, a diesel generator pack will be available, while automatic levelling jacks and an oscillating axle are standard. The first units are scheduled to ship to Europe in May.

Chinese alternatives

Dingli also launched its full size 66ft JCPT 2223DC electric scissor last year with AC direct electric drive wheel motors for maximum torque and energy efficiency. The new models are part of Dingli's environmental 'Plan G' strategy and uses the same lithium-ion power pack as its new all electric boom lift range. Maximum working height is 22.2 metres, with a 750kg platform capacity and an extended deck of



The new GMG 6094ERT is one of three new big electric scissors



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Model	Working height	Platform capacity	Platform size	Platform extensions	Extended platform	Overall width	Overall length	Weight	Drive	Oscillating axle	Drive height
Haulotte HS15E*	15m	750kg	3.82 x 1.9m	Dual	7.4m	2.3m	4.4m	7,480kg	4x4	Yes	15m
Skyjack SJ9243 RT	15m	907kg	4.5 x 2.3m	Dual	7.5m	2.3m	4.5m	6,810kg	4x4	No	15m
Genie GS 4390	14.75m	680kg	3.98 x 1.83m	Dual	7.38m	2.29m	5.4m	5,850kg	4x4	Yes	14.75m
Snorkel S9043RT	15.1m	680kg	3.6 x 2.28m	Dual	6.7m	2.28m	3.7m	6,350kg	4x4	Yes	15.1m
Dingli JCPT1523RT*	15m	680kg	3.98 x 1.83m	Dual	6.6m	2.27m	4.88m	8,200kg	4x4	Yes	15m
GMG 4694-ERT*	15.9m	680kg	5.23 x 1.9m	Dual	7.5m	2.38m	5.23m	7,500kg	4x4	Yes	15m
JLG 430LRT	15.1m	568kg	3.86 x 1.79m	Dual	6.14m	2.35m	4.88m	6,500kg	4x4	Yes	15.1m
Sinoboom 1323RD	15.1m	680kg	3.98 x 1.83m	Dual	6.7m	2.25m	4.88m	7,980kg	4x4	yes	15.1m
LGMG SR1323D	15m	910kg	3.98 x 1.83m	Dual	7.4m	2.3m	4.9m	7,460kg	4x4	Yes	8.5m
Airo XL16-E-1*	15.8m	500kg	4.04 x 1.87m	Dual	6.38m	2.12m	4.32m	7,050kg	4x4	Yes	15.8m
Imer IM 14220D*	16.2m	800kg	3.9 x 2.0m	Dual	6.8m	2.2m	3.92m	7,950kg	4x4	Yes	16.2m
Holland Lift HL-160 E20*	15.7m	750kg	4.07 x 1.85m	Single	6.07m	2.0m	4.57m	7,760kg	4x4	Yes	15.7m

* Electric versions - diesel power is also available

7.3 metres, but it comes from a single 2.7 metre long extension, rather than the more usual dual decks. Overall width is 2.3 metres with a relatively compact overall length of 4.95 metres. Four wheel drive and steer are standard however it does have a fairly hefty 13 tonne overall weight.



The 66ft Dingli electric Rough Terrain scissor lift

Fellow Chinese manufacturer LGMG is also doing well with new full size scissor lifts. It has delivered a substantial number of its 52.5ft SR1623, which offers a 17.9 metre working height, is 2.3 metres wide and comes complete with four wheel drive, levelling jacks, and dual roll out extensions - taking the platform length from 3.98 metres retracted to 6.58 metres. Maximum platform capacity is a healthy 680kg while overall weight is around 8,500kg with dual decks and poly tyres. Sales have been particularly strong in the UK, where Quick Reach, UPA, and Hire Safe Solutions have all taken multiple units. More recently Zoomlion introduced a very similar machine in the form of the ZS1623RT with almost identical specifications but currently it is only available with diesel power.

Finally, Sinoboom currently offers two models with its 42ft 1323RD and its 53ft 1623RD. 1.2 and 1.5 metre deck extensions are available for an extended platform length of 6.68 metres with 680kg capacity on both models. It offers an overall width of 2.27 metres, a length of 4.88 metres and an overall weight of 8,800kg. Four wheel drive, outriggers, and oscillating axle are all standard, although they are currently only available with a diesel power source.

70ft Snorkel

Moving up a little further, Snorkel unveiled its new 70ft S9070RT-HC heavy duty scissor lift at Conexpo last year, which the company says is the first model in a family of four new high capacity large deck scissor lifts with platform capacities of up to 1,814kg. The S9070RT-HC offers a maximum working height of 23.3 metres with a platform capacity of 907kg. It has a 4.87 by 2.28 metre deck, while standard dual hydraulic deck extensions take the platform length to 8.23 metres to provide 18.7 square metres of working space. The unit has an overall width of 2.28 metres – note that the deck extends to the full width of the machine – and an overall length of 4.87 metres. Total weight is a reasonable 11,570kg, given that this includes the decks, outriggers and oscillating axle. The second model in the range will be the 56ft S9056RT which shares the S9070RT-HC's features and specifications but offers a platform capacity of 1,134kg, which may well make this the most popular model of the four. Expect the other two to be a 43ft and mega capacity 33ft unit. We believe that the company also has plans to offer a lithium-ion power option on these

full size scissors, while power options currently include diesel or petrol/LPG.

Tall & skinny

The warehouse construction market has diverged into two sub sectors with the arrival of high cube automated distribution warehouses. These differ in a number of ways to classic warehouse/commercial construction and has grown rapidly across Europe over the past 15 years with that growth looking set to continue, at least for the next few years, as more such warehousing is ordered to keep pace with the increase in online shopping which has been accelerated by the current pandemic. These buildings



The 53ft Sinoboom 1623-RD



The Dingli JCPT 2223DC Battery pack



LGMG's big RTs sold well in the UK last year – these two for Quick Reach



The new 70ft Snorkel S9070RT-HC



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Holland Lift's 104ft HL-340 D30 4WDS Rough Terrain is available with electric or diesel power

naturally require significantly higher scissor lifts to do the same jobs. The market was originally catered for by companies such as Holland Lift and Liftlux - which was ultimately absorbed by JLG. Their original units were simply very big heavy duty versions of the full size Rough Terrains, longer, heavier with massive scissor arms and up to 1,000kg platform capacity. How was it that a small Dutch manufacturer pioneered these monster machines you might ask? Simple - the high rise warehouse idea first took off in the Netherlands and northern Germany. And only when automated stock pickers became more mainstream did the concept spread more widely. Since those early days there has been a step change in the way such buildings are built, driven once again by Dutch contractors. Not only does the concrete base go down at the start, or very early on, but the installation of the massive racking systems now begins well



New high rise warehouses have led to the development of big narrow models

before the building is closed in. At the same time the aisles between the racks have shrunk. Companies like Holland Lift worked with the rental companies and their clients to adapt to this change with the development of massive, heavy duty scissor lifts that are much narrower – for example some of Holland Lift's highest machines are just 1.2 metres wide, which is the same as a classic 26ft slab electric scissor lift! Its 102ft model is just 1.4 metres wide and yet offers a working height of 33 metres! Mind you it weighs almost 24 tonnes and is the best part of seven metres long. The trend towards high rise warehousing seems to be predominant in Europe, whereas the US continues to build lower rise warehousing - possibly due to the greater availability of space and the substantially lower cost of building them?

In addition to Holland Lift and German company PB Liftechnik, Chinese manufacturers are increasingly moving into the market with some surprising early success. This might be due to long lead times from the two European manufacturers mentioned, coupled by the fact that small Chinese built electric models have proven themselves, overcoming the usual hesitancy of buyers to make the step from trying a relatively inexpensive product such as a 19ft scissor lift, to purchasing larger and substantially more expensive machines.

Something different

For those that want a large platform but also a low platform entry level and some outreach then a 'scissor on a stick' approach might be of interest. MEC has its 40 and 60ft Titan boom lifts which has sold a good number, but at niche market levels. Considerably lower and more compact is a new version of Nagano's 31ft Z11Auj tracked boom with a working height of 11.4 metres which can work on slopes of up to five degrees at full capacity. Developed in partnership with its European distributor Vertimac, it has an unrestricted platform capacity of 600kg with a platform of just over three metres long by two metres wide. The three section telescopic boom provides a maximum outreach of 6.5 metres, which is available at working heights of up to almost nine metres. The machine can also drive at full height and weighs 9,150kg.



JLG's new AE1932 has no hydraulics



Eliminating hydraulics

JLG has started production of the 19ft electric Davinci AE1932 scissor lift that was unveiled at Conexpo last March. It is the first model in a new DaVinci range of all electric lifts designed from the ground up to maximise the latest technology, including the elimination of the hydraulic system, using electromechanical steer and lift cylinders. Other than that, it is a classic 19ft unit with 7.8 metre working height, an overall width at 812mm, overall length of 1.74 metres and stowed height of 2.11 metres - reduced to just under two metres with the Quikfold guardrails. Maximum platform capacity is better than average at 275kg, while the machine's overall weight is 1,565kg. The overall platform width is 810mm, almost the same as the machine's width, while a 910mm deck extension is standard. Drive comes from AC electric wheel motors, each of which is controlled independently for reduced tyre wear or problems when working on sensitive floor surfaces. JLG's mobile control also allows users to operate the machine from a smart phone when stowed for safe loading and unloading.

The stowed machine speed is fast at 4.0mph - 6.44kph - while the elevated drive speed slows down progressively as the platform is raised, rather than dropping immediately to the lowest regulated speed at lift off. It also uses a single, maintenance free 24 volt/72Ah lithium-ion battery which can fully charge in around three and a



The Nagano Z11Auj

half hours, with the potential for opportunity top up charging during breaks. Power is generated when the platform is lowered, providing a small top up to the battery which is expected to have a practical working life of at least 10 years.

Genie E-Drive

Genie has launched a new AC direct electric wheel motor drive for its full range of GS slab electric scissor lifts, which it has dubbed the E-Drive system.

The new brushless E-Drive motors are fully sealed against moisture and water and are totally maintenance free. Machines equipped with them also have 70 percent fewer hydraulic hoses and fittings, substantially reducing the potential for hydraulic leaks. As part of the changeover new side forklift pockets have been added in addition to the rear pockets. The company will continue to offer the hydraulic drive motor versions of its slab scissor lifts up to 26ft - the GS-1530, GS-1532, GS-1930, GS-1932, GS-2032 and the GS-2632 - alongside the new E-Drive models.



Most Genie electric scissor lifts now have direct AC electric wheel motor drive - EDrive

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Wind safety developments

A serious wind farm accident in 2008 led to a decade long process of safety improvements in the sector and offers a casebook example of how to build understanding of safety between all those involved. Will North spoke to two of those leading the efforts, Klaus Meissner and Ton Klijn, who explain the resources available to ensure safe lifting on wind farms.

The incident that kicked things off occurred in 2008 when a large All Terrain crane overturned and collapsed while lifting a blade assembly.

Klaus Meissner was, at the time, responsible for engineering support of product safety at Terex Cranes and the company's representative on the FEM mobile crane group. He was then, and remains, even in partial retirement, the convenor of the CEN working group responsible for developing the European mobile crane safety standard, EN 13000.

The incident was not a result of the crane's design - Meissner stresses that it could have happened to any crane - but of how it was being used, due to an industry wide knowledge gap. In this case, the crane was a Liebherr, and it fell to Meissner's counterpart at the company, and fellow FEM representative, Hans-Dieter Willim to lead the manufacturer's investigation into what happened.

Two years later, after a lengthy investigation, Willim was able to explain the accident more fully and publicly. He did so at an ESTA meeting in Munich in April 2010, accompanying his presentation with a smartphone video showing the collapse.

Stunned silence

Ton Klijn, current director of ESTA and then head of its cranes group, was in the room, along with the leaders of many of Europe's largest crane companies. He said: "Willim finished his presentation, and for minutes there was absolute silence. You could tell what they were thinking: 'how bloody lucky we have been that it didn't happen to us'."

And that was the issue, not that the crane engineers, crane owners or operators, turbine manufacturers or the project's developers had failed, but that there had instead been a fundamental breakdown in how



Klaus Meissner

everyone involved understood the job and the risks entailed.

The crane engineers had carefully designed their cranes within well established parameters for wind loading. Meissner explains: "For every standard capacity chart the crane engineers use the assumption that you have per one tonne of load one square metre of sail area, which you assume with a drag factor of 1.2."

"The wind turbine manufacturers design lightweight turbine blades with a large sail area and drag factors that exceed the assumed value, because they are designed to harvest energy. The larger the rotor blade area, the higher the drag factor, and the more effective the turbine becomes."

The aims and assumptions of both sets of engineers needed to be understood by lift planners and crane operators, in order to work safely.

Shortly after that meeting, the FEM and ESTA put together a short - one page - safety notice alerting crane owners to the risks and the influence of wind forces during crane operation. The notice says: "Especially during lifting of loads with relatively small masses but large sail areas, the wind load has a considerable impact on the load carrying performance of the crane. The effective sail area of the load which needs to be taken into account is the result of the projected area multiplied with the

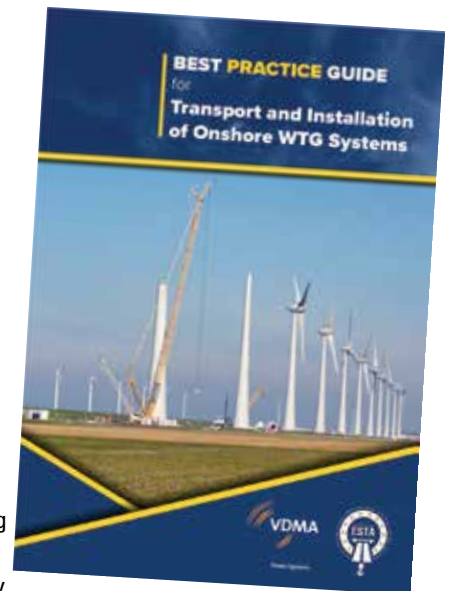
C^W factor (shape coefficient for the load). The sail area and C^W factor must be known to all parties planning the lifting operation."

"Additionally, it is mandatory to request information regarding the expected wind forces including any gusts for the relevant environment from the responsible meteorological office prior to performing a lift and to take this information into account."

Meissner says: "In engineering terms it was nothing new. The risk was growing because mobile cranes were working more frequently in the wind turbine erection business. The wind turbines themselves had also grown over the years, so cranes were working at their capacity limits at all times. It was just a result of technical developments, with nobody to blame."

Fixing the problem would require more information sharing. Meissner adds: "The assumptions of the crane designer need to be taken into account by the people planning the lift, and they need to get more information from the turbine manufacturer. They also need to know the wind affected area of the rotor blades, and the drag factor of these blades."

Initially that wasn't easy. "There was some hesitancy from the turbine manufacturers," adds



ESTA's best practice guide was developed with help from across the wind turbine sector

Meissner. "Because they thought, 'this is our intellectual property'. And some of them had experiences of their intellectual property being stolen from them."

At the time Klijn was chief executive of Dutch rental firm Wagenborg. He adds: "The crane rental companies didn't realise they needed this information in the first place. So, they weren't even asking for it."

Joining the dots

The task then was to ensure that everyone in the industry was aware of the risks involved with these jobs. At the same time, the FEM representatives on the EN13000 working group were working on the tricky question of the override switch. This question is whether the crane operator should be sovereign, and able to override the rated capacity limiter at will, or whether this choice should be limited, in order to avoid misuse. EN13000:2010 adopted a compromise - a reset switch outside of the cab, and a method for booming down in an emergency.



The audience at the second ESTA Expert Summit on wind safety

With the engineers busy working on that, the next step took some time. It came in 2012, when, thanks in large part to the work ESTA director Søren Jansen, an 'Expert Summit' for the wind industry was organised. It was by any measure a resounding success. Around 200 people squeezed into the small room - twice the number of attendees expected - half of them from the crane and transport sector and half from the wind and insurance sectors.

A key achievement was making sure that everyone involved understood the importance of sharing critical safety information. But the discussions also highlighted a number of other risks that these jobs posed.

Klijn explains: "Another big problem is the movement of cranes from one tower position to the next, which is often attempted in a far too big a configuration, because dismantling the crane costs money and building it up again costs money. And so you see stupid things like people driving a rigged CC 8800 through a meadow, thinking that they can get safely to the other side."

When there is a fatal accident or injury, safety regulators and coroners become involved, and there is a chance for the industry to eventually learn what went wrong. But there is no system for recording near misses. Even when there is serious equipment damage, the investigation will seldom result in information sharing beyond the companies involved and their insurers, in fact the tendency is to suppress, what is valuable information.

Other risks were identified when installing blades. On one hand, as that first accident had shown, complete blade assemblies can

catch the wind while being raised and pull the crane over. But fitting blades to the hub one at a time has its own challenges.

"First of all, we have seen issues such as blades slipping from the gripper, and some awful accidents happened. Secondly, you have more time spent working at height, increasing the risk in another way. And thirdly, you will need to align blade and hub for the assembly of each blade, which can be quite tricky and may require a power connection to turn the hub," adds Meissner.

Getting the word out

While the notice of 2010 alerted the industry and the first Expert Summit brought the various sectors together and identified other risks, the next step was to take the message to the wider industry, and to explain the information in ways that everyone could understand. This was achieved through further Expert Summits, the development of a comprehensive and comprehensible best practice guide, and through a series of practical demonstrations that Meissner made around the world.

The attendance and participation of Meissner, Jansen and others at conferences, in Beijing, Singapore, Istanbul, the USA and elsewhere led to an even better understanding of the risks and a more detailed guidance document - *Safety issues in wind turbine installation and transportation* - which was published in October 2012. While this carried a wealth of detail, it was very much targeted at engineers, experienced operators and lift supervisors.

The second ESTA Expert Summit, in Hamburg in 2016, gave everyone a chance to recap and share what they had learnt. ESTA's president, David Collett raised another key risk factor: the layout of roads on site. He



Lifting single blades or fully assembled rotors each has its own risks



pointed out a series of issues, roads are typically laid out with the goal of reducing site preparation costs. They may be too narrow, or too weak to handle ground bearing pressures of a travelling crane or transporter. Very often, they take tight turns that challenge and delay transport and are also linear, meaning that transporters have to return along the same route they entered.

Beyond delays, this poses serious risks. Cranes and transporters can and do slip off of narrow roads. If an accident does happen, poor

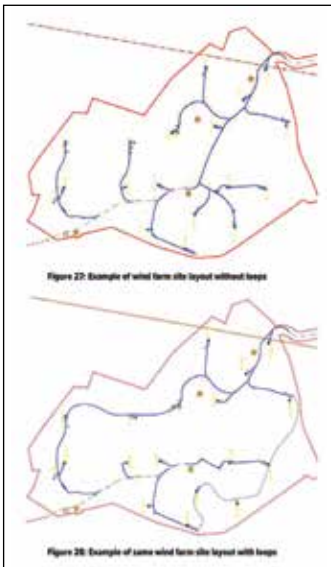
layout can have life or death consequences. With a crane collapsed, and transport vehicles blocking the road behind it, an ambulance cannot get directly to any injured personnel. Instead, Klijn says, you may have to carry them a hundred metres or more to the ambulance.

Collett stated that the answer was to design a looping road layout around the site that is wide and well prepared enough to support cranes and vehicles travelling on it, and that take into account the turning needed by long transporters.



Klaus Meissner giving his elegant, practical, demonstration of the risks posed by wind loading, using a model crane





An example of the illustrations included in the guide, showing the benefits of a looping route around a wind farm.

That Aha! moment

The same summit discussed the development of a best practice guide that would clearly explain the risks and how to overcome them for non-engineers. This came out last year and offers a wealth of information running to more than 50 pages, with specialised terms and concepts explained with detailed, informative illustrations.

Meissner's demonstration, which he has given to more than 3,000 people around the world, offers another easily understood explanation of the risks. It is a truly elegant approach, both simple and effective. Using different shaped forms and a hairdryer, he demonstrates how the form affects the drag factor, leading to accidents, like the one in 2008.

It makes an impact. He says: "It very often produces an 'Aha!' moment for lots of people, this simple experiment demonstrates that the drag factor is not rocket science, maybe they were not recognising it before, but in the very moment they see it they understand it."

An ongoing project

Much remains to be done. As regular readers of *Cranes & Access* and *Vertikal.net* will know, terrible accidents still occur on wind farms. Klijn has pushed for insurers and wind farm owners to adopt and use the guide on all wind farm projects. The response, he says, has so far been a resounding 'No!'. This urgently has to change. As

well as the human cost of fatal accidents, when the next such incident happens, politicians may step in, with a bureaucratic and costly response that adds to costs, delays projects, and ignores the industry's expertise and experience.

For now, it falls to crane and transport companies, their operators, and other staff, to hold the line, and refuse to take on projects or continue working, when project owners refuse to follow or fully adopt the safety guidance.

Safety resources

Influence of wind forces during crane operation was published by ESTA and the FEM in 2010, alerting crane owners to the risks of lifting loads with a relatively low mass but high sail area.

<http://www.fem-eur.com/wp-content/uploads/2016/01/CLE-N-0219.pdf>

Safety issues in wind turbine installation and transportation builds on the notice issued in 2010, explaining over 25 pages, with diagrams and flowcharts, how to consider risks like wind loading and travel of partially erected crawlers.

<https://www.fem-eur.com/wp-content/uploads/2016/03/CLE-5016-EN.pdf>

The ESTA *Best practice guide for transportation and installation of onshore WTG systems* brings together knowledge from across the wind turbine, lifting and transport sectors in a comprehensive and comprehensible way, and should be considered essential reading for anyone working in the sector. It is, for now, available for free from the ESTA website.

<http://estaeurope.eu/BPGwind>

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Don't mention the C word

A look back on 2020

Every year since 2007 we have taken a look back on the year recapping major events and announcements that took place within our industry as well as the world at large. While most years have focused on natural disasters, terrorism along with economic and political shocks, 2020 was something else, requiring no introduction and certainly no reminders. We have therefore decided to avoid it entirely and focus instead on good news that came to light in 2020 which understandably may have gone unnoticed.

Environment



Renewable electricity exceeded fossil fuel generation in Europe for the first time

- Renewable electricity from wind, solar, hydro and bioenergy sources exceeded fossil fuel generation in Europe for the first time
- Worldwide carbon emissions fell by a record 7%
- Peru began a massive reforestation project in the Machu Pichu region
- China's Hainan province banned disposable plastics



Global sales in electric vehicles grew 28% last year

- More than 50 of the world's largest cities are on track - or have brought forward - plans to meet the Paris Agreement on climate change
- Denmark announced an end to all new oil and gas exploration in the North Sea



Denmark has ended all new oil and gas exploration in North Sea
photo - Tom Jervis

- Countries representing 42 percent of the world's global emissions have now set net zero emission dates
- Major global companies have also committed to becoming carbon neutral
- Global electric vehicle sales grew by 28%, while Norway became the first country where electric car sales exceeded internal combustion car sales
- Germany made it mandatory for all fuel stations to include recharging points



British woodland now covers the same area as in the Middle Ages

- British woodland now covers the same area as in the Middle Ages, thanks to reforestation efforts.
- 14 countries responsible for 40% of the world's coastlines signed a new pledge to end overfishing and restore fish populations within the next 10 years

than doubled over the past 25 years, while the number of female ministers increased 50 percent

- There are now 20 countries with a female head of state or government, up from 12 in 1995.

People



Deaths from terrorism was down 60% on 2014

- Deaths from terrorism fell for the fifth consecutive year and was 60% lower than in 2014
- Kazakhstan became the 88th nation to abolish the death penalty, Saudi Arabia abolished flogging and the death sentence for minors, and Iran criminalised child abuse and neglect
- The number of women serving in national parliaments has more



New Zealand's prime minister Jacinda Ardern

- 113 countries have reduced their armed forces and military expenditure
- In a Gallup Poll more Americans said they wanted to increase immigration levels than decrease them for the first time ever
- China's birth rate fell to its lowest level since 1949
- The World Food Programme helped more than to 100 million people suffering from hunger in 88 countries



The World Food Programme was awarded the Nobel Peace Prize for its efforts last year

high attraction



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Pangolins are the world's most trafficked mammal

Animals

- China removed the pangolin from its approved traditional medicine ingredients as well as prohibit its use
- Populations of the Iberian Lynx soared in Spain and Portugal after falling to a low of 94 in 2002
- Tasmanian devils returned to mainland Australia after 3,000 years
- The Burmese roofed turtle returned from the brink of extinction with numbers now reaching 1,000
- Whaling companies in Iceland - one of three remaining whaling nations - ceased or suspended whaling operations

- The African black rhino has seen population numbers rise from 4,845 in 2012 to 5,630
- White tailed eagles, beavers and the enormous Dalmatian pelican have all returned to the UK while Red Kite numbers soared
- China has removed dogs from the list of animals that can be treated as livestock.
- Kenya reported that its elephant population has doubled since 1989 to more than 34,000, with only seven reported cases of poaching in 2020

Science



Wild polio has been eradicated in Africa

- Wild polio - responsible for paralysing c.75,000 children every year - has been eradicated in Africa
- Worldwide deaths from cancer are down more than 15% on 1990 levels - thanks mostly to a sharp reduction in smoking
- The number of people living without electricity dropped from 860 to 770 million
- Deaths from malaria and tuberculosis fell and are down 60% on 2000, saving close to 70 million lives
- The number of people dying from AIDs fell 5.4% to reach the lowest level since 1993



Whale numbers are on the rise around the world

- Grey wolves were reintroduced to Colorado's Rocky Mountains after being hunted to near extinction in the 1940s
- Blue Whale populations are rising rapidly in South Georgia, while Bowhead whales are bouncing back to pre-commercial whaling levels
- Fishing stocks are recovering in Australia, Canada, Chile, Fiji, Ghana, Indonesia, Jamaica, Japan, Kenya, Mexico, Namibia, Norway, Palau, and Portugal, which together control 30% of the world's oceans



The population of elephants in Kenya has almost doubled since 1989



SpaceX sends NASA astronauts to space for the very first time

Photo: NASA/Kim Shiflett

- SpaceX became the first private spaceflight company to send a crewed spacecraft to space
- The numbers of children to die from pneumonia dropped almost 50% from 1.3 million in 2011 to 672,000
- A new enzyme was developed that rapidly breaks down plastic bottles for recycling



A new enzyme has been developed that rapidly breaks down plastic bottles

Our industry

Although faring better than some, the crane, access and telehandler industry was still heavily affected by the events of 2020. Even so, it was encouraging to see how quickly companies were able to adapt, with many rental companies bouncing back to 'normal' levels in the fourth quarter. Manufacturers also began to see improvements as rental companies began opening up capital investment blocks.



Perhaps more encouraging however was how well companies came together - be it two metres apart - to help others. We received numerous examples of support, from donations of medical equipment and supplies to companies manufacturing safety devices for health workers. Meals were also prepared for the vulnerable and disadvantaged, while activity books and superhero inspired fundraising activities were organised for children stuck in lockdown. We applaud these efforts, which came as no surprise, and hope the spirit and fight continues into 2021.

Below are the industry news highlights from 2020



- 10,000th **Ommelift** delivered after producing its first in 1981
- **Custom Equipment** launches 19ft Hybrid PS-1930 scissor lift

- **Pettibone** enters scissor lift market with 13 models offering working heights from 5.6 to 14 metres
- **Mammoet** completes ALE acquisition
- **Comansa** launches 37.5t/50t 21CM750 flat top tower crane
- **Klubb** launches first new EGI truck mounted lift
- First lithium-ion **Snorkel** Speed Levels delivered



Comansa's new 21CM750 flat top tower crane



Mammoet acquires ALE



Pettibone enters scissor lift market



- **Klaas** unveils 6t/60m K1100 RSX aluminium truck crane
- **Potain** launches towable Hup M 28-22 self-erecting tower crane
- New **IPAF PAL Cards** feature 'smart' technology
- Elisabeth Ausimour appointed **Manitou** president

- **Sany** unveils 17m /4.5t telehandler for US market
- **MEC** launches low weight 34ft 34-J telescopic boom lift
- **Luigong** unveils electric drive scissor lifts LSC1012DE and LSC0607DE



Manitou appoints Elisabeth Ausimour as president

- **Skyjack** introduces new generation ANSI machines
- **Genie** unveils light weight 60ft S-60J telescopic boom lift
- **Sunward** shows American specification telehandler
- **JLG** launches 'Ausa built' ultra compact telehandlers



Rogério dos Santos of JLG (L) with Ramon Carbonell of AUSA

- **JLG** introduces new R-model scissor lifts & triple capacity HC3 boom lifts



GMG's 1030PA with adaptable guardrails

GMG introduces new 1030PA push around lift

Conexpo and other show launches

- **Snorkel** launches 210ft 2100SJ mega boom lift plus new four heavy duty scissor lifts
- **Magni** unveils world's highest telehandler with 51m RTH 6.51
- **Manitowoc** launches 150t MLC150-1 lattice boom crawler crane and an updated version of the 400 tonne GMK 6400 AT
- **Genie** launches new 80ft Genie S-80 J/ Trax J range of telescopic boom lifts
- **Dingli** unveils the 86ft EAB28ERT, the first of a seven model electric boom lift range
- **Tadano** unveils new North American Rough Terrain cranes
- **Liebherr** unveils 120t LTM 1120-4.1
- **JLG** launches 67ft 670SJ self-leveling boom lift and a 23m/4.5t 1075 fixed frame telehandler
- **Potain** is to launch the 10 tonne MRH 175 luffing jib tower crane
- **Pettibone** shows new 14.6m/5.4t T1246X telehandler
- New **Grove** 120t GRT8120 Rough Terrain crane
- **Haulotte** exhibits the new 46ft HT16RTJ Pro telescopic boom lift



Dingli unveils its 86ft EAB28ERT electric boom lift



Manitowoc's 150t MLC150-1 crawler crane



Snorkel launches its 210ft 2100SJ - the world's largest self-propelled boom lift



Magni unveils world's highest telehandler with its 51m RTH 6.51



JLG's new 670S can level on slopes of up to 10 degrees



• **Jekko** unveils battery powered 600kg MPK06 pick & carry crane

• **Comet** introduces 14m Street Lighter X14 truck mounted platform

• **Ruthmann** acquires US distributor **ReachMaster**

• **New ISO standard** for the aerial work platform controls published

C&a look back 2020



Palfinger's 5.5t/m PK 58.002 TEC 7 loader crane

• **Palfinger** updates its 50-60 t/m loader cranes which is followed by 40 and 50 t/m models

• New 23m telescopic from **Multitel**

• **Potain** launches 10t MRH 175 hydraulic luffing jib tower crane



• **Enerpac** launches 400t hydraulic gantry crane



• **CTE** introduces 23m Lift 23HV truck mounted platform

• **Haulotte** introduces a tracked version of its 12.5ft Star 6 mast lift

• **Potain** adds to MDT range with its 20-32t MDT 569 flat top crane

• **Versalift** launches 15.1m cutaway van mount the VDTL-150-F

• **IPAF** confirm Norty Turner as president and appoints Karin Nars and Karel Huijser as deputy and vice-president respectively.



• 200,000th **XCMG** crane produced

• **ELS** adds 8ft EL4.5 Junior push around scissor lift

• **Dingli** introduces all electric version of its 65ft JCPT2223RTB heavy duty scissor lift

• **Aichi** re-enters the European market with the 52ft SP14DJ boom lift and a new German distributor



• US initiates investigation into crane imports after a petition from **Manitowoc**



• **Xtreme** adds four C-class telehandlers to its range



• **Wolffkran** launches 16t 235B luffing jib tower crane to replace 224B

• **Bobcat** launches Stage V range of fixed frame telehandlers

• **Platform Basket** launches road/rail crawler boom lift

• German army orders 4,000 **Hiab** hook loaders

• **AlmaCrawler** introduces 46ft Jibbi 1670Evo tracked self-levelling telescopic boom lift



• **Genie** president Matt Fearon announces his departure after 25 years with the company



• **Zoomlion** introduces pure electric 25t ZTC250N-EV truck crane



• **Ruthmann** introduces compact 70m T 700 HF truck mounted platform



• **Ausa** launches new versions of its T204H and T235H compact telehandlers

• **M-Kran** takes delivery of the largest crane in Russia, a 1,600t Demag CC 8800-1 crawler crane

• **Terex** announces plans to manufacture Franna pick & carry, RT and tower cranes in India



• **Jekko** unveils 5t SPX650 all electric spider crane



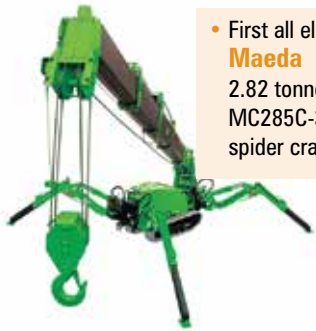
• **Klubb** announces plans for a Light range of van mounted platforms

• **XCMG** launches 750t XCA750 AT crane

• **Manitowoc** replaces CEO Barry Pennypacker with Aaron Ravenscroft



• **Hinowa** introduces all electric TeleCrawler13 spider lift



- First all electric **Maeda** 2.82 tonne MC285C-3 spider crane



- Rosenbauer's new L27A-XS 3.0 rescue platform



- Dingli acquires 24% of Teupen

- **Comansa** updates 11LC flat top tower crane range
- **Niftylift** launches its Gen2 Hybrid for its range of hybrid boom lifts
- **Ommelift** introduces 26m insulated hybrid spider lift
- **GSR** updates 20m B200T truck mounted platform on Iveco and Mercedes chassis
- 1,000t test load for **Liebherr's** 800t LR 1800-1.0 crawler crane

- **IPAF** appoints Brian Parker as head of safety & technical



- **Liebherr** unveils 150t LTM 1150-5.3 AT crane to replace its 130t LTM 1130-5.1



- **Palazzani** enters spider crane market with its 2.9t RPG 2900

- **Genie** launches articulated TraX version of its 62ft Z-62/40 articulating boom lifts
- **Tadano** announces restructure of its German operations



- **Cargotec** and **Konecranes** agree to merge

- **Klaas** replaces K17-24 TSR trailer crane with 800kg K280
- **Imer** introduces 15m IM R R15 DA articulated spider lift
- **LGMG** adds to top end of its electric scissor range
- New **Ascendant** truck mounted platform
- **Niftylift USA** moves into all new premises



- **Demag's** 156t GTC-1800EX telescopic crawler crane launched



- 450 tonne **Demag** AC 450-7 All Terrain introduced

- **Sinoboom** unveils all new 60ft AB18EJ electric and AB18HJ hybrid articulated boom lifts
- **JCB** launches first all electric telehandler, the 6m/2.5t 525-60E
- **Haulotte** adds 43ft HS15E and 53ft HS18E all electric RT scissor lifts to Pulseo range
- **Sarens** builds all electric version of its 1,650t SGC-90 heavy lift crane
- **Mammoet** unveils plans for 6,000t SK6,000 containerised heavy lift crane
- **Aichi** introduces new all electric telescopic boom lift
- **LGMG** adds a 63ft articulated along with 72ft and 92ft telescopic boom lifts



- **Multitel** delivers first 77m MJ 775 truck mounted platform to O.Mec

- **Genie** announces a new AC direct electric wheel motor drive system E-Drive
- India's **Sudhir** acquires UK based **Star Platforms**
- **IPAF** issues its two millionth PAL Card

- **Mammoet's** 6,000t SK6000 crane



- **JCB** launches all electric 6m/2.5t 525-60E





- **Liebherr** announces first battery electric lattice crawler crane, the 200t LR 1200.1 Unplugged and 250t LR 1250.1 Unplugged

- **Bobcat** to brand Magni 360 degree telehandlers



- Poland's **PGE GiEK** receives the 40,000th Liebherr mobile crane

- US sales and rental company **Nesco** acquires **Custom Truck One Source**

- The US Commerce department terminates its investigation into mobile crane imports

- **Haulotte** announces all new production facility in China

- **Palfinger** updated its Italian-built Smart Line of 3.5 tonne truck mounted platforms



- **Zoomlion** unveiled the prototype of its 217ft ZT68J self-propelled telescopic boom lift

Those no longer with us

Industry deaths 2020

Robert Way, 86, veteran Australian crane entrepreneur and owner of Robway Safety Systems



Bob Parker, 83, CICA honorary life member and receiver of the Con Popov memorial award

Robert Way (L) presents Bob Parker with Con Popov award in 1999

Robert 'Bob' Youngman, 90, co-founder of Youngman Richardson & Co



Tony 'Nut' Nuthall, 45, UK crane operator

Hubert Palfinger Snr, 77, founder of Palfinger

Al Havlin, 74, former owner of Snorkel

Antonio Agosta, 82, founder of Italian scaffold and ladder manufacturer Svlt

Alessandro Fagioli, 81, president of Italian heavy lift and transport Fagioli

Horst Felbermayr, 75, owner of Austrian crane, access and transport company Felbermayr



John Barton, 52, founder and co-owner of UK rental company Quick Reach

Dale Blackwell, 65, executive director of the California Rental Association and owner of Abba Dabba Rentals

Nicholas Davin, 75, Irish veteran aerial lift entrepreneur and former IPAF president



Filip Deschrijvere, 48, owner of Belgian aerial lift sales and rental company Rentalift

Andrew Stewart, UK national sales manager of Mantis Cranes

Abdul Latif Mohammed, long term employee of Kanoo Equipment Rental

Bill Sands, 72, owner of UK's Premier Lifting Services



Otto Rettenmaier, 93, founder of TII which owns Scheuerle, Nicolas, Kamag and Tiiger

Alan Taylor, 96, designed one of the very first commercially viable hydraulic cranes

Scott Cornwall, 59, Bernard Hunter crane operator

GINNO Debrabandere, 82, founder of Belgian access, crane and fork truck sales and rental company Duma

Tim Watson, 69, safety consult that worked with IPAF and CPA



Heinz Helmut Kempkes, 72, owner of German crane and access equipment manufacturer Kuli Hebezeuge

Luis Aguilar, 86, founder of Spanish crane and access rental company Grúas Aguilar

Rene Clement, founder and former owner of Swiss company Axeo

Bud Bushnell, 99, founder of Genie

Douglas Clow, chairman of ladder, steps and access equipment manufacturer the Clow group



Tony Driver, 62, Australian access veteran and founder of Horizon Access

Dean Riley, Grove district manager and sales training manager



Celebrity deaths 2020

Pierre Cardin, 98, fashion designer

John le Carre, 89, author

Dame Barbara Windsor, 83, actress



Soumitra Chatterjee, 85, actor

Des O'Connor, 88, comedian singer, presenter

Geoffrey Palmer, 93, actor

Ken Hansley, 75, keyboard player Uriah Heep



John Sessions, 67, comedian

Sir Sean Connery, 90, James Bond

Nobby Stiles, 78, footballer

Bobby Ball, 76, comedian

Billy Joe Shaver, 81, country music star

Frank Bough, 87, TV presenter

Johnny Nash, 80, musician

Eddie van Halen, 65, guitarist

Kenzo Takada, 81, fashion designer

Helen Reddy, 78, singer

Dean Jones, 59, Australian cricketer

Juliette Greco, 93, singer

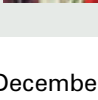
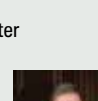
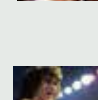
Michael Lonsdale, 89, actor

Ruth Bader Ginsburg, 87, US supreme court judge

Pat Smullen, 43, jockey

Sir Terence Conrad, 88, founder of Habitat

Dame Diana Rigg, 82, actress



Kevin Dobson, 77, actor

Trini Lopez, 83, singer

John Hume, 83, Irish politician, Nobel peace prize 1998

Dave Prowse, 85, actor - Darth Vader



Jack Charlton, 85, footballer/manager

Carl Reiner, 98, actor

Ian Holme, 88, actor

Dame Vera Lynn, 103, singer

Mory Kante, 70, singer

Irrfan Khan, 53, actor

Ranjit Chawdhry, 64, actor

Brian Dennehy, 81, actor

Little Richard, 87, rock and roll legend

Sir Stirling Moss, 90, motor racing legend

Honor Blackman, 94, actress

Kirk Douglas, 103, actor

Bill Withers, 81, singer/musician

Kenny Rogers, 81, singer

Max Von Sydow, 90, actor

Orson Bean, 91, actor

Michel Roux, 78, chef

Charlie Pride, 86, musician

Olivia de Havilland, 104, actress

Jerry Stiller, 92, actor

Kobe Bryant, 41, basketball player

John Lewis, 80, US civil rights/ congressman

Nicholas Parsons, 96, presenter

Hosni Mubarak, 91, Egyptian president

Terry Jones, 77, Monty Python founder

Daniel arap Moi, 95, 2nd president of Kenya

Jack Welch, 84, CEO of GE and writer

Ben Cross, 72, actor - Charriots of Fire

Javier Pérez de Cuéllar, 100, ex-PM of Peru and 5th UN secretary-general

Betty Williams, 76, N.Irish Nobel peace activist

Toots Hibbert, 77, singer/songwriter

Tim Brooke-Taylor, 79, comedian

Ennio Morricone, 91, composer

Katherine Johnson, 101, NASA mathematical

Julian Bream, 87, classical guitarist

Valéry Giscard d'Estaing, 94, 20th President of France

George Blake, 98, British spy and double agent

Chuck Yeager, 97, American Air Force test pilot

Tommy Docherty, 92, footballer / manager

Diego Maradona, 60, footballer genius



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EWPA updates crushing guidance

Australia's Elevating Work Platform Association has updated its guidance on the background, risk assessment, selection and use of secondary guarding systems for aerial work platforms.

The information sheet, entitled 'What do I need to know about Secondary Guarding Systems for Mobile Elevating Work Platforms' outlines the potential risks of becoming trapped or crushed between the platform and an external obstruction. It also highlights how second guarding systems, in conjunction with planning, platform selection and operator training can further minimise the risks of an entrapment incident.

A free copy can be downloaded from www.ewpa.com.au



£220k fine for near miss

UK based M&J Hire Centres has been fined £220,000 and ordered to pay costs of £65,443 by the Health & Safety Executive after an apprentice narrowly avoided a potentially fatal crushing injury involving a mobile crane.

The incident occurred in August 2016 when the apprentice climbed onto the roof of a portable cabin to sling a power float. The operator began to extend the boom and move the crane closer, when it tipped, with the boom coming down onto the cabin. The apprentice jumped out of the way but fell from roof causing injuries to his leg and back.

An investigation found the company did not have a safe system of work in place and that crane operator had not been adequately trained. There was no clear instruction concerning the use of the crane and no way of ensuring that the apprentice was suitably managed.

HSE inspector Nigel Fitzhugh said: "Those in control of work have a responsibility to provide adequate training to their employees so that they can operate equipment safely and devise safe methods of working."

Premier to offer VR PAL+

UK training and rental company Premier Platforms has become one of the first training centres to offer IPAF's Virtual Reality (VR) PAL+ course after its instructor, Daniel Williamson, passed the theory and practical elements of the course virtually. Pal+ was launched in 2012 as an optional one day course to provide additional training for high risk or challenging environments. The course was recently updated to be completed using a virtual reality simulator.



\$2,160 for wrong licence

SafeWork SA charged an unnamed contractor \$2,160 for allowing a person working on its site to operate a boom lift without a high risk work licence. An inspector spotted the person operating the platform of over 11 metres while carrying out a compliance audit and discovered that they did not hold the appropriate licence. The business had also failed to check that he held one.

\$180k for ignored warnings

New Zealand construction company Hobson Construction has been fined \$180,000 after ignoring a notice to stop work until safety measures were improved. The prohibition notice was issued after a WorkSafe inspector visited one of its sites in 2018



noting a number of health and safety failings relating to inadequate fall protection and working from height. He subsequently stopped all work to the second level of the building until adequate fall protection was installed, however this was ignored on three occasions.

Danielle Henry of WorkSafe said: "There doesn't need to be harm for WorkSafe to prosecute. In this instance, by not ensuring adequate fall protection was in place, the business was putting its workers at risk of a fall from height."

Hobson had previously been issued six prohibition notices relating to unsafe work at multiple sites around Auckland, including two at the site above.

Crane operator fined

A crane operator in New York was fined \$1,600 for operating a luffing jib tower crane without a valid licence. The operator, Wayne Miller, was working with the contractor J.F. Stearns in April 2016 when, according to the Department of Buildings, he operated the crane without the proper endorsement and renewal. He was fined \$1,600 for not updating his licence.

Who trained them?

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UKCA marking guidance

UKCA marking is to be phased in over the next two years as a UK replacement for CE marking as a way of showing product conformity.



ALLMI is currently producing a Guidance Note on this subject and has informed members of the timeframes for the phasing in process:

- **1st January 2021 to 1st January 2022:** CE marking can still be used
 - **From 1st January 2022:** a product bearing the CE mark will still be valid for sale in the UK, so long as it is also UKCA marked
 - **Until 1st January 2023:** option to affix the UKCA marking via a label affixed to the product or an accompanying document
 - **1st January 2023:** UKCA marking must be affixed directly to the product
- ALLMI technical manager Keith Silvester said: "We are reviewing information provided by the government and will publish a new ALLMI Guidance Note covering the implications of this change for the lorry loader industry as soon as feasible."

On a related matter, it is important to remember that EN 12999, the European Standard for loader cranes, still applies to the UK lorry loader industry and was adopted as a British Standard - BS EN 12999 - signifying compliance with the EU Machinery Directive. In the UK the Machinery Directive is replicated via the Supply of Machinery (Safety) Regulations and so BS EN 12999 assists compliance with this UK legislation.

Keith Silvester adds: "EN 12999 remains pivotal to the UK lorry loader industry, and so it's a real positive that BSI's membership of CEN (the body that develops EN 12999) will remain in place."



Increased demand for Crane Supervisor training

Remarkably, given the events of 2020, demand for ALLMI's Crane Supervisor training increased by 15 percent last year.

ALLMI training & project officer, Jon Kenyon said: "The Crane Supervisor controls the lifting operation and is responsible for ensuring that it is carried out in accordance with the Appointed Person's safe system of work. The ALLMI course equips those looking to fulfil this role with the required technical and legislative knowledge, as well as a high level of practical skills, and also assists employers in meeting their obligations under BS7121 Part 4."

ALLMI chief executive Tom Wakefield added: "These figures underline the importance and credibility of our Crane Supervisor course and reinforce its position as the industry's leading training programme for those carrying out this role within a lorry loader lifting team."

For further information, please contact ALLMI or visit www.allmi.com/training

Guidance Notes series

The following is a full list of ALLMI Guidance Notes which cover numerous aspects of lorry loader use.



- GN001 Guidance for Life Expectancy of a Lorry Loader
- GN002 Second-hand Lorry Loaders
- GN003 Guidance for the Purchase of Second-Hand Lifting Attachments
- GN004 Regulations and Standards
- GN005 Guidance for Lorry Loader Installers and Operators
- GN006 Guidance Note for Hiring of a Lorry Loader
- GN007 Guide to Lorry Loader Purchase
- GN008 Bridge Bashing Regulations
- GN009 Trailer Mounted Loader Cranes
- GN010 Thorough Examination & Testing of Loader Cranes
- GN011 In-service Structural Inspections
- GN012 Non-Destructive Testing
- GN013 Stabiliser Forces
- GN014 Guide for the Purchase of Chassis Suitable for a Loader Crane
- GN015 Guidance for Calibrating Reduced Capacity Areas
- GN016 Guidance for the Supply & Use of Remote Controls
- GN017 Guidance for Employee Induction
- GN018 Implications of BS7121 Safe Use of Cranes - Part 4: Lorry Loaders
- GN019 Interim Maintenance & Inspection of Lorry Loaders
- GN020 Reporting of defects arising from a Thorough Examination of a Loader Crane
- GN021 Determining the Sail Effect for Wind
- GN022 Correct Identification of Appropriate Types of Stabiliser Beam Locking Device
- GN023 Protocol for Provisional Overriding of Safety Systems
- GN024 Handbrake Interlocks
- GN025 Lorry Loader Technical Files
- GN026 Work at Height: Points to Consider
- GN027 Lone Working: Points to Consider
- GN028 On-Site Hazard Assessment for Mobile Engineers
- GN029 Lifting Team Monitoring - Points to Consider
- GN030 Kerbside Deliveries with Lorry Loaders
- GN031 Thorough Examination of Loader Cranes on Waterborne Vessels

Guidance Notes, as well as other good practice documentation, can be downloaded from www.allmi.com (click 'Guidance' on the main menu). Should you have questions on the above or suggestions for further Guidance Notes, please contact ALLMI.

Lighthouse Club support

ALLMI has supported UK construction industry charity, the Lighthouse Club for many years and has most recently promoted the club's 'Christmas Cracker' campaign, which aims to raise funds that would have been received from the charity's Christmas events. While it is appreciated that many companies may not be in a position to donate this year, details can be found at www.lighthouseclub.org



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

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IPAF operator apps

A partnership agreement has been signed between IPAF and Trackunit to develop and deliver a new digital operator app called ePAL, which will be free to use and will feature a digital IPAF PAL Card, logbook, and operator safety guides. Launch is planned for April, and it will initially be offered in English with other languages to follow. It will be available for Apple iOS and Android devices and will be continually updated with additional features added as usage demands and technology allows.

Peter Douglas said: "Developing this app is a key priority, with Trackunit bringing its considerable technical expertise to bear to roll this out in 2021, delivering a digital solution to connect IPAF and the operator for the first time. ePAL will bring benefits for operators and training centres alike, will allow users to store their digital PAL Card and logbook and to help communicate important safety and technical messages direct to the operator."

"IPAF members will be involved as much as possible, in shaping the future of technological advancements such as this. These are exciting times."

Søren Brogaard of Trackunit added: "The App will be a real game changer for the industry, allowing aerial lift and mast climber operators to store and share their training accreditation, log equipment usage, gain access to machines and geo-fenced work sites safely and securely, and to obtain important safety and technical information."



IPAF members key part of supply chain

IPAF has assured its UK members and the wider industry that powered access operations remain a vital part of construction, facilities, processing and logistics supply chains, and as such companies should continue to operate during the latest national lockdown, in line with safety guidance.

Chief executive Peter Douglas said: "During the first lockdown last year, IPAF successfully lobbied the UK Government, Build UK and the UK HSE to secure important guidance and assurances that our members provide a vital means of safe work at height on construction sites and in maintenance, logistics and processing tasks, and as such their operatives were exempt from the stay at home advice. We have developed a safety best practice guidance to ensure day to day operations, operator training, and back office functions may continue. IPAF's Training Centre network in the UK remains open for business and can now offer the widest possible range of eLearning and remote instructor led courses."

"It is important as we move through the next few weeks and months that all IPAF member companies, trained operators, managers and delivery drivers are able to operate as usual. There is no excuse for compromising on safety when working with powered access to work at height, and IPAF can offer a range of materials and advice to aid compliance with the latest Covid security protocols."

"All of the safety guidance we have issued since the pandemic began is reviewed and updated on an ongoing basis. IPAF members and PAL Card holders can be reassured they can continue to travel to work and to access Build UK sites. Likewise, IPAF Training Centres are able to continue to assist new candidates and existing PAL Card holders requiring new category or renewal training."

Find the latest Covid-19 guidance and related materials via www.ipaf.org/resources, contact IPAF if you have any specific enquiries.



IPAF training now available in Swedish

IPAF training is now available in Swedish for the first time, to meet growing demand in the region. All instructor led training materials have been translated and is available through IPAF Training Centres in Sweden. It can also be offered in other countries, providing the instructor assessing the course is fluent in Swedish. There are also plans to develop the language into eLearning.



IPAF training in Sweden is currently offered by accredited training company Lipac, which has five locations across the country, however additional training centres are working on their accreditation. Demand across the Nordic region is connected to major international contractors stipulating that all operators on site must have IPAF Powered Access Licence (PAL) Cards or be IPAF PAL+ certified.

Regional representative Kent Boström said: "Training to this standard has not been available in Sweden before, as the domestic alternative only claims to follow the standard, without any certification to underpin that claim. Until now operators could train in Danish or English, but not Swedish."



Lipac's IPAF instructors (L-R) Johan Lorenzon, Katarina Jacobson and Mattias Eriksson

Alimak becomes Sustaining Member

Mastclimber and hoist manufacturer Alimak has become IPAF's fourth Sustaining Member, joining Haulotte, APEX and Henderson Insurance Brokers.



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Results are for January 2020 and include printed copies - currently posted to 83 countries - and digital copies downloaded from www.vertikal.net or the Magzter newsstand.

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New tower standard: countdown begins!

If you or your employees use mobile access towers, you have a responsibility to provide equipment that is safe and reliable. A simple way to do that is to ensure that it is certified to design standard EN 1004-1.

EN 1004-1 specifies materials, dimensions, design loads, safety and performance requirements for mobile access towers and has been around since 2004, but a new version was published in November, entitled EN 1004-1:2020.

The old EN 1004:2004 standard will be withdrawn on 30th November 2021 and the next 10 months are effectively a transition period, during which manufacturers and suppliers will switch to providing towers that are certified to, the new EN 1004-1:2020 standard.

How the changes affect you depends on your role in the industry. PASMA has published a free, comprehensive guide to the revision, covering:



- The new definition of a mobile access tower
- The four main areas of change
- A timeline for the rollout
- How, and when, to start preparing
- Choosing safe towers for work and home

Visit www.pasma.co.uk/en1004 to read the guide.

Singapore introduces separate rules for towers

Singapore's code of practice for scaffolds, SS 659:2020 (formerly CP 14), has been released following a seven year review.

The standard now treats aluminium towers and steel scaffolding differently. It means tower users will no longer have to complete a mandatory five day training course, as long as the training they have meets the standard, which PASMA Towers for Users does. In another positive step for tower safety, equipment used in Singapore must now conform to EN 1004.



A new representative for freelance instructors



Freelance PASMA instructors have a new representative – Craig Gorton. He will be responsible for reaching out, listening and representing the views of freelance instructors to PASMA. He also sits on the Training Committee.

New chairman for PASMA Training Committee

Gillian Rutter of Skyward Training has been named as the new chair of the PASMA Training Committee.



The committee is made up of PASMA training members with ideas on how PASMA courses can be improved, while helping put them into action. The group will soon be revamping the Work at Height (Novice) course and updating other courses in preparation for EN 1004-1:2020.



Get involved with Tower Week 2021

PASMA will hold its annual Tower Week on 7th – 13th March.

New PASMA Marketing Panel



The Marketing Panel includes marketing professionals from PASMA members who volunteer to help PASMA execute useful, relevant and targeted campaigns that resonate with those who make decisions about tower safety.

A new panel includes:

- Jadie Booker - Kentec Training
- Simon Carter - Lyte Ladders & Towers
- Amy Chard - HSS
- Jack Fleck - Euro Towers
- James Gray - TB Davies
- John Hookway - National Training & Consulting Services
- Bushra Imtiaz - WernerCo
- Lowri Jones - Phoenix Hire & Sales
- Alex Latham - PB Training Services
- Ben Sly - Pop Up Products
- Malin Smith - AFL-Uplift
- Julie Steele - Ridgeway
- Michelle Warren - Warren Access

Learn more at www.pasma.co.uk/marketing-panel

HSE annual stats on non-fatal accidents

The UK Health & Safety Executive has published new statistics for non fatal workplace accidents:

- 5,214 non fatal falls from height were reported under RIDDOR in 2019/20
- That's 14 people every single day in the UK
- Eight percent of non fatal accidents reported under RIDDOR were falls from height
- In construction, this rises to 18 percent
- It is likely the true number of falls was much higher, as the HSE believe employers only report around half of reportable accidents

The Labour Force Survey also collects data on non fatal workplace injuries, using self-reports from employees, and as such records a wider range of accidents than RIDDOR. This year it recorded an estimated 36,000 falls from height - a horrifying 99 per day.

An estimated 572,000 working days were lost in the UK last year because of falls from height.

As well as these non fatal accidents, we already know that falls from height remain the biggest workplace killer, with 29 people sadly dying in 2019/20. That's one person every 13 days – most, if not all of them, men.

Read more: www.hse.gov.uk/statistics/causinj/index.htm

Support the APPG on Working at Height

The All Party Parliamentary Group on Working at Height brings together UK MPs and Peers with trade associations, companies and contractors to raise awareness of the risks of working at height and propose effective, sensible measures to ensure people return home safely from work.

Its 2019 report made four recommendations and highlighted two areas for further consultation. You can support the APPG by joining its meetings and inviting your local MP to do the same.

Learn more at: www.workingatheight.info



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

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CAA to form working groups to assess impact of CAP1096

As reported in the October issue the UK's Civil Aviation Authority

(CAA) has announced a delay in the implementation of 'CAP1096 - Guidance to Crane Operators on Aviation Lighting and Notification' until May 31st. Following representations from the CPA, ALLMI and others, the CAA has agreed to set up four working groups with representatives from the crane and lift industry to consider the impact of the proposed guidance.



Issues to be considered include:

- Threshold height for notification,
- Notification period,
- Obstacle lighting requirements,
- Marking of the crane structure,
- Inconsistency between aerodrome operators in application of guidance and charges,
- Appeals process,
- Impact on the UK crane industry.

In the meantime, the CAA is to run a trial with a small number of crane users to test and assess the proposed notification system.

EU transition seminars and briefings

With the UK leaving the EU's Single Market and the Customs Union the CPA has held a series of online seminars and briefings for CPA members likely to be affected by any changes. Companies that operate in the EU will have to prepare and take steps to work within the new trading relationship.



The seminars and briefings have looked at the process companies will have to complete in order to rent equipment from the UK into the EU or vice versa, including information on the customs process that need to be followed. The briefing also addressed what companies who operate on both sides of the Irish border will now have to understand to maintain the movement and flow of equipment and materials from north to south.

In the second of the CPA's briefings the guest speaker was Holly Tonge of Brightfinch, an international trade consultant who has spent her career advising companies on how to be compliant and ready for importing and exporting goods and services around the globe.

The end of year deadline has seen a raft of new measures and processes come into effect at border and crossing points between the EU and UK. The requirements take effect both ways, with spare parts and new machines being bought into the country, alongside equipment being hired out from the UK to the EU and beyond. In what is likely to remain a fluid situation for at least the first part of the new year, government advice and requirements for companies dealing with the EU transition process is unlikely to be finalised for some time.

The CPA will be updating its information on a regular basis as and when appropriate, in order to support companies working with their customers and clients in the EU.



Plant Installer category for Stars of the Future

The CPA is to include the category of 'Plant Installer of the Year' in the 2021 Stars of the Future awards due to the number of trainees undertaking the dedicated occupation of building, installing and in most cases, dismantling equipment from components. These typically include tower cranes, crawler cranes, mast climbers and hoists.

Although a formalised apprenticeship for this occupation has yet to be devised, the CPA entry criteria requires that applicant trainees are on an employer training programme of at least 12 months duration and working towards either the Plant Installations NVQ or SVQ or other form of formal occupational competence based qualification. A training programme for tower crane and hoist installers has been devised by the respective interest groups in conjunction with the CITB and the Plant Installer occupation is listed as a CSCS category.

There are now a total of six national titles for 2021 - Plant Mechanic (Level 2), Plant Technician (Level 3), Plant Operative, Lifting Technician, Hire Controller and the brand new category for Plant Installer of the Year. Nominations are now open until March 31st. Nomination forms can be found at www.cpa.uk.net.

CPA chief executive Kevin Minton said: "Stars of the Future recognises the UK's most promising apprentices and trainees in the construction equipment sector. Last year we had over 70 nominees and we are delighted to extend the awards programme even further this year with the new national title of CPA Plant Installer of the Year. We urge employers to nominate apprentices and trainees who they believe should be recognised as stars in the making."



The national winners for 2020 were

Plant Mechanic of the Year:

Adam Rees of Machinery Movements and Crane Hire

Plant Technician of the Year: Rhys Nigel John of Marubeni-Komatsu

Plant Operative of the Year: Danielle Taylor of Flannery Plant Hire

Lifting Technician of the Year: Luke Reddish of Wolffkran

Hire Controller of the Year: Iveta Tomasevska of Flannery Plant Hire

GOING UP IN THE WORLD



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

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

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

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

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

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Edilgru MH 1000-30/32

Edilgru is an Italian manufacturer of self-erecting tower cranes. CGM Models of Italy has produced this 1:50 scale model which is substantially made of high quality plastic, rather than being diecast. It comes in an Edilgru branded box, but there are no instructions included, which is a pity as they would be helpful.

The crane can be displayed in transport configuration with a suitable truck, and the axles have detailed wheels. The ballast trays fold down from the transport position. The outrigger beams have adjustable pads with visible screw threads and the plastic construction of the model helps the stability.

There is an equipment cabinet and the motors for the winch and slewing are modelled. The counterweight blocks are solid rather than segmented, and they are filled with metal to add weight. The lattice tower looks convincing and has detailed capacity boards. There is some precise model engineering with support cables accurately modelled for length.

The jib looks realistic with full triangulation of the lattice on all sides, and the use of plastic improves the stability of the model. The crane can be erected with the jib set at various lengths as many sections are connected by screws. There is also an Edilgru sign board.

The trolley and hook are plastic with

tiny metal wheels. The trolley can be positioned anywhere along the jib by hand. The rope used on the model is relatively thick so weight is needed on the hook for it to hang realistically.

The hoist can be operated using a supplied key, with little friction on the drum. A load is required on the hook to operate the winch successfully.

There is enough rope to fully lower the hook.

This is an almost entirely plastic model, although the engineering plastic used is high quality, and there are detailed graphics. CGM has made a good looking model of this Edilgru crane. It is available from the ModelMarris webshop for around €199.

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

Cranes Etc Model Rating

Packaging (max 10)	6
Detail (max 30)	22
Features (max 20)	16
Quality (max 25)	20
Price (max 15)	10
Overall (max 100)	74%



On the road



Adding a jib section



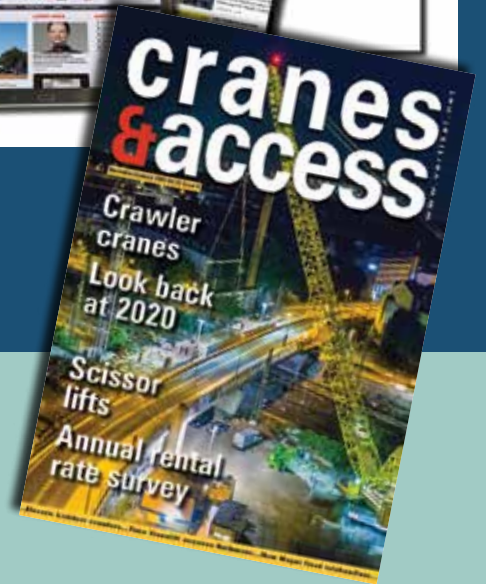
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Jib profile is very good

Cabinet and ballast

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Readers Letters

C&A

letters



The following is more of opinion piece but sent in as a letter and for us 'hits the nail on the head' and raises an increasingly important point. It would be very good to hear from more of you on this subject so we will also post it on the Vertikal website where it can be commented on directly.

Social Media?

We bought our first mobile phone in 1987, that's the one, the brick with the 'hernia' battery if you opted for 16 hours of battery life instead of eight. We had one on trial from a local supplier, as the whole idea was in its infancy, and a trial wasn't unusual. Bill, (Ellis) never afraid of progress and foresight, decided we'll make our phone number known to some key suppliers and customers and if we get any work from that we'll buy it.

In those days we were working all over the country, pre-cast concrete and steel erecting. Some work came in and we were also able to sort some issues on site without stopping everything and having to drive to the nearest phone box laden with 10p coins. So £1,750 later the phone was ours!

The phones were gathering pace rapidly, soon our now seemingly old fashioned phone was selling for £250.00 and we added a second to fit in the crane that travelled the country and was starting to go out on hire. The benefits of having the phones were quickly apparent, so another crane another phone, this time £25, but we kept the same 'old' phone kits, so they were interchangeable in our vehicles.

Our lads at the time, 'had a go' with the phone, more as a novelty than anything, if we were working away any private calls were still made from our digs or from call boxes after work.

Scroll forwards 33 years, the phones have advanced beyond all recognition. We had a customer a few years ago who erected radio masts. He had the opportunity to erect masts for the Orange phone network but couldn't see why anyone would want to have a telephone in their pocket 24/7 and declined the work, sticking to the 'safer bet' of his usual work!

Modern phones, not even phones but 'handheld devices' are undoubtedly a triumph of technology with endless benefits and uses, but then the ironically named, social media arrived, often the most antisocial use of these devices. Again, lots of benefits and quite frankly the unbelievable ability to speak to and see someone simultaneously, on the other side of the world, stuff that we conjured up in our minds when I was at school. I have family that live abroad and can send a message instantly, unfortunately long gone are handwritten letters and the excitement of a long awaited reply.

I'm not old fashioned, stuck in the past or afraid of change but here's the issue. In my opinion these handheld devices have turned into an epidemic of unbelievable proportions with the way some of our work forces use them unnecessarily during working hours.

I've had conversations with lots of business owners in all sorts of trades and they all tell the same tale, "phones always stuck to his ear" or "if you can get him off his phone". I know some sites have phone zones, phone use outside of which is prohibited. Should this now be a standard site regulation akin to other health and safety requirements like hard hats, protective footwear etc. and enforced in the same way? Surely, we can't let the brilliance of this technology be a hindrance to our own services and skills.

However much we drum it into them, we can't police our staff when they are on a customer's site so maybe the sites should help uphold this. Genuine necessary calls for reasons such as breakdowns, site issues or alterations to a hire term, can usually be made, with permission, in a few minutes. Each to their own but Snap chatting or Facebooking what you had for breakfast is not only unnecessary during working hours, it seems to me, a bit odd!

Yes, I've written this on a handheld device, yes, I've posted updates and information about our company and services on Facebook and LinkedIn and why not, that's what it's there for. But surely there's a time and a place for everything and during the whole of lifting operations of any sort on site big or small, in my opinion, isn't it?

I know the old school that may read this might feel they are being tarred with the same brush, and probably couldn't care less about social media, it's not meant as a sweeping statement, but there is a problem emerging in the construction industry that I for one would like to see contained.

There's some graffiti on a wall in Gloucester next to the image of Albert Einstein that reads; Smart Phones, Stupid People!

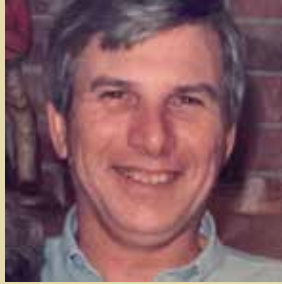
Simon Ellis

Ellis Crane Hire – UK



Ira 'Dean' Riley 1940 – 2020

Sad news reached us in December of the death of Dean Riley, the former Grove district manager and sales training manager based at the company's Shady Grove facility in Pennsylvania in the 1970s and 80s. He passed away peacefully at the Homewood Retirement Centre, Williamsport, on November 23rd.



Dean Riley was born in Fort Ashby, West Virginia, and attended Frostburg State University followed by the University of Houston. He graduated in 1965 and went on to serve in the United States Marine Corps Reserves.

He initially worked for Grove in the fire ladder and rescue business, at a time when the company still produced farm wagons, tilt-bed truck bodies and fire ladders... as well as cranes. He was involved in the buyout of the Grove fire ladder/rescue platform business in the early 1970s, becoming the president of Ladder Towers Incorporated as it was renamed. He returned to Grove as sales training manager in the late 1970s with the responsibility for training new district managers, organising customer visitors to the factory, sales training courses for dealers and major customers as well as factory based customer events and was also involved in the production of marketing materials including corporate films.

After leaving Grove, he ran a business selling antiques, just one of his many passions, but then went back into the equipment business working for Grove dealers JW Burris and then Anderson Equipment from where he retired in 1999. He is survived by his wife Susan, daughters Leissa and Amy, and son Bruce. He also has seven grandchildren and two great grandchildren.

Dean Riley was certainly a character and was as honest as the day is long. He was always ready to share his thoughts openly – in fact he was completely unable to hide his

feelings but was always upbeat and never lingered too long on any disappointments. He was thoughtful, inciteful, and a great mentor to hundreds of young people, both at Grove and for the number of clubs and associations that he served as a volunteer. He would have made a brilliant and inspirational teacher, although he may not have had quite the right approach for running a company, if so that would have been one of his very few failings.

At times he could come across as slightly cavalier in his approach, but he was a 'can doer' and nothing was impossible. He was always 'thinking outside of the box' although his unorthodox methods for getting things done may not always have endeared him to the 'powers that be', in fact some considered him to be something of a loose cannon and there may have been some basis for this, but every organisation worth its weight needs at least one person like Dean Riley – managing them is perhaps another matter altogether.

He must have caused his immediate marketing services superior, Bert Major, more than a few headaches and high blood pressure, but he was undoubtedly brilliant, full of enthusiasm and he did get things done. If I were to sum up an image of Dean in his prime, it would be Indiana Jones. Dean Riley was a mentor to me during my most formative years although I only worked for him for 18 months, but I am glad and deeply honoured to have known him.

Leigh Sparrow

Due to the Covid-19 pandemic restrictions, the family has said that it will honour his life at a celebration when it is safe to do so. They have also sent their thanks the nursing staff and aides of the Homewood Retirement Center. He also requested that his body be donated to medical science.

Memorial donations can be made in his name to the local Habitat for Humanity Washington County Humane Society and/or the Reach Shelter of Hagerstown.

André Martin 1924 - 2021

André Martin, a veteran of the French crane rental industry and founder of Transport Martin Levage has died, he was 96. Martin and his wife Adrienne started out in 1957 running a fuel station in Cap d'Agde near Beziers in the south of France, and then in 1968 they bought an ex-US army Austin Western wrecker crane on a three axle 6x6 Reo truck in order to add another side to their business. Over the following years they expanded the crane and recovery business and began looking at new cranes, starting with the classic Haulotte GH12, the cornerstone of many French crane rental companies. Martin Levage continued to grow steadily and even made the odd acquisition purchasing Ancre Levage along the way.

The couple eventually passed the business on to the second generation of the family, in the form of son Joel and daughter Isabelle, although André remained involved on a daily basis and only stepped down as a director in October. Today the business runs a fleet of around 30 cranes with capacities up to 300 tonnes from locations in Agde, Nîmes, Montpellier, Sète and Béziers.



Adrienne and André Martin with their first crane - an Austin Western - photo courtesy JDL

IN THE NEXT ISSUE OF **C&a**



Place your products in front of 17,000 crane, telehandler and access buyers & users who will be reading the February/March issue of **C&a**...

The issue will include features on:

Van and small truck mounted platforms

The smaller truck mounted market is growing fast and changing, we take a look at some of the latest developments. If you have any news, or some good photographs please send them over.



Self-erecting mobile tower cranes

The adoption of self-erecting mobile tower cranes is mostly limited to Europe, but this is starting to change, at the same time new technology and power sources are making them ever more attractive. We take a look at the latest developments. Have you got news to tell?

Battery developments

In the last 12 months interest in battery electric power for construction equipment has rocketed, while lithium-based battery technology is becoming a practical and 'game changing' alternative for ever smaller battery powered machines.



Vertikal Days preview

We take our first look at what to expect from Vertikal Days in mid May - kicking off the lifting equipment calendar the event will be the main platform for new product launches. Expect to see a great new skyline of cranes, aerial work platforms and telehandlers from all the major manufacturers, plus component, software, training and other ancillary companies.



Send any information, news, photographs or ideas on these subjects to editor@vertikal.net

Every issue of **C&a** is also packed with our **regular columns** and **news** plus **reader's letters**, **books**, **models**, **training**, along with the latest news from the **CPA**, **ALLMI**, **IPAF** and **PASMA**.

Ask us about our **Special Advertising Packages** advertising@vertikal.net or call us on UK +44(0)8448 155900 or mobile +44(0)7989 970862

What's on

2021

Tower Crane Conference

by Cranes Today
February 11, 2021
Virtual conference covering tower cranes Virtual, UK
Tel: +44 7525 498670
www.towercraneconference.vfairs.com/

IPAF Summit and awards

March 18, 2021 Annual Summit and IPAs awards of the International Powered Access Federation
Virtual online
Tel: +44 (0)15395 66700
www.ipaf.org

AED Summit 2021

March 29-31, 2021 AED's annual convention for North America's equipment distributors Las Vegas, USA
Tel: +1 630-574-0650
www.aednet.org/events/summit

SC&RA Annual Conference

April 12-16, 2021 Annual Conference of the US crane and heavy transport association including the Jobs of the Year awards. La Cantera Resort, San Antonio, Texas, USA
Tel: +1 (703) 698-0291
www.scranet.org

Innovationstage der Höhenzugangstechnik 2021

April 15-16, 2021
Informal event for access equipment, mini cranes and telehandlers Hohenroda, Germany
Fax: +49 931 270563939
www.borntolift.de/innovationstag/

Bauma Conexpo India

April 20-23, 2021
The bauma/Conexpo exhibition in India Delhi, India
Tel: +49 89 949-20255
www.bcindia.com

Executive Hire Show

April 28-29, 2021
UK tool and small rental equipment show Ricoh Arena Coventry, UK
Tel: 0207 973 4630
www.executivehireshow.co.uk

Hire 21

May 11-13, 2021
Annual convention and exhibition of the Hire and Rental Association of Australia and the Elevating Work Platform Association Gold Coast, Australia
Tel: +61 (0)2 9998 2255
www.hire21.com.au

Vertikal Days 2021

May 25-28, 2021 Russian construction equipment exhibition. Moscow, Russia
Tel: +44 (0) 8448 155900
www.vertikaldays.net

Bauma CTT 2021

May 25-28, 2021 Russian construction equipment exhibition. Moscow, Russia
Tel: +4989 94922-339
www.bauma-ctt.ru

Apex 2021

June 15-17, 2021
International powered access trade show Maastricht, The Netherlands
Tel: +31 (0)547 271 566
www.apexshow.com

JDL Expo

June 23 - September 24, 2021
French cranes and access exhibition/event Beane, France
Tel: +33 (0)1 45 63 68 22
www.jdlexpo.com

HIANZ - Conference 2021

Postponed from 2020 - date and venue to be confirmed
Annual conference and exhibition of the Hire Association of New Zealand Queenstown, New Zealand
Tel: +64 7 575 2563
Website: www.hianz.net.nz

HCEA International Convention and Old Equipment Exposition

August 27-29, 2021
The Historical Construction Equipment Association's annual convention and expo Concordia, Kansas, USA
Tel: +1 785 243 0083
www.hcea.net

Platformers' Days 2021

10 to 11. September German access and lifting show Karlsruhe, Germany
Tel: +49 721 3720 5096
www.platformers-days.de

PASMA Conference 2021

15-16 September Free conference from the scaffold tower association Nottingham, United Kingdom
+44 (0) 345 230 4041
www.pasma.co.uk/conference

LiftEx Middle East

September 27-28, 2021
The first Mid East conference of the Lifting Equipment Engineers Association Manama, Bahrain
Tel: +44 (0) 203 488 2865
www.liftex.org

ICUEE /Demo Expo

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

The ARA Show 2021

October 18-20 2021
ARA convention and rental show Las Vegas, Nevada, USA
Tel: +1 800 334 2177
www.arashow.org

CICA Conference 2021

November 3-5, 2021 - to be confirmed
The annual conference of the Australian crane association - possibly the best crane conference in the world. Perth, Australia
Tel: +61 03 8320 0411
www.cica.com.au

Smopyc 2021

November 17-20, 2021
Spanish construction equipment exhibition Zaragoza, Spain
Tel: +34 976 764 700
www.feriazaragoza.es/smopyc-2020

2022

Bauma 2022

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

Interschutz 2022

June 20 -25 2022
International fire and rescue show Hannover, Germany
Tel: +49 511 89-0
www.interschutz.de

Liftex conference

October 5-6 2022
Annual conference of LEAA Lifting Equipment Engineers Association Aberdeen, UK
Tel: +44 (0) 203 488 2865
www.liftex.org

Bauma China 2022

November 24-27, 2022
SNIEC Shanghai, China
Tel: +49 (0)89-9492051
www.bauma-china.com

2023

Baumag

January 26-29, 2023
Swiss construction equipment show Lucerne, Switzerland
Tel: +41 56 204 20 20
www.baumaschinen-messe.ch/html/home.htm

The ARA Show 2023

February 12-15, 2023
The American Rental Association's annual conference and exhibition Orlando, Florida, USA
Tel: +1800 334 2177
www.arashow.org

Samoter

March, 2023
International earthmoving and building equipment show Verona, Italy
Tel: +39 045 8298111
www.samoter.it/it

2024

Intermat 2024

April 22-27 2024 The big French international construction equipment show Paris, France
+33 (0)1 76 77 15 21
www.paris.intermatconstruction.com

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

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- Good standard of English and Mathematics.

Performance Expectations:

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- Deliver an excellent standards of customer service.
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Performance Expectations:

- Inspection of all major components on a variety of equipment replacing parts as required
- Ensure that all necessary paperwork is complete and accurate
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- Provide technical support to Customers and workshop personnel along with guidance and training where required.
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**Field Service Technician (m/f/d)
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Your function

- Safety, troubleshooting and repair of mobile cranes
- Handover of new cranes to our customers and appropriate instruction
- Supporting our customers with troubleshooting (also by phone)

Your qualification

- Commercial education as an industrial mechanic/mechatronics technician/electronics technician
- Professional experience with cranes and/or construction machinery desirable
- Willingness to travel

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Access Link	www.accesslink.biz

Access Platforms Direct	www.accessplatformsdirect.co.uk
Acrolift	www.acrolift.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
Aspire Platforms	www.aspireplatforms.co.uk
ASR Access Platforms	www.access-platforms.com
ATP	www.atphire.com
Bluelift	www.bluelift.ie
Dragon Access	www.dragon-access.co.uk
Drammen Liftutleie AS	www.drammenlift.no
Elevation	www.elevation.net
ES Access Platforms	www.esaccess.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
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
Mayes Access Platform Services	www.mapsplatforms.co.uk
Mr Plant Hire	www.mrplantire.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk/Hire
North American Rentals	www.bigbooms.com
Peter Douglass Platforms	www.peterdouglass.co.uk
Platform Sales & Hire	www.platformsales.co.uk
Power Platform Services	www.pps.co.uk
Rapid Platforms	www.rapidplatforms.co.uk
Readyplant Ltd	www.readyplant.co.uk
Rival	www.rival.com
Sandhurst Access Rental	www.sandhurst-accessrental.co.uk
Trac-Access	www.trac-access.com
United Powered Access	www.upa-uk.com
Warren Access	www.warrenaccess.co.uk
Wilson Access	www.wilsonaccess.co.uk

Notified Body

Powered Access Certification	www.pac.co.uk
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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
Haulotte	www.haulotte.com
Height for Hire	www.heightforhire.com
Hird	www.hird.co.uk
International Platforms	www.internationalplatforms.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-platt.it
Liftright Access	www.liftrightaccess.com
Manlift Sales	www.manlift.ie
Mech-Serv (GB)	www.mech-serv.co.uk
Mr Plant Hire	www.mrplantire.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk/sales/
North American Rentals	www.bigbooms.com
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
Rival	www.rival.com/used
Turner Access	www.turner-access.co.uk
TVH - Group	www.tvh.com
Universal Platforms	www.universalplatforms.com
Utility Equipment	www.utility-equipment.com
Vertimac	www.vertimac.com
Wilson Access	www.wilsonaccess.co.uk
Workplatform	www.workplatformltd.co.uk

Special/Bespoke Access & Lifting Solutions

Access Platform Sales (APS)	www.apsgroup.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
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 Schwerlast GmbH & Co.KG	www.arnold-schwerlast.de
Collett A Sons, UK	www.collett.co.uk
Wagenborg Nedlift, NL	www.wagenborg.com

Heavy Transport/Abnormal Loads

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

Self-Propelled Modular Transporters

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Wagenborg Nedlift, NL	www.wagenborg.com

Telescopic Handler Manufacturers

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

New & Used Telehandlers

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

Telehandler Rental

ABBA	www.abbaplanthire.co.uk
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JMS Powered Access	www.jms.co.uk
Mr Plant Hire	www.mrplantire.co.uk
Readyplant Ltd	www.readyplant.co.uk

Site Safety Audits

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

Industry Associations

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

Crane Manufacturers

Böcker Maschinenwerke	www.boecker.de
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Galizia	www.galiziagr.com
Grove	www.grovetworldwide.com
HCME (Hitachi-Sumitomo)	www.nrcplant.co.uk
Hiab	www.hiab.com
Jekko Minicrane	www.jekko.it
JMG	www.jmgcranes.com
KATO	www.rivertekservices.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.com
Tadano Faun	www.tadano.com
Tadano Demag	www.demagmobilecranes.com
Unic Cranes	www.unic-cranes.co.uk
Valla	www.valla-cranes.co.uk
Wolffkran	www.wolffkran.de
Zoomlion	www.zoomlioncranes.co.uk

Lorry/Truck Loader Cranes

Atlas Cranes UK	www.atlasgmbh.com
Effer	www.effer.it
Ernest Doe & Sons Ltd.	www.ernestdoeladecranes.com
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
Cotac Oy	www.cotac.fi
Cranes4Cranes	www.cranes4cranes.com
Cranes UK	www.cranesuk.net
Crowland Cranes	www.crowlandcranes.co.uk
Delden Cranes	www.deldencranes.co.uk
Electrogen Int	www.electrogen.ie
Ernest Doe & Sons Ltd.	www.ernestdoeladecranes.com
High Sparks TCS	www.highsparks.co.uk
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
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
Utility Equipment	www.utility-equipment.com

Crane Hire

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

Mini Crane Hire

AMC	www.amchire.com
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
Cork Crane Hire	www.corkcranehire.com
City Lifting	www.citylifting.co.uk
Electrogen Int	www.electrogen.ie
John Sutch Cranes	www.johnsutchcranes.co.uk
King Lifting	www.kinglifting.co.uk
Ladybird tower	www.ladybirdcranehire.co.uk

Tower Cranes

High Sparks TCS	www.highsparks.co.uk
London Tower Cranes	www.londontowercranes.co.uk
Electrogen Int	www.electrogen.ie

Heavy Lift Management

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

A1A Software	www.a1asoftware.com
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

MSL Oilfield Services Ltd	www.msluk.net
PCE Instruments UK Ltd	www.pce-instruments.com

Control Systems

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

Generator Sales & Rental

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

Insurance

Specialist Insurance	www.finchgroup.net
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Online Technical Help

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

Alimats	www.craneriggermats.co.uk
GTP Europe	www.gtp-europe.com
Marwood	www.marwoodgroup.co.uk
Mat & Timber Services	www.sarumhardwood.co.uk
Nolim	www.nolim.co.uk
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
AWD	www.awdgrp.com.au
Caunton - Access	www.caunton-access.com
Cone Drive	www.conedrive.com
Crowland Cranes	www.crowlandcranes.co.uk
C-Tech Industries	www.ctech-ind.com
Davis Access Platforms	www.davisaccess.co.uk
Donghua Limited	www.donghua.co.uk
Electrogen Int	www.electrogen.ie
Ernest Doe & Sons Ltd.	www.ernestdoeladecranes.com
Haulotte	www.haulotte.com
IPS	www.ipspartsonline.com
JLG	www.jlgeurope.com
Lift-Manager	www.lift-manager.com
OTR Wheel Engineering Europe	www.otrwheel.co.uk
PCE Instruments UK Ltd	www.pce-instruments.com
TVH - Group Thermote & Vanhalst	www.tvh.be
UE Components	www.ue-components.com
Unified Parts	www.unifiedparts.com
Vertimac	www.vertimac.com
Workplatform	www.workplatformltd.co.uk

Innovations

Aerial & Handling Services Ltd	www.aerialandhandlingservices.com
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Recruitment

Vertikal.Net	www.vertikal.net/en/recruitment
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Replacement Filters

Plant Filters	www.plantfilters.co.uk
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Safety Equipment

AGS	www.ags-btp.fr
Airtek equipment	www.airteksafety.com
Heaton Trestle Handrail System	www.heatonproducts.co.uk
Heaton Scaffold Towers	www.heatonproducts.co.uk
Live Line Defender	www.liveline Defender.com
Load Systems UK Ltd	www.loadsystems.com
Mantracourt Electronics	www.wirelessensorsystem.com
Marwood	www.marwoodgroup.co.uk
SMIE	www.smie.com

Rental Management Software

Higher Concept	www.higherconcept.co.uk
HireHop Equipment Rental Software	www.hirehop.co.uk
HireHop Equipment Rental Software	www.hirehop.co.uk
Infosystem	www.levaplus.ch
inspHire	www.insphire.com

Matusch GmbH	www.matusch.de
MCS Rental Software	www.mcsrentalsoftware.com
vWork	www.vworkapp.com

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
Haulotte	www.haulotte.com
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
TVH Group	www.tvh.com
UTN	www.utntraining.co.uk
Versalift Training Direct	www.versalift.co.uk/training
Warren	www.warrenaccesstraining.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
Height for Hire	www.heightforhire.com

Training Services

Facelift	www.facelift.co.uk
HCS	www.hydrauliccraneservices.co.uk
Hewden Training	www.hewden.co.uk/training
HJ-Reach	www.hj-reach.co.uk
Hiab	www.hiab.com
Horizon Platforms	www.ipaftrainingcourses.co.uk
JLG Training	www.jlgeurope.com
L&B Transport	www.lbtransport.co.uk
Liebherr Training (UK)	www.liebherr.co.uk
Lifting Equipment Training	www.lftltd.co.uk
Loxam	www.loxam-access.co.uk
Lyte	www.lyteladders.co.uk
Mainline Access	www.mainline-access.co.uk
Mentor Training	www.mentortraining.co.uk
Mr Plant Hire	www.mrplanthire.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk
Norfolk Training Services	www.norfolktraining.co.uk
Rapid Platforms	www.rapidplatforms.co.uk
Southern Crane & Access	www.southerncranes.co.uk
TH White	www.thwhite.co.uk
Terex Atlas (UK) Ltd.	www.atlascranes.co.uk
TVH Group	www.tvh.com

Training Simulators

CM Labs	www.cm-labs.com
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Crane Attachments

Kinshofer	www.kinshofer.com
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Wire Rope & Cable

Rope and Sling	www.ropeandsling.co.uk
Teufelberger Seil	www.teufelberger.com
TMC Lifting	www.tmc-lifting.com
Casar	www.casar.de

Winches & Hoists

Rotzler	www.rotzler.com
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Tyre Suppliers

Mitas Tyres	www.mitas-tyres.com
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Traffic Management

Atlas Traffic Management	www.atlastm.co.uk
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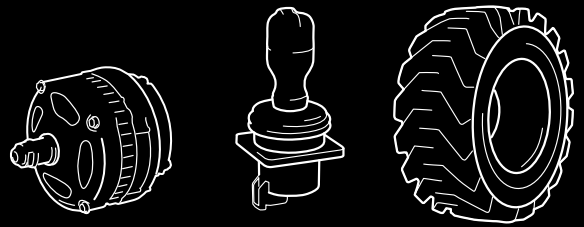
Liebherr LR1280, Year 2013, 58.1m boom

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

Kobelco CKE2500-2 250t, Year 2010, 61m boom, runner jib

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Email: info@deldencranes.co.uk Web: www.deldencranes.co.uk



Smart Parts Search System

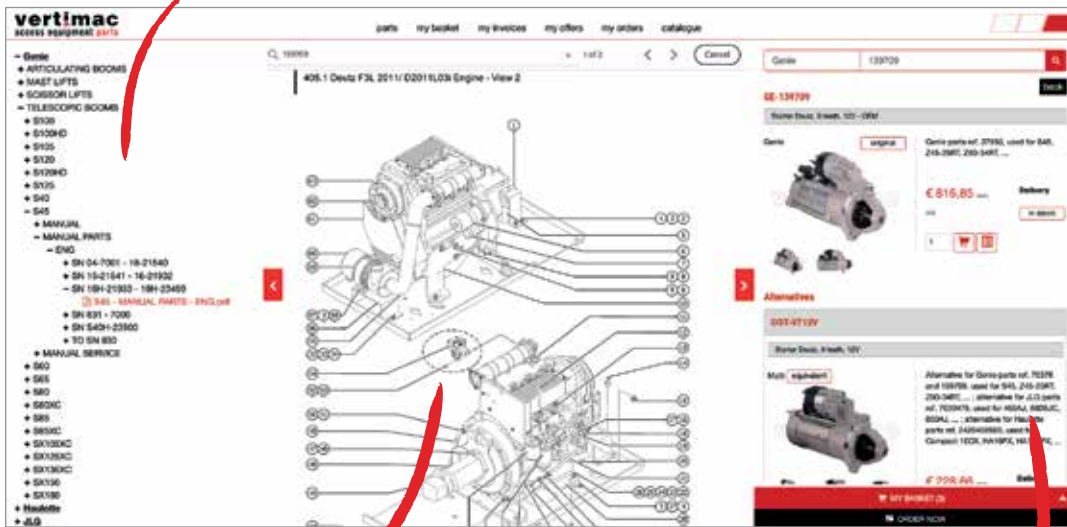
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1

Select the **parts manual** for your machine

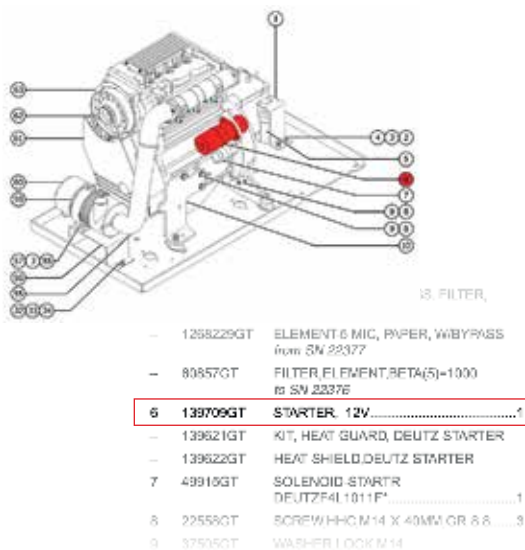


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2

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