

cranes & access

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November/December 2021 Vol.23 issue 7

Telescopic
crawler
cranes

Truck
mounted
lifts

Outrigger
mats

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On the cover:

The use of engineered outrigger mats and ground protection mats is growing exponentially - see the feature on page 43.



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Telescopic crawler cranes 17

Telescopic crawler cranes have been around for more than 60 years but have only recently become more widespread and are now an increasingly popular choice on site, thanks to their improved lift performance, design and versatility. We review the latest models and developments. Will North checks them out.



Truck mounted lifts 31



The truck mounted lift market continues to grow in volume along with the variety of different models and suppliers. The past 12 months have seen several acquisitions and new product launches. Leigh Sparrow takes a look.

In the next C&A

Scheduled for late January the next issue of Cranes & Access will include features on aluminium cranes, access equipment for the aviation sector, our annual UK and Ireland rental rate guide and a Look Back at a very eventful 2021. If you have any contributions or suggestions to make or are interested in advertising in this issue, please contact our editorial or sales teams.

Outrigger mats & ground protection 43

With the use of outrigger mats and spreader plates now the norm, we look at the latest developments, advice and recommendations on outrigger set-up as well as the growing adoption of automatic variable outriggers and custom load charts/working envelopes, plus a few applications and case studies.



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Passionate crane spotter Nick Johnson took time out to climb a new central London landmark that has some controversy - the infamous Marble Arch Mound - and discovered a notable feature clearly overlooked by critics of the structure.



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At least 30 percent of businesses in our sector have faced the bankruptcy of a significant customer, which can seriously impact the ability to trade. UK-based Top Service provides an overview of Retention of Title (ROT), the benefits and the pitfalls and how it could help mitigate your risk of being placed at the bottom of the payment hierarchy i.e., an unsecured creditor.

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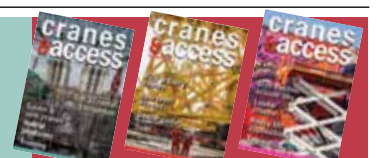
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Time to reset

As we career towards the end of the year there is a sense of Déjà vu... here in the UK the political news is full of Christmas Party stories. We held our last company get together in Christmas 2019 when our German and UK teams met up in Cambridge. Last year we should have been in Germany, but we obeyed the rules and called it off.

Since then, we have had an eventful 12 months and Vertikal Days 2020 was finally held in autumn 2021. Thankfully incredible weather helped make it a major success for which we are very grateful. However our German colleagues were unable to attend and once again we have decided to postpone our Christmas meet up. Maybe this time next year it will be third time lucky?

Given the global problems, the lifting industry is having a strange old time. Order books have rarely been fatter, but manufacturers are battling with supply chain issues to keep their plants working efficiently. Challenging yes, but a much more positive problem than what we all faced in April 2020.

Rental companies - particularly those that employ operators as well as drivers - are facing greater challenges. Equipment is costing substantially more - when you can get it - along with fuel, all manner of supplies and in several countries severe staff shortages as operator/drivers are lured away like star football players, causing substantial upward pressure on pay and recruitment costs.

However, while it may look a bit grim at times, I sense an opportunity to overcome some long-term issues and if so, we may well look back at this period as transformational?

For example, the cost and availability of new or used equipment is raising the bar to entry, while escalating costs are forcing everyone to take a serious look at their pricing policies. In the UK not only are companies facing higher fuel costs from increasing oil prices, but next April the government is withdrawing the use of lower taxed red diesel from construction. I have already heard more than one company say rates have to go up and that they would rather sit a crane in the yard than accept a silly price.

We have heard all this before, of course, but this time more companies appear serious, and some are angry. After all, contractors are facing price hikes of 50 percent or more for some materials, which they have to pay, and then they pass on the price hikes to their clients. Yet these same contractors will fight with a rental company over a few pounds on a rate for a machine that can cost the best part of a million. Why? Most likely 'because they can' and 'that is the way it has always been'. The crane and aerial lift rental industry has lacked the discipline in the past to charge a fair price and make it stick. Let's hope this time is different.

We are currently working on our annual rental rate survey, so please do send us your thoughts. The results will be published in the next issue. And finally, let me wish you a happy, healthy and prosperous year in 2022, and a wonderful holiday season and if you are holding a party

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

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100m Socage truck mounted lift

Italian manufacturer Socage has finally launched a 100 metre truck mounted lift in the shape of the FortSte 100TJJ. Work on a 100 metre machine began back in 2008, but never progressed beyond the drawing board due to economic upheaval. The FortSte 100TJJ is mounted on a five axle 52 tonne chassis or larger with the prototype mounted on a 53 tonne Scania truck. It features a five section lower boom/telescopic riser, which can elevate to almost 90 degrees, topped by a four section upper boom. As with other TJJ models it features a jointed articulated jib resulting in an up & over height of up to 68 metres. Maximum outreach is 43 metres while below ground reach is 26 metres at a 12.5 metre radius. Maximum platform capacity is 600kg with a six person rating, which is also available at the maximum working height of 99.5 metres. 700 degrees of slew is standard.



The new Socage FortSte 100TJJ on test

The first unit is destined for Sicilian crane and access rental company Levantino group, which took delivery of a 75 metre Socage ForSte75TJJ truck mount earlier this year. For more information see page 39.



The new Socage FortSte 100TJJ in the colours of Sicily's Levantino group

Electric Maeda crawler

Maeda has unveiled a full electric, six tonne CC1485 mini crawler crane. The company has partnered with Deutz to replace the CC1485's diesel engine with a 360v/40kW lithium-ion battery pack. As with the standard model, the crane features an 18.5 metre boom and can be supplied with a five metre hydraulic jib, a two tonne searcher hook or a 1.5 tonne single fall hook. Details on the battery performance and charging capabilities are currently not yet available as the product is still at the prototype and test stage.

The CC1485 is the first mini crawler crane to be battery powered and joins the company's all electric MC285CB-3 and MC305CB-3 spider cranes.

Maeda plans to show the new crane at Bauma next year, with full production expected to begin in 2023. Deutz has said it is 'accelerating the transition to sustainable drive systems', which will not only include electric drives and batteries but also hydrogen powered engines.



The all-electric CC14585



Liebherr's second generation LTM 1110-5.2 All Terrain crane

Second gen LTM 1110

Liebherr has launched the second generation of its 110 tonne LTM 1110 All Terrain crane. Originally launched at Bauma 2019, the five axle LTM 1110 has a 60 metre main boom topped by a 10.8 to 19 metre bi-fold lattice swingaway extension. It features the company's VarioBase Plus technology and can be configured for travel with axle loads of 10, 12 or 16 tonnes.

The second generation LTM 1110-5.2 features the company's latest LICCON3 crane control system, the latest generation chassis cab and an 'almost zero wear' ZF TraXon DynamicPerform transmission and oil cooled multi disk clutch.



The latest LICCON3 crane control system screen

XCMG 25t hybrid truck crane

Chinese manufacturer XCMG says that it is ready to start shipping its new 25 tonne hybrid truck crane, the XCT25-EV, although the full specification is not yet available. We do know that the crane features a five section 34.5 metre main boom, which is considerably shorter than the five section boom on its regular 25 tonne truck crane. It also features a 9.5 metre swingaway extension for a maximum tip height in the region of 46 metres.

Power is supplied by a chassis mounted diesel engine plus an electric power pack. Both power packs are said to be capable of running both the superstructure and the chassis. XCMG says that the machine can be operated as an all-diesel powered unit, an all-battery powered machine, or as plug in electric model. The company claims that this is the world's first hybrid truck crane, and it follows Zoomlion's pure electric powered truck crane unveiled last year.

Maximum road speed is 95kph, with a range of 800 kilometres when using a combination of diesel and battery power. Recharging time with a high power charger is 1.5 hours, although the crane can top up the batteries on the road when running the diesel engine.



XCMG's new XCT25-EV hybrid

The Hiab iQ.1188 tops the Hiab range



Hiab's largest loader crane

Hiab has launched the first model in its new iQ range and its largest loader crane to date with the introduction of the 110 tonne/metre iQ.1188 HiPro. The iQ.1188 has a maximum capacity of 30 tonnes and can handle 18.5 tonnes at just over four metres. It can be supplied with either an eight, nine or 10 section boom with the six section JIB155Q-6 jib available for the two shorter booms.

The full range of iQ cranes will feature the company's new SPACEvo control system which combines with its CombiDrive 4 remote controller for the first time and also connects with the company's HiConnect telematics system which uses data to provide real time information on utilisation, operation and machine condition.



The E-8 and E-9 booms can be supplied with a six section jib

Electric booms from Zoomlion

Zoomlion has unveiled two fully electric telescopic boom lifts - the 74ft ZT22JE and 88ft ZT26JE. Both models feature a short parallelogram riser which provides a 4.5 metres up & over clearance height, topped by a three section telescopic boom and jib with 130 degrees of articulation. The ZT22JE offers a working height of 24.4 metres and a maximum outreach of 17.9 metres with a 300kg unrestricted platform capacity, while the maximum platform capacity of 450kg is available up to 16 metres.

The ZT26J offers a working height of 28.7 metres and a maximum outreach of 22.1 metres with 300kg, or 20 metres of outreach with 450kg.

Power comes from a lithium-ion battery pack which drives two electric motors. Charging from empty to full is said to take seven hours. Weighing 13,200kg and 17,900kg respectively, features include four wheel drive, 360 degree continuous slewing, 45 percent gradeability and 5.5km/h drive speeds. Both comply with the latest CE, ANSI and CSA standards.



The 74ft Zoomlion ZT22JE



The 88ft Zoomlion ZT26JE

JCB boom lift for North America

JCB has launched an articulated Rough Terrain boom lift for the North America market. The 48ft AJ48D, the company's first boom lift, features a dual riser plus a two section telescopic boom and articulating jib. It offers a working height of 16.7 metres, an outreach of 8.3 metres at an up & over height of 7.5 metres with an unrestricted platform capacity of 250kg. Weighing 7,885kg, it has a stowed overall length of 7.35 metres, a width of 2.26 metres and a height of 2.23 metres.

The AJ48D features a Tier 4f Kohler diesel, four wheel drive, a colour display screen with information such as the platform load and diagnostics and is tied into the company's LiveLink telematics system.

The AJ48D features a Tier 4f Kohler diesel, four wheel drive, a colour display screen with information such as the platform load and diagnostics and is tied into the company's LiveLink telematics system.



The JCB AJ48D

55m Tadano truck mount

Tadano has delivered the first unit of its new 55 metre AT-530CG truck mounted lift - the largest truck mount manufactured in Japan - to crane and access rental company Wakamatsu. The AT-530CG will initially only be available in Japan. Mounted on a 25 tonne three axle chassis, it features twin, four section telescopic booms topped by a 1.6 metre articulating jib.

The lower boom elevates to the vertical to provide an up & over clearance of over 26 metres. The four section top boom elevates from 80 degrees below horizontal - where it offers 10 metres below ground reach - to almost 85 degrees above horizontal. The 1.6 metre jib has 183 degrees of articulation. Outreach is 26.8 metres with 120kg in the platform, or 25.5 metres with the 360kg maximum platform capacity. The unit also has single control button return to work point or stowage. The list price is 130 million yen (€1 million), and the company expects to build around 10 units a year. (See page 40 for more details)



The Tadano AT530CG



The first unit went to rental company Wakamatsu

2,000t spreader beam

Dutch lifting equipment rental company Safe Lifting Europe has taken delivery of the first unit of Modulift's largest modular spreader beam to date, the 2,000 tonne MOD 1100/2000, which offers spans from three to 33 metres in 500mm increments and features two end drop links rated to 1,000 tonnes.

The beam's first job was to assist with the installation of a bridge in Dover, UK being transported from Safe Lifting's yard in Vlaardingen to Rotterdam before onward shipment to the UK. The beam was then used with Bonn & Mees' 1,800 tonne Matador 3 sheerleg floating crane to lift large sections of the bridge. It was also combined with two 400 tonne Modulift MOD 400 spreader beams for smaller sections of the lift.

John Baker, Modulift commercial director said: "The project required our compressive test bed to be extended to 33 metres and increased in capacity to 2,300 tonnes, which was quite a project in itself. Our engineering team is already looking at further opportunities with Safe Lifting in the super heavy lifting market."



Modulift's largest spreader beam on its first job



The 2,000t MOD 1100/2000 combined with two 400t Modulift MOD 400 spreader beams

First CE Nagano 09AC delivered

The first batch of CE certified Nagano 09AC ultra-compact tracked boom lifts have been delivered. The Japanese-built 09AC has a short single riser topped by a two section telescopic boom, providing a working height of 8.8 metres and up to 4.5 metres of outreach at an up and over height of almost four metres.

Maximum platform capacity is 150kg, while the overall weight is 2,620kg, allowing it to be easily transported on a standard two axle trailer, while providing a low ground bearing pressure thanks to the low weight and rubber tracks. The unit has an overall width of 1.65 metres and is just over four metres long with an overall height just under four metres. Power comes from a small Kubota diesel, providing a 36 percent gradeability. The 09AC prototype was displayed at Vertical Days and are now in stock with the company's distributor Vertimac.



The first CE certified Nagano 09AC booms have arrived in Europe



Liebherr ships new 400 tonne crawler

Liebherr has shipped the first units of its new 400 tonne LR 1400 SX crawler crane (See page 27). The first cranes have been delivered to German contractor Depenbrock, which plans to use the new crane as a lifting device with large hydraulic pile driving, hammers and other foundation tools, mostly working from jack up barges. Another has been shipped to Mountain Crane Service of Salt Lake City, USA.

Based on the current LR 1300.1 SX, the new model has been designed for easy transportation and rigging. The crane weighs 46 tonnes with tracks and counterweight removed and has an overall width of three metres and height of 3.44 metres while being under 13 metres long. It is also fully self-erecting.

As with the LR 1300 SX, the LR 1400 SX has a choice of jibs and extensions including fixed and luffing jibs up to 113 metres with a maximum combination of 178 metres.

France Elévateur expands production

French vehicle mounted lift manufacturer France Elévateur is adding a new 1,800 square metre modular sub-assembly hall to its plant in Flavigny sur Moselle to the south of Nancy in Eastern France.

The plant has now reached full capacity, following the addition of an extra production line and a move to double shifts last September. Then in March its parent company acquired Spanish manufacturer Movex which had just moved into a brand new facility.

The company says that the new structure will enable it to double the current production capacity and optimise the two production lines in the current building. Half of the new building will be dedicated to telescopic boom assembly, while the other half will be used to assemble electrical installations and carry out finishing work. Once the new building is in service it will be able to produce six of its 12 metre van mounted lifts a day - roughly 100 units a month.



The new assembly hall goes up at France Elévateur's plant in Flavigny sur Moselle

New ZBUD Rough Terrain crane

Polish manufacturer ZBUD has launched its first Rough Terrain crane in more than 30 years in the form of the 25 tonne REX25 RT. The compact crane has a 24 metre, four section boom capable of lifting



The new REX25 RT with platform



The REX25 RT has a 24m boom

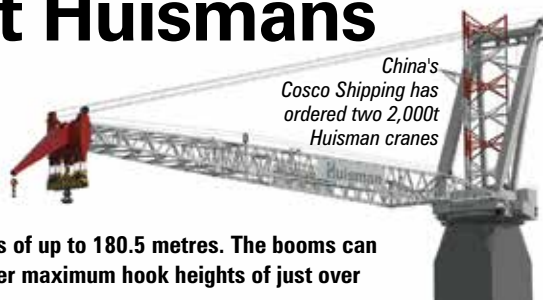
11.5 tonnes on full boom or take 1.3 tonnes out to a radius of 21.5 metres and can pick & carry up to five tonnes. Remote controls and air conditioning are standard, while options include a 13 metre lattice extension which takes the maximum tip height to almost 40 metres with a 1.5 tonne capacity, and a work platform. The crane has an overall length of 5.45 metres an overall width of 2.5 metres and a stowed height of 3.27 metres.

The first unit was delivered to infrastructure contractor Intop Skarbimierzycze for work in Szczecin, Poland, helping to build a flyover on one of the main roads through the city centre.

Family owned ZBUD has more than 40 years' experience in the lifting market, having started out making simple chain hoists, expanding into electric overhead gantry cranes, telescopic boom lifts and tower cranes as well as specialist lifting equipment for oil rigs. The REX25 RT has evolved - mainly through changes to the main boom and chassis - from ZBUD's first crane - the City type REX20. The company plans to use the basic design to develop larger models, including a 35 tonne truck mounted crane with 35 metre boom and a telescopic crawler crane.

Twin 2,000t Huismans

Chinese offshore shipping company Cosco Shipping (Qidong) has ordered two 2,000 tonne Huisman leg encircling cranes. Installed on two new Cadeler X-class vessels, the cranes feature 155 metre main booms giving above deck hook heights of up to 180.5 metres. The booms can also be upgraded to 175 metres to offer maximum hook heights of just over 200 metres.



China's Cosco Shipping has ordered two 2,000t Huisman cranes

Produced at Huisman's production facility in Zhangzhou, China, they will be installed at Cosco's shipyard in Qidong and will be used to install offshore foundations and the 'next generation' of wind turbines.

Haulotte booms for Nishio

Japanese rental company Nishio Rent All has taken delivery of 70 large Haulotte boom lifts. The order includes 49, 130ft articulated HA41 RTJ Pro, 13, 99ft HA32 RTJ Pros and nine 80ft HA26 RTJ Pros.

The first HA41 to arrive was used to carry out maintenance work on a bridge between Otaru and Sapporo. Established in 1965, Nishio offers construction and industrial equipment from



Nishio staff check out a Haulotte boom in Osaka

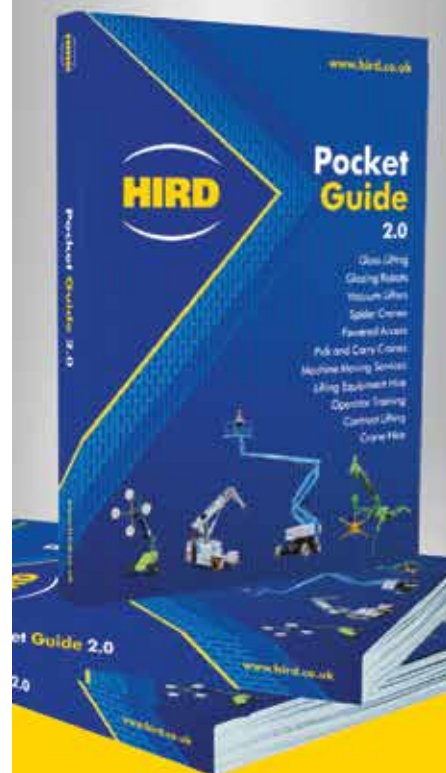


Nishio has taken 49 130ft Haulotte HA41 RTJ Pro boom lifts

more than 200 locations across Japan. It also has subsidiaries in Malaysia, Thailand, Singapore, Vietnam, China and Australia after acquiring a majority stake in access rental company Skyreach in 2016.



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The new Versalift/Unimogs will be used to repair and replace overhead power lines

Insulated Versalifts on Unimog chassis

Power distribution company UK Power Networks has taken delivery of six new 15 metre Versalift VST-40-MHI lifts mounted on Mercedes Unimog U530 chassis. The VST-40-MHI features an articulated lower boom and a telescopic upper boom with fibreglass boom sections insulated for up to 46kV. It offers a maximum working height of 14.85 metres, an outreach of 8.5 metres and a platform capacity of 455kg.

Additional features include working lights, beacons and series of secure lockers, some of which are heated. The new units will be used for maintaining and replacing power lines across south east England.

Potain upgrades EU facilities

Potain has upgraded its European production facilities in France, Portugal and Italy. The 150,000 square metre facility in Charlieu, France - responsible for its Igo T self-erecting cranes, tower crane components for its European and Asian plants and reconditioning used cranes - has added an additional production line for 2.45 metre pivots for top slewing tower cranes, along with volume setting tools and an automated submerged welding process.

At the company's other facility in France - Moulins - it has replaced an old tube cutting line with a new 35 by 11 metre automated line. It has also added new bespoke tooling for the mass production of standard 3.33 metre and five metre K mast sections.

The Baltar plant in Portugal, has extended its welding and assembly halls to increase production capacity for MCT and MDT flat top City cranes, while both indoor and outdoor storage areas have been expanded.

Finally, a new building has been added at the company's facility in Niella Tanaro, Italy, which produces its Potain Igo, Igo M, Hup and Hup M self-erecting cranes.



Moulins' new tube cutting line



2x Extendable spacious basket with a 180 kg (397 lbs) unrestricted capacity, for superior comfort and safety.



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✔ Solid Residual Value

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The very last LTM 1500-8.1 leaves the Liebherr Ehingen factory for Brazil

The very last LTM 1500-8

The very last 500 tonne Liebherr LTM 1500-8.1 to be produced has been delivered to Brazilian crane and aerial lift rental company Locar. The eight axle, 500 tonner has been a phenomenally successful crane, but has been displaced by the 450 tonne LTM 1450-8.1 launched at Bauma 2016 and the 700 tonne LTM1650-8.1 unveiled at Bauma in 2019.

Locar's seventh LTM 1500 is the 626th unit produced by Liebherr since its launch at Bauma 23 years ago. It was supplied with an 84 metre boom, Y-Guy Superlift attachment and 91 metre luffing jib, and was delivered to the company's Serra branch in the state of Espírito Santo, north east of Rio de Janeiro.

First JF990 for Spain

Spanish industrial services company Guas J. Marin has taken the first 21.5 tonne Jekko JF990 spider crane in the country. The JF990 features a nine section main boom plus a nine section articulating jib for a maximum lift height of 41 metres and a maximum radius of 37.25 metres. The crane is diesel powered, but a 13kW AC power pack can be used when required. It has also been supplied with a fully integrated work platform attachment, offering a working height of 38 metres and an outreach of 34 metres.



Guas J. Marin's Jekko JF990

Alimak-Peri scaffold hoist

Mastclimber and hoist group Alimak has teamed up with scaffold and formwork manufacturer Peri to develop the STS 300 rack & pinion scaffold component hoist, for use with the Peri Up system scaffold. The STS 300 features a single mast and a detachable 880mm by 1.23 metre platform with a 300kg capacity and hoist speeds of 17 metres a minute. It can be used with all Peri Up components, including the large stairs, to lift heights of 12, 24, 36 or 48 metres. The platforms feature four swivel casters for manoeuvrability on the ground and can be stacked for transportation or storage.

The company claims that when using the hoist two scaffolders can erect up to 300 square metres of scaffolding a day.



Alimak - Peri STS 300 scaffold hoist



Mediaco's 52 metre Palazzani spider lift

52m Palazzani for Mediaco

French rental company Mediaco has taken delivery of a second 52 metre Palazzani spider lift. The XTJ 52+ provides an outreach of 19.5 metres with 120kg in the platform or 14.5 metres with its 400kg maximum platform capacity. Features include an 'Area Manager' system which automatically adjusts the working envelope depending on the outrigger set up and weight in the platform. It has also been supplied with a winch, converting it to a crane which can handle one tonne at a 12.5 metre radius.



SJ9664 RT

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Skyjack's new SJ9664 Full Size Rough Terrain has a working height of 21.51 m. With one of the largest work areas on the market, even more work can be done.

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Skyjack's new **SJ3014 micro** DC scissor lift represents a significant new presence in the low level access arena.

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The micro combines low cost of ownership with Skyjack's renowned product support – all at a price that means business.



Financials round-up

UK-based **Ashtead**, owner of **Sunbelt Rentals** in North America and the UK, has reported half year revenues of \$3.88 billion, up 18 percent on last year. Pre-tax profits jumped 38 percent to \$890 million. Capital expenditure more than doubled to \$1.18 billion.

Between May and October, the company also spent \$428 million on 10 small acquisitions in the USA, adding 58 new locations to the Sunbelt branch network.



Snorkel sales jumped 61 percent in the third quarter to the end of September to \$42.2 million. This took year to date revenues to just under \$114 million, an increase of more than 20 percent on the same point last year. The company remains in the red, although last year's loss of \$9.8 million was reduced to \$7.1 million.



UK-based equipment rental group **Vp** has posted its half year results to the end of September, with total revenues up 24 percent to £176.1 million with a pre-tax profit of £18.6 million, compared with a pre-tax loss last year of £6 million, due to a large number of exceptional items.



Brazilian rental company **Mills Solaris** achieved revenues for the nine months to the end of September of R453 million (\$83.6 million), an increase of 55 percent on the same period last year, with an operating profit of R107.7 million (\$19.9 million) compared to a loss last year of R15.7 million (\$2.9 million).

The company also acquired aerial lift rental group **Altoplat**, which includes Altoplat Locações de Plataformas Aéreas and Equipamentos e Locação Juceli. Altoplat runs a fleet of 417 boom and scissor lifts, with annual revenues of R28.7 million (\$5 million).



US rigging and transportation company **ProLift Rigging** has acquired Nebraska-based **Prime Rigging** which provides rigging and industrial related services throughout the Midwest from its location in Lincoln.

Palfinger has acquired its German sales and service partner **TSK Kran und Wechselsysteme**, which operates from Duisburg, in the Rhine Ruhr region. The deal also includes the company's paint spraying division TSR Lacktechnik. The deal will complete in January.



European rental group **Kiloutou** has acquired



Spanish rental company **Almaq**. The acquisition will add four new locations in Zaragoza, Jaca, Teruel and Alcañiz, Almaq, which can trace its roots back to 1972 runs a fleet of 800 units, mostly earthmoving equipment, but also telehandlers and aerial work platforms. It employs 23.



US-based **Herc Rentals** has acquired access rental business **SkyKing Lift Rentals** which operates from Bensenville, on the North East side of Chicago. SkyKing was established in January 2015 by Robert Mulvey and runs a fleet of scissors booms from Skyjack, Genie, JLG and Sinoboom and a small fleet of telehandlers.



UK explosion proof specialist **Pyroban** has acquired Irish specialist aerial lift manufacturer and support company Euro Access from owners Paul McHugh and Michael Buckley, who are retiring. Based in Cork, the company provides custom built platforms for the maintenance of military and aerospace equipment.



US-based sales and rental company **CraneWorks** is to acquire **Midwest Crane Repair** of St. Louis, Missouri, from owner Jon Henry. The business will be rebranded as CraneWorks St. Louis, becoming the company's ninth location. All staff members and management are expected to transfer to CraneWorks.



UK rental group **Vp** has acquired **M&S Hire** in an all-share deal worth £2.8 million. M&S - founded in 1984 - specialises in the rental of alloy scaffold towers, push around lifts and podiums and operates from a single location in Sittingbourne, Kent.



UK rental group **AFI** has acquired most of the assets of UK-based spider lift rental company **MBS Access Ltd**, including the **Spiderlift** brand.



The **Time/Versalift** group has been acquired by Floridian private equity firm **H.I.G.** Capital from private equity owners the Sterling Group, which acquired the business from O'Flaherty Holdings in 2017. The deal includes **Time, Versalift, Ruthmann, BlueLift, BrandFX** and **Aspen Aerials**.



Comansa for historic bridge

India's Hindustan Construction Company (HCC) has taken delivery of a 25 tonne Comansa 21CM550 tower crane to work on the Anji Khad Bridge project - the country's first cable stay railway bridge.



The new 21CM550 on the Anji Khad Bridge project



The 21CM550 tied into the bridge's sole pylon

The 21CM550 offers a maximum jib length of 82.1 metres with a jib tip capacity of 3,600kg - increased to 3,960kg using its Power Lift system - and has a maximum free standing height of 86.4 metres. Features include Comansa's automatic double trolley change, the Power Lift system that provides 10 percent improved capacities when operating at reduced speeds and a lightning protection system. Once complete, the Anji Khad Bridge will measure 473 metres in length and be supported by a single pylon that stands 331 metres above the Chenab river, situated between Katra and Reasi in the union territory of Jammu and Kashmir.

C&A Rental Rates 2021

It is that time of year again when we ask crane, access and telehandler rental companies in the UK and Ireland for their views on rental rates and fleet development, as well as their prognosis for 2021.

The survey measures average rates, utilisation trends and expectations. You can also voice your thoughts on rental rates past, present and future. You only need answer those questions with which you are comfortable and it is entirely confidential - no need for names.

Go to: <https://vertikal.net/en/news/story/38900/campa-rental-rates-2021> for forms.



First Maeda mini crawler for Hird

UK sales and rental company Hird has taken delivery of its first Maeda mini crawler crane, a 4.9 tonne CC985S-1, along with its fifth all-electric 2.82 tonne MC285CB-3 Eco spider crane and ordered Maeda's latest all-electric 2.98 tonne MC305CB-3. The CC985S-1 features a five section 15.78 metre boom plus a telescopic extension to provide a maximum tip height of more than 22 metres. Features include a 2,000kg searcher hook, a compact working footprint, near zero tail swing and the ability to pick & carry up two tonnes.

The MC285CB-3's lithium-ion battery pack provides up to 8.5 hours of continuous operation, while the MC305CB-3's provides more than 14.5 hours with charging taking 3.5 and 4.5 hours respectively.



Hird's first Maeda mini crawler alongside its fifth all-electric MC285CB-3 Eco spider crane

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- Increased capacities
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With these changes, rental companies can quickly improve their return on investment.

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ELECTRIC



Boom Lifts: 16m - 30.3m



Scissor Lifts: 5.9m - 32m



Vertical Lifts: 4.7m - 14m

- US rental company **Maxim Crane Works** has appointed **United Rental's Paul McDonnell** as chief executive



Paul McDonnell

- UK rental company **MJ Hughes** has taken a 6m/2.6t **Faresin 6.26** full electric telehandler

- UK rental company **Speedy** has switched to using hydrotreated vegetable oil (HVO) for its delivery fleet

- Italy's **Terminal San Giorgio (TSG)** has ordered the first **Konecranes** Generation 6 mobile harbour crane in the country

- German crane rental company **Auto-Klug** has taken another 45t **Tadano AC 3.045** city crane

- Kranlyft** has appointed **Anders Karlsson** as dealer development and key account manager



Anders Karlsson

- German rental company **Müller** has joined independent rental company association **Partnerlift**

- German crane rental company **Colonia** has taken a 110 tonne **Liebherr LTM 1110-5.1**

- Czech crane rental company **Hanyš** has ordered 18 **Liebherr** cranes on its 30th anniversary

- UK access rental company **PPH Access Platform Hire** has taken 20 new platforms.

- IPAF** has appointed **Mike Ashton** as international safety & technical advisor based in Australia



Mike Ashton

- A hijacked shipment of **Skyjack** scissor lifts has been recovered thanks to its telematics system

- UK rental company **Smiths Hire** has taken delivery of 20, 10ft **Snorkel S3010P** scissors.

- Dutch distributor **HDW** will open a new subsidiary in Poland at the start of December.

- Australian crane company owner **Barry James** has died



Barry James

- Multitel Pagliero** has appointed **SOS Location** as its distributor for Canada

- Turkish rental company **Cevre Vinc** has ordered one 56 and one 90 metre **Bronto Skylift** truck mounted platform

- Briggs Equipment Ireland** has taken the first lithium-ion powered **Snorkel Speed Levels** in the country

- Texas-based **Groves Equipment Rental** has ordered 14 new **Grove RT** cranes from distributor **MGX Equipment**

- Wocken Industriepartner** has taken the first 64ft **Skyjack SJ9664 RT** scissor lift in Germany.

- US crane company **Ness Campbell** has taken the first 250 tonne **Grove GMK5250XL-1** in the Northwest

- Polish rental company **AA Herkules** has taken delivery of 100 **Genie** boom and scissor lifts



Keith Smith

- UK crane and access industry veteran **Keith Smith** has died

- UK training company **OTS** has taken delivery of an 11.5ft **ELS** scissor lift in a special union jack livery

- Philip 'Snowy' Allen**, founder of Adelaide rental company **Fleurieu Cranes**, has died



Snowy Allen

- Chilean crane rental company **Burger Grúas** has purchased seven **Liebherr All Terrain** cranes

- German rental company **Lift It** has taken 16 new **Magni** platforms and telehandlers

- Access platform manufacturer **WernerCo** has appointed **Trevor Rabson** as training manager



Trevor Rabson

- Germany's **Weiss Kranservice** has taken a 250t **Demag AC 250-5 All Terrain** crane

- The 2022 **Vertikal Press** media pack is available now online.

- Tadano** has appointed **Giuseppe Pompeo** to the new role of European key accounts director.



Giuseppe Pompeo

- JCB** has appointed **Shain Wells** as vice president of operations, North America

- Italy's CEM is now the European distributor for S.Korean truck mounted lift/furniture hoist manufacturer **Horyong**

- German rental company **BSI** has ordered 300 new **Genie** platforms

- Custom Equipment** has appointed **Jay Sugar** as chief executive of **Hy-Brid Lifts**



Jay Sugar

- French rental company **Mediaco** has taken delivery of a second 52 metre **Palazzani** spider lift

- The last 500t **Liebherr LTM 1500-8.1** has gone to Brazilian crane and aerial lift rental company **Locar**

- US rigging and transportation company **ProLift Rigging** has acquired Nebraska-based **Prime Rigging**

- Palfinger** has acquired its German sales and service partner **TSK Kran und Wechselsysteme**

- Industrial services company **Guas J. Marín** has taken the first 21.5t **Jekko JF990** spider crane in Spain

- European rental group **Kiloutou** has acquired Spanish rental company **Almaq**

- Ib Steffensen** of Danish crane and access rental company **BMS** has died



Ib Steffensen

- Herc Rentals** has acquired **SkyKing Lift Rentals** in the Chicago region

- UK explosion proofing specialist **Pyroban** has acquired Irish access manufacturer **Euro Access**

- UK rental group **Vp** has acquired **M&S Hire** in an all share purchase deal

- Load handling device manufacturer **Verton** has promoted **Tim Ekert** to chief executive



Tim Ekert

- UK sales and rental company **Hird** has taken delivery of its first **Maeda** mini crawler crane

- Japanese-based rental company **Nishio Rent All** has taken delivery of 70 large **Haulotte** boom lifts

- Brazilian rental company **Mills** is to acquire aerial lift rental group **Altoplat**

- Sinoboomb Europe** has appointed **Lucjan Bogdan** as regional manager for Poland, Latvia, Lithuania and Belarus.



Lucjan Bogdan

- US-based crane sales and rental company **CraneWorks** is to acquire **Midwest Crane Repair** of St. Louis

- Dutch crane rental **van Grinsven** has taken four new **Spierings eLift** hybrid mobile self-erecting tower cranes

- The UK's **Competition & Market Authority** has raised concerns over the planned merger of **Konecranes** and **Cargotec**

- Australian crane veteran **Ron Downie** has died.



Ron Downie

- Messe München**, the organisers of **Bauma**, **Bauma China** and **Bauma Conexpo Africa**, has discontinued the African event

- Frank Bardono**, previously COO of **Maxim Crane**, has been appointed as chief executive of California-based **ArborWorks**

- Danish access rental company **Liftservice** has taken a 33m **Falcon FS330Z** Vario spider lift

- Manitowoc** has appointed **Thomas Steuer** as vice president sales & service for Central Europe and the Benelux region



Thomas Steuer

- Almac** has appointed **CPL** as the exclusive UK distributor for **Alma Crawler** platforms

- French building contractor **Boulet Bâtiment** has purchased one of the first 62ft **Genie Z-62/40 TraX** articulated boom lifts in France

- International heavy lift specialist **Aertssen** has ordered 11 **Tadano** Rough Terrain cranes for the UAE

- Tadano UK** has appointed **John Miller** as customer support manager



John Miller

- Offshore specialist **Seaqualize** has completed trials of its 600t **Delta600** heave compensator

- UK **Anderson Crawler Crane Hire** has taken its second new 100 tonne **Kobelco CKE900G-3** crawler crane



Kat Moss

- The **LEEA** (Lifting Equipment Engineers Association) has elected **Kat Moss** as chairman

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Established players

C&A telescopic crawlers

Over the past 10 years, telescopic crawler cranes have moved from a niche product to an increasingly accepted part of the global crane industry, offering a compelling alternative to smaller lattice crawlers and Rough Terrains. Will North reports.

The telescopic crawler crane market emerged out of two main markets. In Japan, powerful, relatively short boomed machines have long been used for foundation work and similar applications. Cranes in the USA have also been used for this sort of work, as well as for pick & carry tasks such as tilt-up construction and placing preformed concrete pieces on transportation infrastructure projects. They are also used widely in utility work such as high tension cross country transmission lines with pylon installation or replacement.

In Europe, Marchetti and Sennebogen both took a more modular approach, offering similar telescopic boom cranes on a choice of wheeled or tracked carriers.

A steadily growing choice

Today, buyers in Europe and North America have an increasingly wide range of cranes and suppliers to choose from. They can select from more than 30 different models with nominal lifting capacities that extend from Marchetti's 25 tonne Sherpina, through to Link-Belt's 230 tonne TCC 2500. Boom lengths on these cranes now range from 25 metres on Sennebogen's 633E (distributed in the Americas by Manitowoc as the Grove GHC 30) to 68 metres on the big Link-Belt.

In Europe and North America, nine manufacturers or brands are truly active, including: Tadano, Link-Belt, Liebherr, Sennebogen, Marchetti, HSC, and, most recently, Sany, plus the Sennebogen built Groves in North America.



Terra Engineering's Grove GHC130 installing an emergency coffer dam in Wisconsin



A Sennebogen from the AGD fleet shows how telecrawlers can adapt to internal use

Some of these companies, such as Tadano's Mantis operation, which dates back to the 1970s, along Link-Belt, Marchetti and Sennebogen, have been offering this type of crane for a great many years and have helped take the product

from being ultra-niche to the more mainstream, to the point where larger manufacturers moved into the market.

Growing sophistication

As the segment has developed, crane designs have changed and improved. The earliest telescopic crawlers typically used four plate box section booms, while end users tended to work with relatively short boom lengths and radii for ground work and for tilt-up construction. The products on offer were well suited for their needs and were cost effective. The more recent international breed of telescopic crawlers are aimed at a wider range of applications, including more typical lifting work where space might be limited, or when lifting and moving the load is a benefit. Manufacturers have almost completely shifted over to more sophisticated formed booms. In western markets, only one manufacturer, Link-Belt, offers a model with a traditional four plate box type boom with its TCC-500, and this is in the process of being superseded by the TCC-550 which boasts a slightly longer formed boom.



The original Mantis cranes still fetch good money



But what has made these cranes so successful? A key draw is the speed with which they can get to work, in most cases being able to drive off or jack themselves free of a transport trailer, install their counterweight and be ready to start lifting. As you move up in capacity the cranes are transported without tracks but working from their jacked base, they can install them quickly and relatively easily. Unlike a lattice boom crane, they do not need to wait for boom sections to be delivered and then rigged. Unlike Rough Terrain cranes, they do not need to set up outriggers to carry out a lift and have far better pick & carry abilities.

They are also well suited to tough travel and working conditions. Many can cope with grades of 70 percent or more. They can often pick & carry their full load charts and can usually lift on slopes of up to three or four degrees. Add in variable track widths combined with modern control and monitoring systems and you have a machine that can work within a limited footprint with a fully optimised load chart for its actual configuration.

When they first came into regular international series production, these cranes were often seen as an alternative to lower capacity lattice

boom crawlers, with the added benefit that they could pull the boom in to pass beneath an overhead obstacle and stow it at night. But the advantages of the current crop of machines, including vastly improved load charts, mean that they should now be seen as a class of their own.

Buying into the market

Perhaps one of the most significant changes came in 2008, when Tadano acquired Spandek Mantis. In the years since the Japanese company has helped dramatically improve the build quality and sophistication of the Mantis product. It was also able to combine its experience in designing and manufacturing longer formed booms with the Mantis heavy duty crawler crane expertise. This led to a wider product range, and the introduction of cranes with longer booms. As part of the recent 'One Tadano' programme the Tadano Mantis branding which has been in operation for the past 10 years or so, will simply become Tadano.

Another important move came with Tadano's acquisition of Demag from Terex, which mostly involved lattice boomed crawlers. Engineers at the Demag plant in Zweibrücken had been working on a new high capacity telecrawler however and



The Tadano GTC-1800

showed a model of the proposed crane at bauma 2019, dubbed the TCC-160. With the acquisition complete, the crane was brought to market in 2020 as the '180 tonne class' Tadano GTC-1800 in Europe, and the GTC-2000 in North America. The actual maximum capacity is 156 tonnes at three metres.

Breadth of options

With the integration of Mantis and Demag into the Tadano business,

the company now has one of the widest ranges of telescopic crawlers on the market, with capacities ranging from 35 to 180 tonnes. Tadano has long taken the approach of marketing regional variants of its machines with different model numbers, and its telescopic crawler line is no different, split between North American and European models, with some models only offered in North America.

While no new models have surfaced this year, Tadano has notched up some sales breakthroughs. In February, the company announced that it had delivered the first US built, CE certified 80 tonne GTC-800EX telescopic crawler crane in Europe to German customer Auto-Krandienst Jaromin. General manager Olaf Jaromin highlighted the crane's performance when working at an incline, aided by its automatic track position and slope angle monitoring systems. The crane went to work on its first job, in Essen, Germany, lifting materials for pipe ramming. All of the Tadano telecrawler models are built at the Mantis facility in Richmond, Virginia, with the exception of the new 180 tonne GTC-1800EX (GTC-2000 in America), which is built in Germany. Cranes in this class have in recent years built a strong position in the wind energy market. But that's not how Saller used its unit in Rostock. The German company was hired to install tall concrete columns, and other concrete pieces, for a



Telecrawlers are in a class of their own

Saller set up its Tadano GTC-1800EX at its maximum six metre track width to build a warehouse in Rostock



The GTC-1800EX lifts beams from the delivery truck



With slings replaced by a lifting rod, the beams are turned to the vertical...



...and installed in the ground



Saller installed 210 columns and 2,400 concrete components for the warehouse



warehouse. The columns were delivered to site in pairs on a low loader, lifted off by the 1800EX, rigged for a vertical lift and then tilted up and placed into prepared holes. Saller installed 210 of these columns, some of them up to 17 metres high and weighing up to 25.7 tonnes.

Bespoke to series production

Liebherr has, in previous decades, built one-off telescopic boomed crawler cranes, usually involving the combination of a modified All Terrain superstructure with one of its tracked crane undercarriages. This included the 2009 launch of the 1,200 tonne LTR 11200, which matched the upper from its biggest All Terrain crane with one of its crawler crane carriers. The first unit was custom-built for a particular client, working on wind turbine installation. The idea was that the crane's ability to quickly retract its boom made travelling across soft ground to the next turbine foundation faster and easier. Interest was such that it added the model to its standard product line. However, after some initial success it quietly dropped the model when upgrades were required. This may have been due to turbines becoming higher and components larger and heavier. It also followed a couple of boom side loading incidents. The market is now largely served by a new range of lattice boom cranes, which may themselves eventually be replaced by other lifting innovations. However, large telescopic crawlers have established an important role in this market, unloading and moving components on turbine erection sites, and as assist cranes.

In the more common capacity ranges, Liebherr's first model was the 100 tonne LTR 1100, developed in 2005. Like its custom-built predecessors, this crane was a chimera, with the top of an All Terrain and carrier of a lattice crawler. It has



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Photo courtesy Joachim Kohler Bremen

The 1,200 tonne Liebherr LTR 11200

since been joined by a larger model, the 220 tonne LTR 1220, and two smaller models, the 60 tonne LTR 1060 and, in recent weeks, the 40 tonne LTR 1040.

North Atlantic treaty

Manitowoc has always focussed on lattice boom crawler cranes, but growing demand for telescopic a few years back, caused it to take the segment more seriously. Rather than developing its own product range from scratch, the company negotiated an agreement with Sennebogen to sell 'tweaked' versions of the German manufacturer's telescopic as the Grove GHC range. Grove itself had previously built one-off telescopic crawler cranes for specific clients or sold its truck mounted crane

superstructures to distribution partners for crawler mounting. The Grove GHC cranes are only offered in North and South America, where Sennebogen has not actively marketed its tracked cranes in the past. Today there are seven Grove GHC models, from the 30 tonne GHC30 up to the 127 tonne GHC140.

This summer saw an interesting development in the relationship between Sennebogen and Manitowoc, with the launch of the new Grove GHC110, a 100 tonne crane named for its capacity in US tons. It is the first crane that Sennebogen has built for primary launch under the Grove brand, well before a direct counterpart was available in the Sennebogen product line. While the Straubing, Germany based company has not yet confirmed it, a Sennebogen equivalent is expected to be unveiled in the new year.

The GHC110 enters a competitive part of the market. Liebherr still offers the previously mentioned 100 tonne LTR 1100, launched more than 15 years ago, Link-Belt has the 110 tonne TCC 1200, and Sennebogen and Grove have the slightly larger 120 tonne 6113E/GHC130. There are also a fair number of Chinese built 100 tonne telescopic.

The new crane was launched at the Utility Expo in Louisville, Kentucky, this September. The choice of event indicates a key and growing market for this type of crane. The new Grove is expected to be popular for work in alternative energy applications, road and bridge construction, and barge work. JJ Grace, product manager for the GHC line, said: "It's like a tough younger brother for the GHC140, our biggest model, which was revealed in 2020. It's a perfect fit for contractors who need stout load charts and high manoeuvrability."

The crane is designed to cope with rough ground and open sites. It can pick & carry its full load chart, and as long as the ground will support it, travel with it. It also has load charts for lifting on slopes of 0.6, 1.5, and four degrees. Unloaded, it can travel at gradients of up to 36 percent (20 degrees) but has a theoretical maximum gradient for travel of 57 percent (30 degrees).

The chassis is equipped with 900mm wide track pads, with the width being

easily adjusted to intermediate or fully extended positions, and used asymmetrically, allowing for working in tight spaces without sacrificing capacity. The crane is equipped with a five section 47 metre main boom, with a standard 15 metre extension, providing a tip height of almost 65 metres. Options include a fully integrated work platform and remote controls.

Making it smaller

As the market has grown, one might expect most new developments to come from the higher capacity ranges. But, in fact, the lower capacity classes remain the most competitive, with nine cranes offered from 25 to 51 tonnes.

One of the most recent entries into this part of the market comes from Liebherr, in the form of the 42 tonne LTR 1040, essentially a reduced counterweight version of its 60 tonne LTR 1060. The new crane drops 10 tonnes of carbody ballast and loses 10 tonnes from the superstructure counterweight. The base machine weighs just 43.5 tonnes, including its full 5.6 tonnes of counterweight.



The LTR 1040's safety features are designed with upcoming revisions to EN13000 in mind



The GHC110 is the first Grove badged telecrawler that does not have a Sennebogen counterpart



Liebherr's latest model is the LTR 1040, a stripped down version of its LTR 1060

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Great things come in small packages: The MK 140 mobile construction crane

- Hook heights up to 94.0 metres
- Radius up to 65.0 metres
- Transport length just 15.97 metres

The company says that in spite of the counterweight reduction, the new crane is a highly competitive 40 tonne machine, and is a good deal easier to transport and set up than the 60 tonner. It retains the 40 metre boom of its big brother, topped by a 16 metre bi-fold swingaway extension which can offset by up to 20 degrees and takes the maximum tip height to more than 58 metres at which it can handle four tonnes. Booms of this length only become the norm at the 70 tonne mark.

Liebherr control systems increasingly incorporate a wide range of load charts for different jobs and site conditions, especially with its VarioBase outrigger set up and monitoring feature offered in its All Terrains. A similar approach is taken on this crane in terms of

variable track widths which extend from three metres to 4.8 metres, with several intermediate positions, while charts for slopes of 0.3, 0.7, 1.5, 2.5 and four degrees are built in. The crane also has full pick & carry capabilities and can travel at gradients of up to 46 percent (25 degrees).

The new model has another advantage that will appeal to customers buying the crane now for a specific type of work or project, but who may find in a few years' time, that the work has changed, and that a larger crane is needed. Liebherr says that the LTR can retroactively be upgraded to the 60 tonne LTR 1060.

Thinking beyond the box

While Link-Belt currently produces the largest and longest boomed

telescopic crawler on the market - the 230 tonne TCC-2500 with 68 metre boom - it has also focussed on the lower end of the market with its most recent new product launch, the 50 tonne TCC-550. In some ways it is a return to the company's roots in this market, one of the first telescopic crawlers from the Lexington plant was the TCC-450 launched in 2008 and based on a model launched in 2005 by Hitachi Sumitomo. The TCC-500 was added in 2014.

The TCC-550 features a new 35.1 metre four section full power boom

Link-Belt TCC-550 with Hardesty Concrete Construction pouring foundation concrete on a six storey residential unit in Washington, D.C. Working at a radius of up to 29.5m, it can reach all parts of the building from one spot



Manufacturer	Model	Capacity	Boom length	Crawler widths*			Transport weight†
				Retracted	Intermediate	Extended	
Marchetti	CW25.35 Sherpina	25t	26m	2.50m	N/A	2.90m	25.5t
Sennebogen (Grove)	633E (GHC30)	33t	25m	3.00m	3.70m	4.50m	33.0t
Tadano	GTC-350	35t	27m	3.00m	—	4.81m	32.4t
Liebherr	LTR 1040	42t	40m	3.00m	N/A	4.80m	38.5t
Marchetti	CW45.32L	45t	32m	2.98m	N/A	4.50m	41.0t
Sennebogen (Grove)	653E (GHC50)	50t	30m	3.00m	3.70m	4.50m	50.2t
Tadano (US)	GTC-550	50t	35m	2.48m	—	5.20m	45.5t
LinkBelt	TCC 500	51t	34m	3.49m	4.12m	4.63m	45.2t
LinkBelt	TCC 550	51t	35m	3.50m	4.10m	4.60m	45.3t
Marchetti	CW55.40L	55t	40m	2.98m	N/A	4.60m	52.8t
Tadano	GTC-600	60t	36m	3.27m	—	4.92m	63.4t
Liebherr	LTR 1060	60t	40m	3.00m	N/A	4.80m	62.6t
Sany	SCE600TB	60t	46m	2.99m	N/A	4.00m	44.3t
Tadano (US)	GTC-700	63t	36m	3.27m	—	4.92m	43.8t
HSC	650 TLX	65t	30m	4.03m	N/A	4.79m	57.6t
Marchetti	CW65.40L	65t	40m	2.98m	N/A	4.60m	60.8t
Sennebogen (Grove)	673E (GHC75)	70t	36m	2.98m	3.90m	4.80m	69.8t
Marchetti	CW70.42L	70t	42m	2.98m	N/A	4.60m	56.5t
LinkBelt	TCC 800	75t	37m	3.50m	4.50m	5.20m	45.1t
Tadano	GTC-800	80t	43m	3.49m	—	5.32m	79.9t
Sany	SCE800TB	80t	47m	3.49m	N/A	5.10m	86.0t
Tadano (US)	GTC-900	81t	43m	3.59m	—	5.42m	49.9t
Grove	GHC110	100t	47m	3.60m	4.30m	5.10m	42.5t
Liebherr	LTR 1100	100t	52m	3.50m	4.30m	5.05m	56.4t
LinkBelt	TCC 1200	110t	46m	3.63m	4.78m	5.53m	40.4t
Sennebogen (Grove)	6113E (GHC130)	120t	40m	3.95m	5.10m	6.30m	113.7t
Tadano (US)	GTC-1300	120t	47m	3.66m	—	5.80m	48.4t
LinkBelt	TCC 1400	127t	60m	3.63m	4.78m	5.53m	42.5t
Sennebogen (Grove)	6133E (GHC140)	130t	52m	3.95m	5.10m	6.30m	119.0t
Tadano (US)	GTC-1600	145t	61m	3.66m	—	5.80m	43.4t
Tadano	GTC-1800 (GTC-2000 US)	180t	60m	4.50m	5.75m	7.00m	47.6t
Liebherr	LTR 1220	220t	60m	4.50m	5.88m	7.25m	91.3t
LinkBelt	TCC 2500	230t	68m	N/A	N/A	7.21m	48.6t

*Track width to outside edge, with standard trackpads. †Transport weight is for manufacturer recommended loads.




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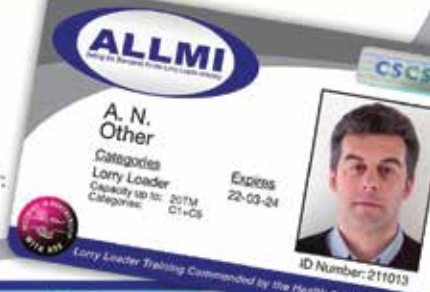
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At 45 tonnes Link-Belt's TCC-550 can travel complete and ready to work

plus an 8.7 to 15.6 metre bi-fold swingaway extension, offsetable by two, 20 and 40 degrees, for a maximum tip height of 50 metres. It has three working track widths of 3.49, 4.12 and 4.63 metres and just over a metre more boom than the TCC-500. Yet it is a few kg lighter at 45 tonnes including 11,340kg of counterweight. This, combined with a 3.01 metre stowed transport width and 3.4 metre overall height, makes it relatively easy to transport intact.

Link-Belt's sister company, HSC Cranes (previously Hitachi Sumitomo), offers one model globally, the 65 tonne 650 TLX. This crane's vital statistics are very much in the tradition of Japanese machines focussed on foundation work: it has a 30 metre boom, the shortest on any crane in this market with 50 tonnes capacity or more. But that makes for a tough crane, well suited to foundation work and it comes with a 'powerful' hydraulic system, which, combined with its sturdy boom, allows it to be used with a wide range of heavy duty tools. A switch allows the operator to easily flip between crane and drilling machine modes.

Western expansion

So far, we have mostly focussed on North American or European built cranes. This ignores the fact that an increasing number of telescopic crawlers are available from Chinese manufacturers. They include Sany, Fuwa, Zoomlion, Sunward and XCMG, most of which have already offered their products in Europe, but with only a few units delivered. That could well change with UCM/ Verschuur now promoting and providing after sales care for Sany telescopic crawlers. The company

Dutch foundation company Van 't Hek using a Sany SCE600TB alongside a piling rig




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The first Sany SCE800TB went to Belgian contractor Altez



KeltBray selected a 25 tonne Marchetti 'Sherpina' from AGD for this job, where it needed to be lowered into a basement

showed a 60 tonne SCE600TB at the recent Vertikal Days event in the colours of Dutch company Van Der Vlist.

The company launched another new model, the 80 tonne SCE800TB in February, selling the first units to Belgian contractor Altez, while more recently a unit was delivered to Dutch foundation specialist Van 't Hek. In October the dealer's crane rental sister company M Verschuur added a Sany 60 tonner to its rental fleet. The range of telescopic crawlers Sany offers in Europe will soon be extended in the form of the 130 tonne SCE1300TB.

Artisanal cranes

The telescopic crawler market has been increasingly dominated by the large multi-product line global crane companies. But one manufacturer, Marchetti, takes a different approach. The company offers a range of boom and superstructure options under 70 tonnes, which can be fitted on a choice of chassis. The crawler crane options have been particularly popular with UK sales and rental company AGD, which has done a great deal to popularise the machines, and the broader telescopic crawler crane concept.

One highlight comes at the very bottom end of the range in the form of the 25 tonne CW 25.35 Sherpina. With a 25 metre main boom, this is very much a crane designed for really easy transportation, while offering compact dimensions on site. Its tracks can be retracted to a mere 2.5 metres and stowed for transport it has an overall height of just 2.7 metres and an overall length of 7.13 metres. It can be delivered

intact and ready to work on a standard trailer.

At the other end of the Marchetti line up is the 70 tonne CW 70.42L Sherpa. Like its little sister, this is still a compact crane, with a transport width of less than three metres. Perhaps as a result of Marchetti's modular approach, this crane includes one component not offered on any other current telescopic crawler cranes - outriggers. While other manufacturers compete on their ability to work on unlevel ground, this crane can work on almost completely unprepared sites with more significant slopes, travelling across site on gradients of up to 70 percent (35 degrees), and then using its star shaped outriggers to level itself, allowing it to work at full capacity on ground other cranes would struggle to handle.

In summary, the telescopic crawler crane looks to be finally replacing small lattice boomed crawler cranes, those of 80 tonnes or less. At one time this was a substantial and hotly contested market, with cranes particularly popular for the construction of new pre-fabricated housing estates in the late 1950s and throughout the 1960s.



Marchetti's largest model, the CW 70.42L Sherpa, can be levelled on outriggers



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Breaking barriers

With its latest crane, the 400 tonne LR 1400 SX, Liebherr's Nenzing plant has made a significant leap in capacity. Will North spoke to Gerhard Frainer about what this new crane tells us about the strategy between the company's two crawler crane factories.

For many years, crane buyers have perceived a clear distinction between Liebherr's crawler crane production facilities. Those under 300 tonnes were built in Nenzing, Austria, while larger cranes were manufactured in Ehingen, Germany, where the company also builds its All Terrains, Rough Terrains, and telescopic crawlers.

The latest launch from the Austrian plant confounds this simple view. The new LR 1400 SX has 100 tonnes more capacity than any previous Nenzing crawler crane and 50 tonnes more than Ehingen's LR 1350. As Gerhard Frainer, managing director sales at Nenzing, said when announcing the crane: "This is a big step for our location."

So, what does this mean for the two plants? Will it mean that while Liebherr's rival Tadano integrates its two German facilities, Liebherr will open up competition between its two factories?



Liebherr LR 1400 SX

At first glance, it may look as if this is the case, with Ehingen's 350 tonner falling between Nenzing's 300 and 400 tonne units, seemingly in competition with each other. However, this only holds true in nominal capacity terms. "In reality we have different starting points, as our cranes are used in different markets, by different clients, and for different applications," says Frainer.

Ehingen has always focused on lift cranes, while Nenzing has its roots in maritime and heavy-duty cycle cranes. The Austrian plant grew out of company founder Hans Liebherr's 1970s decision to split maritime crane fabrication from the construction cranes built in Germany. A few years later his son, Hans Jr., purchased the assets of struggling duty cycle crane manufacturer Menck, with the first duty cycle Liebherr crane, the HS 870, launched at Bauma 1980.

Duty cycle cranes feature components and booms strengthened to handle the stresses of working with tools such as vibro hammers and long term repetitive work often in arduous conditions. "We had customers using a HS duty cycle crane as a lifting crane, on construction sites," says Frainer, "where the demand was for a less costly version for simpler lifting duties."

So Nenzing developed its LR range to meet the needs of these users, designed as multipurpose devices, able to take on a wide range of jobs cost effectively, while being easy to transport and assemble. The apparent 300 tonne line between the two plants held for a long time, as it reflected customer needs. But over the years, those requirements have changed.

"It goes back maybe two Baumas ago (2016)," says Frainer. "Customers approached us and said, 'Hey guys, it's time for a larger LR 1300. Jobs are getting bigger, loads are getting heavier, so we need a bit more lifting capacity.'"



Gerhard Frainer of Liebherr Nenzing at the controls of the new 400t LR 1400 SX

It's not just that individual loads, such as concrete beams and other prefabricated elements for bridges, or the tilt-up wall panels, are getting bigger. So too are the hanging leaders used to support tools like hammers, that many customers want to use with Nenzing cranes.

Flexible features

The LR 1300 has been a very successful machine for Nenzing, particularly in North America and as such it became the base model to build on. "That was the starting point: the same features, same functionality, with easy transportation and self-assembly," says Frainer.

Transporting a crawler can often be a challenge, particularly in a market like the US. The superstructure of the LR 1400 SX weighs just 46 tonnes, with A-frame attached. Transporting the crane with the A-frame speeds set-up once on site. Similarly, the luffing jib sections can be transported inside the main boom

sections, reducing transport loads.

A pure lift crane like Ehingen's LR 1350/1 is designed for applications involving lifting up and out, on sites where space is limited. To achieve this, the crane offers 12 different configurations of boom, fixed or luffing jib, and ballast system, while cranes like the LR 1300 and LR 1400 SX are more typically used with just the main boom, and offer a more limited number of jib options.

On an engineered lift with an Ehingen machine, site preparation will be part of the project planning. Everyone involved will know that time and space must be allocated to setting the crane up. The LR 1400 SX, and LR 1300.1 SX, are designed to get to work more quickly, and work on more challenging ground conditions. The superstructure is equipped with hydraulic jacks that raise it off the transport trailer and provide a base for unloading and installing the tracks, counterweights, the two hoists and



While Nenzing's cranes are designed as multipurpose machines, Ehingen cranes like these LR 1350/1s are aimed at project lifts



An LR 1300.1 SX placing concrete panels for a hospital parking garage in Virginia

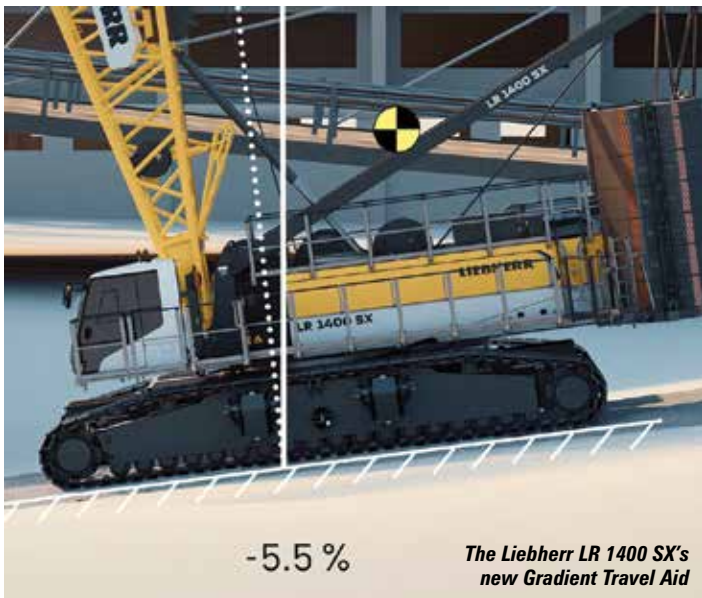
boom sections, all of which can be installed quickly, without the need for an assist crane, with the operator using a remote controller. The new crane features Nenzing's Boom Up and Down Aid, designed to prevent it from tipping, when raising or lowering the boom system, particularly when configured with a luffing jib. It considers the installed boom and jib and windspeed, and warns the operator if they are approaching the tipping point. This has been available on Nenzing cranes for several years. The LR 1400 SX adds an additional protection, the Gradient Travel Aid, which measures the crane's centre of gravity as it travels on slopes, warning the operator should the crane come close to tipping.

While cranes like Ehingen's LR 1350/1 are expected to work from well prepared platforms, the LR 1400 SX's designers anticipated that this would not always be the case for its multipurpose machine,

which is more likely to be used on rougher, unprepared ground, or even from a barge.

Some of the risks of working on less well prepared sites can be avoided by reducing the crane's ground bearing loads. The LR 1400 SX achieves this with another new system, ground pressure reduction plates, hydraulically adjusted metal beams, running across the front and back of the crane. They were a key attraction for one of the crane's first customers, Mountain Crane Services, of Salt Lake City, Utah. Chief executive Paul Belcher says: "The hydraulic ground pressure reduction plates stand out in particular, with their deployment the ground pressure can be reduced by more than half."

He also appreciates the crane's real time monitoring of ground bearing pressures. "Ground conditions can vary greatly on site. Constant monitoring of ground pressure is essential for safety. This feature simplifies our work immensely."



-5.5%

The Liebherr LR 1400 SX's new Gradient Travel Aid



The LR 1400 SX ground reduction plates offer a 50% reduction in ground pressure



LR 1400 SX ground pressure reduction plates

For another customer, Depenbrock, which specialises in hydraulic engineering, the fact that the crane had been designed with barge working in mind was important. Its unit, the first in Germany, will be mounted on the jack-up vessel Simone.

"The barge load charts for every configuration and counterweight combination are crucial benefits for working on the water," says Depenbrock's Andreas Handel, head of mechanical engineering hydro construction. "The modular counterweight system is very good. If a smaller counterweight is sufficient, the unit can also be used on a correspondingly smaller barge. This makes the use of the LR 1400 SX very flexible."

Bigger, and cleaner?

With Nenzing now offering crawler cranes over 300 tonnes, what does it mean for the future? Wolfgang Pfister, head of strategic marketing and communications at Nenzing, is clear that the apparent dividing line was never a formal part of Liebherr's strategy but acknowledges that it was sometimes allowed to be seen this way. That won't be the case anymore. "In the future, even different models, size wise, could be possible," says Pfister. "We want to really have this focus on multi functionality."

As prefabricated loads and the tools continue to grow, there is no reason

why two Liebherr 500 tonners might not surface, in the form of a lift crane, like the current LR 1500, and a new multipurpose crane, perhaps an LR 1500 SX?

The Nenzing facility has also been responsible for the development of battery powered crawler cranes, with its Unplugged range. This includes both LB deep piling machines, and four LR cranes. Customers can now buy battery powered versions of the 130 tonne LR 1130 and 160 tonne LR 1160, as well as the original LR 1200.1 and LR 1250.1 Unplugged.

At launch, Liebherr was cautious in its claims for these cranes, stating that the aim was to have sufficient battery capacity to move around site, plugging in when the crane was in position. However, customers, are finding that they can manage a full eight hour shift before recharging.

Might we see larger models? Nenzing has yet to launch an Unplugged version of the popular LR 1300.1 SX. "We have gained quite some experience now with the Unplugged machines, and this has been excellent so far on the crawler crane side," says Frainer. "We are learning even more about how the cranes are used, how and when are they charged, and whether the battery management works the way it should, and so on. This makes it easier for us to consider larger cranes."



The first LR 1250.1 Unplugged was delivered to Norway's Kynningsrud Nordic Crane

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A market in transition?

The truck mounted lift market continues to grow in volume - in terms of revenue and units - along with the selection of different models and suppliers. The past 12 months have also seen several acquisitions that may well signal an upcoming consolidation among the major manufacturers. Leigh Sparrow takes a look.

The vehicle mounted lift market consists of three quite different segments. At the lower end, are van and smaller truck mounted lifts - or bucket trucks as they are known in the USA - which largely service the telecoms, utility and local authority markets. In the middle is the largest market, the 3.5 and 7.5 tonne general purpose truck mounted sector with articulated or pure telescopic booms. The vast majority are purchased by rental companies, with all but the very largest in this product sector going into self-drive rental fleets.

Finally, at the top end of the truck mounted lift market are units with working heights that run from 40 to 50 metres up to more than 100 metres, currently topped out by

the 112 metre Bronto. While this range covers the widest spread of working heights it is relatively low in unit volume terms, although there has been a strong pick-up in the market for 35 to 55 metre machines, as companies look to add a few operated units to their self-drive fleets. Although most of these larger lifts tend to be purchased by specialist rental companies which serve a wide variety of applications including film and TV companies and all manner of specialist contractors working in telecoms, high level and façade cleaning, glass replacement, wind and solar power and the top end of the tree care market.

In addition to the three main truck mounted sectors, there are a number of niche product sectors, such as underbridge inspection and fully



A self-drive truck mounted lift is ideal for numerous applications



insulated platforms for live line network maintenance and repair.

Market segmentation

As previously mentioned, the 3.5 and 7.5 tonne truck mounted lift sector is by far the largest in both unit and monetary value terms. It is also arguably the fastest growing. The vast majority of the units sold in Europe are manufactured in Italy by companies such as CTE, Multitel, Socage, GSR, Isoli and Comet, while most other regions have their own strong suppliers, such as Time Versalift and Terex Utilities in North America, Tadano and Aichi in Japan and Donghae and Horyong in South Korea. In fact, the market for small to medium sized truck mounts remains and is likely to remain regional. This is partly due the wide and localised chassis variations required, but also

the cost and challenges of shipping mounted machines around the world.

When it comes to larger machines, the market is more global and dominated by Finnish company





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The top end of the truck mounted market is dominated by a few manufacturers

Bronto Skylift, and German manufacturer Ruthmann and Austrian owned Palfinger.

Bronto Skylift has been owned by Japanese firefighting equipment manufacturer Morita since 2015. Ruthmann is now part of US-based private equity owned Time-Versalift. The domination of these companies has, however, been under attack for some time from the Italian manufacturers which are already making inroads into the 30 to 40 metre market and are now fine tuning their larger models in the 50, 60 and 75 metre range.

Last month Socage took the market by surprise unveiling a 100 metre model and entering a rarefied market sector currently only contested by Bronto, with Palfinger having dropped its 103 metre model for the moment, although in China XCMG builds a 102 metre fire rescue platform, the DG100. So perhaps the time is right for Socage?

If you can't beat them - join them

Ruthmann and Palfinger countered the challenge from Italy by acquiring Italian manufacturers. Palfinger took over Sky Aces in 2013 while Ruthmann acquired Marti Group/Bluelift in 2016. Both companies now offer buyers a choice of the Italian designed and built 'economy' products (Palfinger's Smart line and Ruthmann's Ecoline) of their traditional German-built models.

An Anglo Franco affair

The van mounted lift sector is different again with France and the UK making up most of the market, followed by the Nordic countries. As a result, the two major producers are based there and include long-time market leader Versalift, which manufactures booms and superstructures in Denmark, and has major mounting and finishing facilities in the UK and France. The second major player in the market is



A Palfinger Smart line P200 lift



UK distributor CPL with Klubb van mounts



One of Klubb's facilities

rapidly growing French manufacturer Klubb. In the past few years, it has absorbed French truck mounted lift manufacturers Egie and Comilev and in 2018 acquired a controlling interest in its UK distributor CPL.

Klubb did not exist until the very end of 2015, when it emerged from Versalift licensee Time France - owned by long serving general manager Julien Bourrellis - who felt that as he was already mounting the Versalift booms to French vehicles, fabricating the platforms and adding the various options, he might as well build the whole machine which would also give him the freedom to innovate. For Bourrellis and his employees it proved a sound move and the business has been growing exponentially ever since, both in terms of geographic coverage and annual production levels.

Klubb has also been expanding its product range to include a wider range of van mounts and light truck mounts - including all electric machines - while keeping an eye on the market for larger mid-range truck mounted lifts. The company's expansion plans are now supported by private equity firm Andera Partners which acquired a 'significant' but minority stake in the business over the summer holidays. The company now operates across 40 countries with revenues of around €120 million and 400 employees.

While the seemingly sudden decision by Bourrellis to do his own thing had an immediate impact on Versalift's operations in France,

it has not been a disaster for the market leader. The company moved rapidly to duplicate what it had with Time France, but this time made sure it owned the business outright. More than five years on it seems that rather than 'eating Versalift's lunch', having another significant market participant has expanded the overall volumes, and today both companies are busy and have healthy order books.

Private equity drives industry consolidation

As mentioned in the introduction, this year has seen several significant international acquisitions and, for whatever reason, US and European vehicle mounted lift manufacturers have attracted the interest of private equity firms. Why this should be remains a mystery, but it appears to have started in the USA with the large companies that sell and rent aerial devices to the utility market. It may have been driven by expectations that the market would take off as infrastructure spending ramped up with major work likely from overhead utility networks, 5G, security cameras, satellite dish installation and the like, coming at a time when there is greater focus on working safety and efficiency at height. Investors not only sense tremendous growth potential, but also a market trend that is resistant to economic fluctuations - at least for now. Some investors also sense a global 'roll up' or consolidation opportunity. The following are some significant investments in the sector that have occurred this year.



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Time called for Ruthmann

The year began with US-based Time Manufacturing acquiring the leading German manufacturer Ruthmann from owners Heinrich Winkelmann and Heinz-Jürgen Buss who had owned the business since 2003. The deal included the company's Bluelift operations in Italy and Ruthmann's North American distribution company Reachmaster which had only just been rebranded as Ruthmann Reachmaster after the German company acquired it in 2020. Details of the transaction were not released, but Ruthmann - which was founded by Anton Ruthmann in 1901 to sell and repair bicycles and sewing machines - has annual revenues in the region of €150 million.

The Time name dates from 1968 when shareholder Charlie Turner bought his partners, Bill Blewett and Russell Howard, out some three years after he had helped fund the original start up. Its products carry the Versalift brand in Europe and North America. Irish car distribution group, O'Flaherty Holdings, acquired the company in 1977 providing stable ownership, until selling out to Texas-based private equity firm Sterling Group, in 2017. In 2018 Sterling acquired Minnesota-based underbridge inspection platform manufacturer Aspen Aerials, along with some of Time's North



New Ruthmann XS working in a street

American dealers. The company had estimated revenues in 2020 of \$270 million. The combined Time Versalift Ruthmann business is likely to generate revenues in the region of €400 million this year.

The combined company has a product range that runs from spider lifts to pick-up mounted lifts, van and utility vehicle mounted lifts up to a 90 metre truck mounted platform, not to mention the Aspen underbridge inspection platforms. It has dominant positions in the North American and European markets. As to confirm our point, just as we were going to press, we received the news that the Time Manufacturing group had been acquired from Sterling by another US based private equity firm, H.I.G Capital.

Franco Spanish combination

No sooner had the Time Ruthmann deal completed than French truck mounted lift manufacturer France Elévateur announced that it had acquired 100 percent of the equity in Spanish vehicle mounted lift manufacturer Talleres Velilla which trades as Movex. The company was owned by Francisco Velilla Alamá and the Velilla family. Established in 1960, Movex is based in La Garriga, northeast of Barcelona and claims to be the truck mounted market leader



A 78m Bronto S78XDT

in Spain. It produces around 200 vehicle mounted lifts a year with working heights ranging from nine to 24 metres, including 3.5 tonne truck, van and pick-up mounted models.

At the end of last year Movex moved into a new 6,000 square metre facility enabling it to double its potential production capacity to 400 units a year. With around 40 employees it had revenues reportedly in the region of €12 million.

The acquisition provides France Elévateur with a significant increase in its annual production capacity which it says will be in the region of 1,600 units across the two businesses. It also gains some additional products and design engineers - taking the combined engineering team to 40 - along with an additional customer base and greater geographic coverage.

The two companies will continue to operate independently within the France Elévateur group - which has been owned by the private equity firm Elais Orium Capital Fund since 2014 - and expects revenues this year to increase around 30 percent and exceed €90 million for the first time. It currently employs around 450 at its plant in France and has 15 maintenance and repair centres across four European countries.

New products abound

When it comes to new product launches, this year has not disappointed. In addition to the normal updating, upgrading and improvements within the 3.5 tonne truck mount market we have seen a good few new models. But there has been even more activity when it comes to machines of 50 metres and more, including a flurry of 70 to 75 metre models and even a new entrant into the 100 metre market. At the same time, buyers have been snapping up 90 metre truck mounts, in spite of their supposedly poor returns.

Several companies we spoke with that run these larger machines complained that it was hard to keep them busy - hardly an incentive for more players to pile in! There have been several major contracts that soaked up most of the available machines at certain times, creating a shortage in some areas. But perversely companies that rely on day-to-day rentals have seen rental rates fall as some companies struggled to keep their big machines busy and began to panic. The UK may have suffered more than the rest of Europe, given that it is more challenging to seek work in other countries, partly due to geography but further complicated by Brexit border controls and paperwork requirements.



France Elevateur acquired Spanish vehicle mounted lift manufacturer Talleres Velilla which trades as Movex





The Klubb KT18PZ

New van mounted lifts

In the van market at the other end of the spectrum the opposite is true, and this may be helped by the fact that the two big manufacturers are not resting on their laurels. The more competitive environment is spurring both of them on to improve existing products and introduce new models with more height, outreach and payload, as they battle to gain an edge over each other.

Klubb launched its highest reaching van mounted lift to date in the form of the 19 metre KT18PZ. Mounted on a five tonne Mercedes Sprinter van, it has a maximum outreach of 9.4 metres and has been designed to provide a high reach platform on a compact van with a good cargo payload. The new machine has a four section telescopic

boom, topped by a cranked articulating jib.

Meanwhile Versalift's main European launch this year was its new 13.9 metre Isuzu pick up mounted VTA135-H. The unit offers an outreach at 6.5 metres with an unrestricted platform capacity of 230kg. It has received full small series Type approval and should be finalised ready for production and shipment in the new year.

Other new products have been introduced by Italian companies Mutitel, CTE, GSR and Cela.

37m Cela

In the past few weeks Cela has launched the 37 metre DT37 truck mounted platform, which is similar

The new Cela DT37



C&A

truck mounts

in design to its 40 metre DT40 but without its articulating jib. As a result, most of its componentry is the same. Mounted on a 7.5 tonne chassis, it features dual, three section booms to offer a maximum outreach of 19 metres with 120kg and an up & over height of 18 metres. It can handle 230kg at 16 metres or take its maximum platform capacity of 450kg to an outreach of 13 metres. It also offers a below ground reach of 8.5 metres, and has an overall stowed length of 8.16 metres, an overall width of 2.25 metres and an overall height of 3.1 metres.

Versalift's VTA135-H



forSte

27D

SPEED

NEW SERIES SPEED
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SOCAGE



The new GSR B210PXJ

All new GSR

At Vertical Days this September GSR unveiled the all-new 20.25 metre B210PXJ mounted on a 3.5 tonne Mercedes chassis. The B210PXJ features a double sigma type riser with a two-section telescopic boom, a 2.4 metre jib and an end mounted platform. It offers 10 metres of outreach at an up & over height of nine metres with its 250kg unrestricted platform capacity. Features include 450 degrees slew, 140 degrees of jib articulation with extendable front and fixed inline rear outriggers. The Mercedes chassis version features a 3.66 metre wheelbase with an overall length of 7.55 metres and an overall height is 2.79 metres. The first units have already been shipped.

CTE MP

CTE announced an all-new MP 'MultiPurpose' 3.5 tonne truck mount, the 24 metre MP 24 C, which also appeared at Vertical

Days in September. The new model is the second MP in the company's line up and joins the 32 metre MP 32.19 launched in 2017. While the new model bears the MP moniker, it is quite different. It does not feature the original machine's elevated slew ring but follows a more traditional approach with a long fixed-length riser topped by a two section telescopic boom and a double articulated jib with 105 degrees of articulation. It can achieve an outreach of 14 metres over the rear of the chassis with 80kg in the platform, or up to 11 metres with its maximum 250kg platform capacity. The lower boom can elevate to a near vertical position, to provide an up & over height of 10.5 metres.

The Extra Shorts

Another brace of new truck mounted lift introductions this summer came from Ruthmann in the form of two new platforms that make up a new 'Extra Short' or XS product line.



The new Ruthmann T 300 XS

Built in Germany the two models share most of their componentry and characteristics, but the larger of the two has a slightly longer boom. In spite of the commonality, they were launched four months apart for maximum impact. First out of the box was the 30 metre T 300 XS which emerged at the end of June. The new models feature an all new five section main boom, which adopts the same profile as the company's top of the line 90 metre platform.

The High mounted booms are topped by an articulating jib to offer an outreach of up to 23 metres on the T 300, with 100kg in the platform, the outreach on T 330 is reduced to just less than 22 metres thanks to the heavier boom. The maximum platform capacity is 350kg and it is available at an outreach of up to 16.5 metres on both models. They can also take 200kg out to almost 20 metres.

the 330, while both models have a reduced tailswing compared to older products that currently remain in the range.

Ruthmann claims that the T300 XS is the most compact 30 metre truck mount available on a 7.5 tonne chassis and as such they are targeted at typical urban applications from facade and window cleaning to tree pruning. So, which one do you choose? If its maximum height you want, then clearly it is the T 330. If outreach and compact stowed dimensions are more critical then it has to be the T 300XS. Pricing policy between the two units will also be a factor of course. Both models however benefit from a short rigid sub-frame and outrigger footprint and are superbly engineered with some of the finest turret frame and boom designs and fabrications on the market.



The new CTE MP 24 C

Available on a variety of Euro 6 Mercedes, MAN or Iveco chassis with gross vehicle weights from 7.5 to 8.6 tonnes, the stowed boom length has been reduced by 600mm for an overall vehicle length of 7.59 metres on the T 300, and 8.43 metres on



The new XS models have finely engineered fabrications

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The new Dinolift 230VT

Hybrid Dinolift

Finnish manufacturer Dinolift has launched a new hybrid truck mounted lift, the 23 metre 230VTH. Mounted on a 3.5 tonne chassis the superstructure is powered by a 48 volt lithium-iron phosphate (LiFePo) battery pack, said to be good enough to work a full day without the need for recharging. However, should this be required the machine will operate in a traditional manner from the diesel engine on the chassis, which also recharges the battery pack thanks to a standard 1kW inverter and high voltage battery charger.

All other features are the same as the standard Dino 230VT - a four section telescopic boom and pedestal mounted platform offering a maximum outreach of 15.1 metres with 100kg platform capacity, or 11.3 metres with the maximum 230kg capacity. The overall travel dimensions with the Mercedes Sprinter Basic chassis are 7.75 metres long by 2.26 metres wide with an overall height of 2.96 metres and a gross weight of 3,500kg including driver passenger, full fuel and AdBlue tanks.

and market demand. It has now dusted off its plans and displayed the first prototype at the GIS show in Piacenza. The FortSte 100TJJ requires a five axle 52 tonne, or larger truck chassis, with the show unit mounted on a Scania chassis with an all-up weight of 53 tonnes.

The new platform features a five section lower boom/telescopic riser, which can elevate to almost 90 degrees topped by a four-section upper boom, and as with other TJJ models it features a jointed articulated jib. All this provides a maximum working height of 99.5 metres with a 600kg/six person platform capacity. The maximum up & over height is 68 metres at which it has an outreach of almost 33 metres. If just four sections of the lower boom are extended the up & over height is reduced to 58 metres, but with slightly more outreach as the boom elevation can be lowered a little. The maximum outreach of 43 metres is available at an up & over height of 14 metres with a capacity of 350kg. Below ground reach is 26 metres at a 12.5 metre radius. The 2.3 to 3.6 metre 900mm deep telescopic platform has 180



The First Socage 100TJJ has been sold to Levantino Group



The new 100m Socage FortSte 100TJJ

degrees of rotation as standard, but a manually rotated top jib can extend this to 360 degrees.

The overall length of the machine on the road is 15 metres, with an overall height of just under four metres. The outrigger set up is variable and features the company's Multi-Zone system that allows the operator to set the outriggers to fit the space available, with the system automatically selecting a corresponding working envelope.

The platform controls are equipped with a seven inch LCD display, providing the operator with a wide

range of information including the actual and available working envelope and outrigger set up etc. A remote controller is also available.

The first unit was sold to Sicilian crane and access rental company Levantino group, which also took a new 75 metre Socage ForSte75TJJ truck mount earlier this year.

How does the new 100m compare?

The following chart compares the new Socage with the 104 metre Bronto, we have also looked how it stacks up against the XCMG and a few 90 metre models.

Bigger platform debuts

A 100 metre Italian

As already mentioned, the past 12 months have seen several major new product launches and perhaps the most surprising was the recent unveiling of the 100 metre Socage FortSte 100TJJ. The company began work on a 100 metre machine back in 2008, but it never progressed beyond the drawing board, possibly due to a combination of the economic crisis

How the Socage 100TJJ compares

100m Model	Socage 100TJJ	Bronto HLA 104	XCMG DG100	Ruthmann T 900 HF	Palfinger P 900	Horyong SKY 900
Working height	95.5m	104m	102m	90m	90m	90m
Max platform cap @	600kg @ 30m	700kg @ 30m	400kg @ 27m	600kg @ 36m	530kg @ 32.5m	400kg @33m
Max outreach with cap	43m w/350kg	33m w/400kg	N/A	42m w/350kg	32.5m w/530kg	35m w/200kg
Below ground reach	26m	30m	N/A	22m	9m	0m
Extended platform	3.6mx900mm	3.7mx1.1	400kg	3.82mx970mm	3.88mx1.05m	N/G
Platform rotation	360°	170°	N/G	440°	168°	N/G
Chassis	Scania	MAN	Mercedes	Scania	Volvo	Volvo
Axles	5 axle	6 axle	6 axle	5 axle	5 axle	4 axle
Overall length	15.0m	16.3m	17.0m	14.99m	16.26m	12.9m
OAH	4.0m	4.0m	3.96m	4.0m	3.99m	3.99m
GVW	53t	62t	62.25t	48-52t	48t	N/G

The new Multitel MJ 775



jib configuration provides a wide working envelope with an outreach of 33 metres at a working height of 33 metres, 30 metres at a height of 50 metres or 24 metres outreach at a 71 metre working height. It will also reach 16 metres below ground and even back under the machine itself. The MJ 775 has variable outrigger width settings from fully inboard set up with up to 24.4 metres of outreach to a fully extended width of 8.39 metres. Automatic levelling and position monitoring is standard.



Multitel targets the top end

Italian manufacturer Multitel is the largest truck mounted lift manufacturer in Europe in terms of units produced each year and almost certainly in revenue terms as well. While most of its production concerns products with working heights of less than 40 metres, it has been building larger models for a very long time - most of them being delivered to customers in Italy and France.

In recent years it has had considerable success in the mid-range market and is now focusing on repeating that growth on the 60 to 80 metre product range. Its most recent launch came late last year in the form of the new 77.5 metre MJ 775, which has now gone into full production. The first unit delivered to Ancona-based rental company O.Mec.

The new machine is mounted on a five axle Volvo chassis and features a five section main telescopic boom, topped by a three section top boom or jib with almost 180 degrees of articulation, plus a five metre, two section aluminium telescopic jib with 270 degrees of articulation. Maximum outreach is 38 metres with 120kg in the platform, 35.8 metres with 250kg or 32 metres with the maximum platform capacity of 400kg.

The 900mm deep platform expands hydraulically from a width of 2.5 metres to 3.8 metres. The boom/



The new Multitel MJ 775

How does the Multitel MJ 775 stack up?

75 - 78m Model	Mutitel MJ 775	Bronto S78XDT	Ruthmann T 750 HF	Socage 75TJJ	Palfinger P 750
Working height	77.5m	78m	75m	74.5m	75m
Maximum platform cap @	400kg @ 33m	700kg @ 32m	600kg @ 32m	600kg @ 28m	600kg @ 32m
Mid cap @m	280kg @ 36m	360kg @ 36m	320kg @ 38m	300kg @ 38m	320kg @ 35m
Max outreach with cap	38m w/120kg	38m w/120kg	41m w/100kg	40m w/ 100kg	39m w/100kg
Platform size	3.8m x 900mm	3.7m x 1.1m	3.82m x 970mm	3.6m x 900mm	3.88 x 1.05m
Platform rotation	360°	280°	440°	360°	400°
Up & over ht w/outreach from boom tip	72m w/13m	67m w/ 21m	44m w/33m	48m w/34m	62m w18m
Jib articulation	180°	175°	180°	180°	240°
Slew	360° cont.	500°	500°	700°	540°
O/R Spread	8.39m	8.0m	8.8m	8.8m	8.89m
Chassis	Volvo	Volvo/Scania	MAN	MAN	Volvo
Axle numbers	5 axles	5 axles	4 axles	4 axles	4 axles
Overall length	13.05m	13.1m	13.99m	13.5m	14.1m
OAH	3.99m	4.0m	3.99m	3.99m	3.95m
GVW	44t	41t	32t	32t	32.2t

ELECTRIC versatility

The **Snorkel S2255RTE** is an electric narrow rough terrain scissor lift equipped with long-lasting lithium batteries. The quiet performance means it is suitable for indoor and outdoor use without sacrificing power. Its ultra-narrow width and low weight allows this scissor lift to be easily towed on a tandem trailer.

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Sumo truck mount

In Japan, tough road regulations are a challenge for big truck mounted lift manufacturers. Companies such as Bronto have sold a few of its larger machines in the country, but its booms or even the entire superstructures have to be transported separately which eliminates its main benefit and tends to limit the market to large facilities or sites where the machine is required for longer periods. However earlier this year Tadano decided that the time was right to push the limits with the introduction of a roadable 55 metre machine that combines good performance with easy roadability. It claims that its new 'Hyper Deck' AT-530CG is the largest Japanese built truck mounted platform on the market. The new machine is intended for domestic consumption only - at least at this stage - and features twin, four-

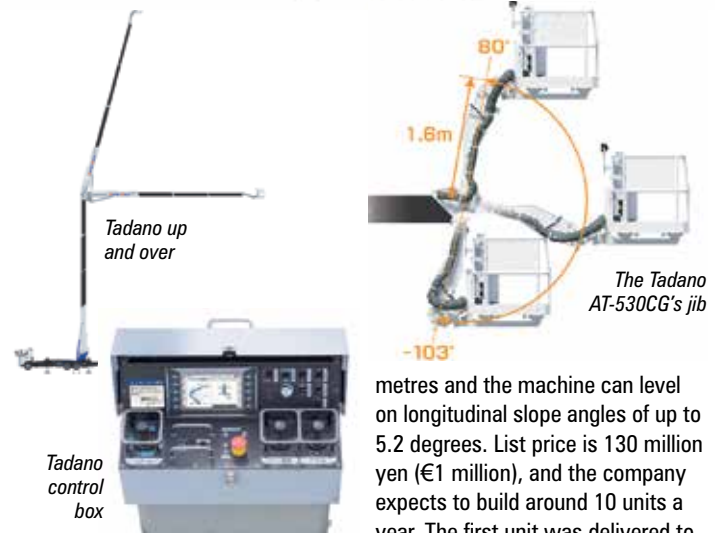
section telescopic booms, topped by a 1.6 metre articulating jib. The lower boom/riser elevates to the vertical, eliminating any tailswing, while providing an up & over clearance of up to 26 metres, an outreach of 26.8 metres with 120kg in the platform, or 25.5 metres with the 360kg maximum capacity.

The four-section top boom elevates from around 80 degrees below horizontal - where it offers up to 10 metres of below ground reach - to almost 85 degrees above horizontal. The 1.6 metre jib has 183 degrees of articulation, from 103 degrees below horizontal to 80 degrees above.

The standard platform is 2.12 by 1.0 metre. Features include a single control button for return to work point or to auto stow ready for travel, a control panel with a full colour LCD display 'day or night' mode screen, which offers a full suite of information



Tadano beauty



Tadano up and over

The Tadano AT-530CG's jib

Tadano control box

metres and the machine can level on longitudinal slope angles of up to 5.2 degrees. List price is 130 million yen (€1 million), and the company expects to build around 10 units a year. The first unit was delivered to crane and access rental company Wakamatsu.

So how does the Tadano compare with European models?

The fact that this is a 'Japan only' product comes through in the comparison below. A key difference is the outrigger spread, the Tadano is less than six metres while the 'norm' on European machines is closer to nine metres and certainly more than eight. As a result, the Tadano outreach at height is limited as the lower boom remains between 80 to 90 degrees elevation.



The first Tadano went to Wakamatsu

including detailed work envelope, load in the basket, outrigger set up, slew position etc... The unit includes a full telematics suite and Tadano Hello-Net. The drive system includes a stepless engine speed function, which matches engine speed to function demands

With a gross vehicle weight of just under 25 tonnes fully loaded the AT-530CG has with an overall length of 11.95 metres, an overall width of 2.49 metres and an overall height of 3.44 metres. The outrigger spread is variable from completely inboard to a maximum spread of 5.78

Tadano comparisons Model	Tadano A-530CG	Bronto S56 XR	Ruthmann T 570 HF	Palfinger P 570	Mutitel MJ 525	Socage 54TJJ
Working height	55m	56m	57m	57m	52.6m	54m
Max platform cap @	360kg @25.5m	700kg @ 32.5m	600kg @ 33m	600kg @ 31m	600kg @ 30m	600kg @ 30m
Unrestricted cap	120kg	120kg	100kg	100kg	120kg	100kg
Mid cap 2 @	280kg	360kg @ 37m	320kg @	320kg @ 36m	280kg @ 34m	300kg @ 38m
Max outreach with cap	26.8m	41m - 120kg	41m - 100kg*	41m -100kg	37m - 120kg	40m -100kg
Max Up & over Height w/outreach	26m	41m -35m	40m - 34m	40m -21m	n/a	32m -34m
Below ground reach	12m	10m	10m	13m	n/a	12m
Standard platform size	2.2mx1.0m	2.4m x1.1m	2.4mx970mm	2.5 -3.8x1.0m	2.5/3.8 x 900mm	2.3m x 900mm
Platform rotation	180°	180° /440°	440°	400°	360°	360°
Extended Platform width	n/a	3.7m	3.8m	3.81m	3.8m	3.6m
Jib articulation	183°	180°	220°	240°	180°	180°
Slew degrees	360° cont	560°	500°	540°	360° cont	700°
Outrigger Spread	5.78m	9.5m	8.4m	8.8m	7.8m	8.8m
Chassis	Hino	Scania	MAN	MAN	MAN	Scania/MAN
Axle numbers	3 axle 25t	3 axle	3 axle	3 axle	4 axle 32t	4 axle
Overall length	11.95m	11.9m	11.9m	11.9m		10.91m
OAH	3.44m	3.8m	3.9m	3.9m	3.9m	3.99m
GVW	24.5t	26t	26t	25.9t	32t	26t

*Over O/R - platform rotated

Avoiding the turn

Our first outrigger and ground protection mat feature some 16 years ago highlighted the fact that at that time, well over half of all crane and aerial lift incidents involved overturning due to the ground giving way under the outriggers and a total absence of outrigger mats or spreader plates.

Back then it was quite common for operators of smaller cranes to scout around a site for scrap pieces of timber to use as cribbing. While this and the lack of mats may still occur, it is now the exception rather than the rule - at least in Europe and perhaps to a slightly lesser extent North America. This difference between the two regions may be down to the fact that there are far more long boomed cranes in the USA - such as boom trucks - that are owned and operated by end users, such as arborists and building material suppliers.

Having said all this, we have seen some tragic incidents involving crane and lift overturns this year due to the ground giving way under the outriggers. One of the most tragic incidents occurred in the UK, involving three generations of the same family and resulted in the death of the company founder, co-owner and crane industry veteran Michael Burcombe, 73.

The job was relatively straightforward - lifting a hot tub from the delivery truck and placing it into the rear garden/yard of a house in Bristol. Burcombe's son Ashley

was operating the eight tonne Tadano TS75 truck crane which was set up in the driveway of the suburban home. His grandson was in the back garden to guide the load to its final position. The team had checked out the height, the load and the radius and were happy they had reach and capacity in hand to carry out the lift. The ground had been checked, questions asked, and mats placed beneath the outrigger jacks.

Michael was in the back yard simply observing the lift and advising, keeping away from the load. Suddenly one of the crane's rear outriggers punched through the surface of the driveway into some sort of void. As a result, the load suddenly shifted, striking him and inflicting fatal injuries, he died on site. The crane was in good order and the team had used proper crane mats but were unaware of any void or drive surface weakness, which apparently had none of the usual tell-tell signs of a possible void.

This type of lift is far riskier than it may seem, but because it can be relatively quick and simple, they are usually carried out at a price that only allows for unloading and place into position, allowing the crane



A new Dingli BT24ERT lithium boom lift from Clements and a Demag AC60-3 from Aba Crane Hire working on Warwickshire's Chesterton Windmill using aluminium trackway panels to gain access



to move onto another lift within an hour or two. Companies doing this sort of work rarely carry out more than a visual check of the ground along with a brief questioning the property owner regarding possible underground septic tanks or voids etc... Few homeowners however, have any knowledge about things such as sewer pipes or old tanks. In this case the crane was relatively lightweight - about 7.5 tonnes - and was set up over the rear with the boom fully extended and apparently at a radius of around 12 to 14 metres, where it would have had a capacity in the region of 500 to 600kg. The average hot tub weighs around 275kg, so between 350kg to 400kg including rigging.

What might have been done differently?

It is easy to be wise after the event, but perhaps stiffer, larger mats might have spanned any minor void? While a more detailed ground investigation, possibly using a tool like Bronto Skylift's Loadman, would certainly have detected a void. Perhaps using a bigger crane set up in the street - although suburban

streets can hide more challenges than driveways, and the crane is much heavier. The results of the subsequent investigation into the Bristol incident have not yet been published - nor, sadly, are they likely to be anytime soon - so valuable lessons cannot yet be learnt.

While the Burcombes may have been diligent and careful, they still suffered a catastrophic life changing event. Far too many crane and lift companies and their operators regularly take stupid risks when setting up outriggers, but usually manage to get away with it. However, when they don't, the results can be life changing or fatal, not to only themselves but also innocent passers-by. Sadly, nothing can bring Michael Burcombe back, but hopefully the incident might serve as a valuable lesson to others that you simply cannot be careful enough.

In the words of one major crane rental company chief executive when asked about homeowner lifts: "We are happy to carry out tree and hot tub lifts at a private home, but we insist on applying all the

When of the crane's rear outriggers punched through the driveway the load suddenly shifted striking Michael Burcombe



checks and planning that the best big contractors demand on major projects. This effectively means that we do not win this sort of business, even though we are open to it. Homeowners or hot tub suppliers will simply not pay what that would cost, and I understand that."

Cribbing, the good the bad and the ugly

While the situation with the use of outrigger mats has dramatically improved over the past 16 years the same cannot always be said of cribbing - the use of blocks to overcome substantial variations in ground height.

Why? Usually because the job has not been properly planned and the need for a significant amount of cribbing is only discovered when the crane operator arrives on site and comes under pressure from the client to get started. Such clients may well have rented the crane on the basis that they would be responsible for planning it. - known in the UK as a straight Crane Hire rather than a Contract Lift - where the crane supplier plans and supervises the job. All too often the client has done very

little detailed planning and the crane operator is expected to adapt to the situation. The competitive nature of the crane rental market in many countries tends to curb the operator from refusing to start the job until proper cribbing is organised.

The following are some examples of the good, bad and ugly cribbing we have received.

What is interesting is the emergence over the past few years of purpose made cribbing blocks, both in wood and composite materials. These are not just simple straight sided blocks but also wedged blocks for slopes and interlocking blocks that can be stacked more safely when high lifts are required for levelling on steeper slopes.



An example of wedge cribbing blocks in action



Outrigger Pads Ecostack cribbing blocks



Dica's Pro-Stack composite cribbing blocks tie in with its mats



Ground protection in action

The following case studies show recent examples of ground protection mats in action.

Platform for cranes and lifts

Earlier this year UK-based contractor BAM Nuttall was looking to provide a secure 360 square metre working platform to spread the ground loadings of heavy equipment working on a 16 day railway closure for a major upgrade involving the complete reconstruction of the Dantzic Street railway bridge in Manchester. The upgrade - one of several in the area - is part of the Transpennine Route Upgrade, which involves the installation of more than 3,000 metres of track.

The contractor planned the entire project in advance using BIM (Building Information Modelling) software. It then approached outrigger and ground mat supplier Dawson Wam which supplied 23 large steel mats for two applications. The first installation was to create a stable platform for a 600 tonne Liebherr LR 1600 Lattice crawler crane which was used to lift excavators and other machinery up to track level, before lifting out the original 65 tonne bridge beams and lifting their replacements into position.

The second area required the same mats to create a working platform underneath the new bridge structure for the 100 tonne telescopic crawler service crane and a number of boom lifts to work from.



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Big boom, delicate surface



Alimats modular aluminium mats were used to create a track and work platform

A specialist façade contractor recently carrying out some last minute finishing work to the façade of a major building began by selecting the appropriate form of access for the job... choosing a 185ft JLG 1850SJ telescopic boom lift.

The big boom has an all-up weight of 27.4 tonnes - about seven tonnes per wheel - however depending on the boom position that can easily increase to 16.5 tonnes on one wheel, especially when the machine is working with a fully elevated boom. Not only that, with solid poly



The JLG 1850SJ moves into position



Addition mats were used to allow the axles to be extended

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Ethafoam was used under the mats

filled tyres the ground pressure point loadings can be massive. To complicate matters further, the platform would be working on two elevations where brand new hard landscaping - mostly interlocking blocks - had just been installed. This could be severely damaged by such a big machine if no protection was used.

Looking for possible solutions that could be installed and removed quickly without bringing in lifting equipment it selected Alimat interlocking modular matting.

One of the issues that had to be solved was the JLG's extendable/retracting axles. During transport, the machine width is 2.49 metres but when extended it is 5.03 metres. To ensure the axles can be extended within the footprint of the load spread area, a frictionless layer of two plastic mats were placed above the Alimat modules.

With all platforms there are two load cases that need considering - travelling and operating. The latter imposes loads similar to mobile crane outriggers but via the wheels. Both conditions were considered, and this was approved for use.

When the machine arrived on site, it had to travel between two immovable bollards, then onto the platform with the two plastic layers where the axles were extended. The machine then travelled to its final working position where an additional layer of mats was used, which simulates our standard outrigger mat arrangement. Ethafoam was also placed below the Alimat modules to ensure they could work as intended and distribute the load while protect the newly laid hardstanding.

Protecting underground services

The construction of the UK's HS2 high speed rail project is currently one of the largest in Europe and is consuming a huge amount of ground protection materials such as temporary trackway and mats. Mat supplier Dawson Wam has supplied its steel mats on multiple HS2 sites, mostly to provide work platforms for cranes and big access platforms.

They have also been used to create temporary bridges over small water courses allowing equipment such as telehandlers, platforms and excavators to cross. One example of their use can be found on a development at Euston Station, where a 550 square metre piling platform was required to protect vital underground services. And as a base for a 750 tonne Liebherr LG1750 lattice truck crane from Osprey.



The steel platform is assembled at Euston

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New products and testing

Here a few of the latest products and initiatives from some of the leading mat suppliers.

Materials and performance matter

Most outrigger mat materials perform well under compression loads but to perform as intended the tensile strength of an outrigger mat is also critical. The suitability of the outrigger mat used is determined by the size of the mat being suitable to distribute the load to the ground at a stress level less than the ground bearing capacity. Also, the strength and integrity of the mat and its ability to evenly distribute the load exerted by the outrigger.

Mat supplier Brilliant Ideas - which produces the Alimats range of interlocking aluminium mat systems - recently carried out a simple point load test utilising Finite Element Analysis software on several mat materials, capable of being manually handled, to compare the stiffness and load bearing capability of the various materials, which included a basic timber sleeper/railroad tie, an Alimat aluminium mat and an ultra-high molecular weight Polythene mat.

The tests showed the amount of deflection and stress build-up within each mat material, with startlingly different results when it came to deflection. Deflection or ability to adjust to the ground has both benefits and disadvantages - so selecting the right type of mat for the job can be critical.

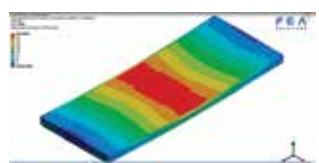
Business development manager Dan Westgate says: "Some manufacturers and distributors are promoting the compressive strength of the mat material. A far better question to ask is: are they capable of safely spreading the outrigger load horizontally before distribution to the ground which is related to the stiffness of the material?"

"We don't understand why in many cases an outrigger mat area is calculated above all else, while their make up is largely ignored, when various materials perform so differently. This doesn't happen within other design procedures, for example, a beam size is designed in tandem with the material."

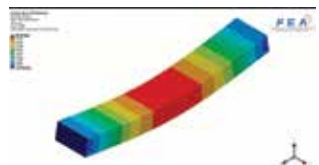
"We believe that going forward outrigger mat manufacturers and distributors, including ourselves, should declare a Safe Work Load for each configuration. We have

already done this on a handful of our configurations and plan on completing this project next year for our range. In our opinion, the only way to do this is via Finite Element Analysis, as physical testing would not be viable on full outrigger mat configurations. But for this process to be credible, it has to be visible to designers, therefore transparency of design assumptions are essential. This point is extremely pertinent to the UHMW-PE system as it promotes a higher Safe Working Load as the mat area increases which defies physics. By adopting the SWL approach when the outrigger load is calculated, along with the outrigger mat area, selecting a suitable outrigger system would thereafter be seamless, with available Safe Working Loads from outrigger mat manufacturers."

Deformation test results



Aluminium - Alimats



Timber - Oak



Plastic - UHMWPE

Larger interlocking mat modules



The Extra-Long module



The interlocking mechanism



Alimats' longer modules can be manually handled



Alimats set up

Earlier this year the Brilliant Ideas launched two new longer Alimat interlocking aluminium mat modules - the 2.175 metre 'Long' mat and 3.48 metre 'Extra-Long' module - that create 6.05, 7.06 and 8.07 square metre mat configurations. They include a new module interlock, enabling monolithic action and bi-directional load spread in a lightweight easy to handle mat.

The company says that it achieved this by re-engineering the internal truss design it employs and analysing the multiple profiles. One of the Finite Element simulations involved a compression test to the point of failure on two modules side by side when applying a 500 x 500mm square outrigger load. An internal rib failure finally occurred at 616 tonnes, the equivalent to 2,464 tonnes per square metre.

Dica online

US outrigger mat supplier DICA has been expanding its new online order portal to include its Special Duty Outrigger Pads, which are typically used by utilities/utility contractors and tree care contractors.

While ordering mats online is proving increasingly popular, DICA says that it strongly encourages buyers to ask one of its fitting consultants to help ensure that the right mat or pad is selected for the application and machine.

Chief executive Kris Koberg says: "It is critical when selecting a mat or pad that it has the right combination of shear strength, compression strength and rigidity to effectively support and distribute the imposed loads and pressures."



One of Dica's smaller mats, the Sliding Shoe pad for spider lifts and cranes



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Elevated crane spotting

Passionate crane spotter Nick Johnson took time out to climb a new central London landmark that has some controversy - the infamous Marble Arch Mound. As he says, he discovered a notable feature clearly overlooked by critics of the structure. Here is his report.

At the beginning of 2021 Westminster City Council was looking for ways to attract people back to London's Oxford Street following the Covid-19 lockdowns. So it homed in on the idea of creating a new visitor attraction in the form of a viewing platform atop an temporary artificial hill located beside Marble Arch at the western end of the world famous shopping street.

A Rotterdam-based architectural firm was commissioned to design the new hill that became known as The Marble Arch Mound. It promised good views of the surrounding area including out over the adjacent Hyde Park and this new London landmark was budgeted to cost some £3.3 million. But by August 2021 the total cost, including construction, operation and removal, had reportedly risen to £6 million.

Situated in the middle of a busy roundabout right next to the famous 19th century white marble faced triumphal arch, the structure utilises Layher system scaffold to create the 25 metre high viewing platform. The exterior of the hill with its 130 steps is covered with lightweight sedum turf and a number of trees have been inserted to try and make artificial hill look more natural.

The 'Mound' opened to the public on 26th July but reactions from the public and reviewers from the national press were not favourable. People complained that the mature trees on the edge of Hyde Park obscured views, while some journalists described the Mound as "the worst tourist attraction in London" and "our most absurd new landmark".

The deputy leader of Westminster City Council resigned in the wake of the cost overruns and in order to



The much derided Marble Arch Mound in London has a feature missed by its critics



Tower cranes working around the nearby Grosvenor Square are clearly visible



When Nick Johnson ascended, visitors could get close to one of Falcon's Jaso luffers

attract visitors, the original entry charge was removed. Whilst the 25 metre high attraction does not provide views comparable to more established London landmarks, it does provide another vantage point for crane spotting in the capital - a virtue clearly missed by critics of the structure.

No sooner had the entry fee been dropped, I ascended the hill and discovered that, at the top, one could count more than 50 tower cranes. The closest at that time was the bright yellow Jaso J208PA luffing jib crane from Falcon Tower Crane Services, working for Galliford Try on the nearby Portman Estate development.

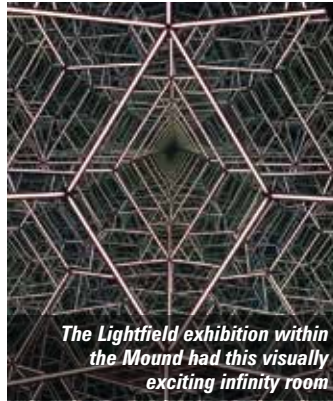
Also close by are two prominent luffers - a Wolff 1250B and a Terex CTL - working for Multiplex on the site of the former American Embassy in Grosvenor Square. Just behind them is a Saez SLH205 hydraulic luffer supplied to the Toureen Group by Trident Lifting Solutions. A pair of binoculars highlights other more distant groups of cranes including those now working on new high rise blocks beside the Thames near Battersea. When descending inside the Mound, access aficionados will appreciate the maze of Layher Allround modular system scaffolding that supports the hill. At an events space inside the structure, I was also impressed



Amongst the many tower cranes on the horizon were this cluster by The Thames near Battersea



The Mound is supported by an intricate maze of Layher Allround modular system scaffolding



The Lightfield exhibition within the Mound had this visually exciting infinity room

placed in a square grid. The cubes are connected via Ethernet cables, which are said to simulate the interconnected root structure of a birch tree forest and communicate with one another creating a large canvas for light to dance around.

The Marble Arch Mound is due to remain open until the 9th of January after which it will be dismantled. With the leaves now gone from the adjacent trees, the Mound should provide a good view of the giant observation wheel, the roller coasters and other tall fairground rides that form part of the nearby Winter Wonderland seasonal event within Hyde Park.

After the Mound is consigned to history, crane spotters seeking aerial views of machines working in the capital will still be able to use the London Eye, the View from The Shard, the Sky Garden at the top of The Fenchurch Building (the Walkie-Talkie) and the 'old school' platform around the top of The Monument. And, during 2022, another high rise vantage point is set to open - the Battersea Power Station Chimney Lift - installed to take visitors up the rebuilt 103 metre high North West Chimney of this revitalised London landmark.

by the Lightfield exhibition by W1Curates and the British American artist Anthony James.

The exhibition has what is described as an infinity room, which utilises cubes, formed from stainless steel, specialised glass and LED lights,

Where there's a will, there's a way

When Covid rules prevented Father Christmas from visiting the children in the Royal Aberdeen Children's Hospital for a second year running, the Scottish Fire and Rescue Service and charity, the Archie Foundation, found a way for him to at least reach the windows of the upper floor wards - using a truck mounted rescue platform from the Aberdeen City Fire Station - while local businesses rallied to the cause and provided presents.

Archie's chief executive Paula Cormack said: "While it's not what we would hope, and we weren't able to do the full in-person visit it was every bit as special and incredibly emotional to see all of the children waving from the window. Their smiling faces and the fantastic image we have of little Casey high-fiving Santa really just showed how much it means to children and their families facing the Christmas period in hospital."

Kris Malcom of Scottish Fire and Rescue Service added: "The Covid restrictions meant that we couldn't do our usual visit from Santa to deliver gifts, but we really wanted to do something for the children and their families during this difficult time. The kids were so excited to see Santa, it was really heart-warming experience for us all."

The Archie Foundation helps children and families across the north of Scotland, funding specialist roles and projects at Royal Aberdeen Children's Hospital, Highland Children's Unit, Tayside Children's Hospital and Dr Gray's Hospital, Elgin. It also cares for bereaved children who have lost a loved one. To find out more about its work, visit www.archie.org or if you are feeling generous - <https://archie.org/donate>.



The Rescue platform proves a life saver



Six year old Casey Rae greets Father Christmas



The event was a true team effort

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Retention of Title - the benefits and the pitfalls



The following article - drafted by UK-based credit information and collection company **Top Service** - is understandably based on UK law. However, the principles remain true and many countries have similar legislation in principle.

In previous articles we have looked at the most common type of insolvency that you are likely to face as an unsecured creditor - **Creditor's Voluntary Liquidation** - and the processes that you may come across leading up to and including the initial meeting of creditors. We have also emphasised the importance of creditors participation in the process so they can have an influence on the insolvency.

This article provides an overview of Retention Of Title (ROT), the benefits and the pitfalls and how it could help mitigate your risk of being placed at the bottom of the payment hierarchy i.e. an unsecured creditor.

At least a quarter of UK businesses have experienced a client or customer entering insolvency. If you are waiting on payment for your goods, it can seriously impact

your ability to trade. Without a valid Retention of Title (ROT) clause, it's highly likely you will have to write off the majority or all of your debt. Having a well drafted ROT clause could improve your position considerably.

If you have a valid ROT clause and your customer becomes insolvent, the first thing you must do is find out whether or not they still have any of your products. If so, then they may be recovered so that you can resell them.

Retention of Title

A ROT clause is one that is included in the terms and conditions of sale when goods are being sold. The clause protects the seller if the goods are not paid for.

A straightforward ROT clause within a contract of sale essentially means that ownership of goods remains

with the supplier until full payment for the goods has been received. There are a variety of clauses which may be used depending on the circumstances.

Simple Clause

This is a basic ROT clause that states title to specific goods that can be matched up to an outstanding invoice are retained by the supplier until payment has been received in full.

'All Monies' Clause

An 'all monies' clause allows for retention of title until all monies due from the debtor are paid to the supplier. This contrasts with the order by order basis of a simple ROT clause. An 'all monies' clause is often included separately, but also in addition to the 'simple' retention of title clause within a contract.

Proceeds of Sale Clause

This type of clause addresses the problem of goods having already been sold on and may entitle the original supplier to the proceeds of sale. Unless the funds are held in a client account, these clauses are very difficult to enforce.

Mixed Goods Clause

If the goods supplied were used in the manufacturing process, and mixed with other goods, a 'mixed goods' clause may allow the supplier to claim right of ownership over the original raw materials. This type of clause can be problematic as it may not always be possible to separate the raw materials without causing damage to the third party goods.

Enforceability

In order to enforce these retention clauses, they need to be clearly defined and signed by both parties. A supplier can then put their case to the appointed liquidator to prove that title should remain with the supplier and enforce the clause accordingly.

A customer should be made aware of any ROT clause before, or when a contract is agreed, for it to be enforceable. It is also advisable to include these clauses within the terms and conditions of trade and not simply documented on the back on an invoice.

Ensure that you have evidence of the customer agreeing to the clause, whether in email form, a signature, or a note.

ROT clauses work best when they are specific and limited in scope. Too broad and non-specific, and they will prove useless when it comes to putting the clause into action following your customer's insolvency.

Are there any limitations to enforcing a Retention of Title Clause?

If the supplier is aware that their goods will go on to be used in the purchaser's normal course of business i.e. sold on before payment has been made, then any ROT clause may well be unenforceable. Where a company has entered administration unless permitted by the administrator or by Court Order, a supplier will not be able to enforce



a ROT clause due to the moratorium that is in place.

Common sense dictates that any perishable goods are, by their very nature, going to make a ROT clause unenforceable.

Ensure that your clause does not try and represent itself as charge over the customers assets. Charges over companies must be registered with Companies House within 21 days of their creation. If you fail to do so, then the charge becomes void.

What should I do next if I think I have a valid retention of title clause?

On the appointment of either the official receiver or a commercial Insolvency practitioner you should notify them of your claim. Until this notification, the company, under the office holders' control, may continue to use your goods without payment to you.

Additionally, the insolvency practitioner has the right to sell or dispose of any goods they reasonably believe belong to the insolvent company.

The appointed office holder will likely send a retention of title questionnaire to you on appointment, but if they haven't, then be sure to request one and complete it as soon as a practically possible. The questionnaire will give the appointed office holder a better understanding of the situation and establish whether the ROT clause meets the necessary requirements to be enforceable, it's very important that you send any relevant documents to support your claim.

Documentation to support a claim

- Details of the Retention of Title Clause.
- Evidence of express acceptance of your terms and conditions by the insolvent company.
- Details of the Supplied Goods.
- Identification of Goods.
- Specific Goods Belonging to You.
- Proof beyond doubt, that the customer has not paid for goods - Always keep accurate records.

Other measures

Following notification, you should arrange try to attend the company premises in order to identify your goods so that they can be put to one side and not mixed with other assets.

It is essential that when drafting your ROT clause, that you seek the appropriate legal guidance to ensure that they are legally enforceable and commercially effective.

All too often suppliers draft their own ROT clause then rely on it indefinitely. With the ever-changing development in case law, it is important that you regularly review them and their ongoing enforceability and effectiveness.

If challenged on the validity of your clause you should always obtain professional advice and guidance as retention of title is a complex area of the law. This can be further complicated by the various scenarios that could occur during an insolvency process.

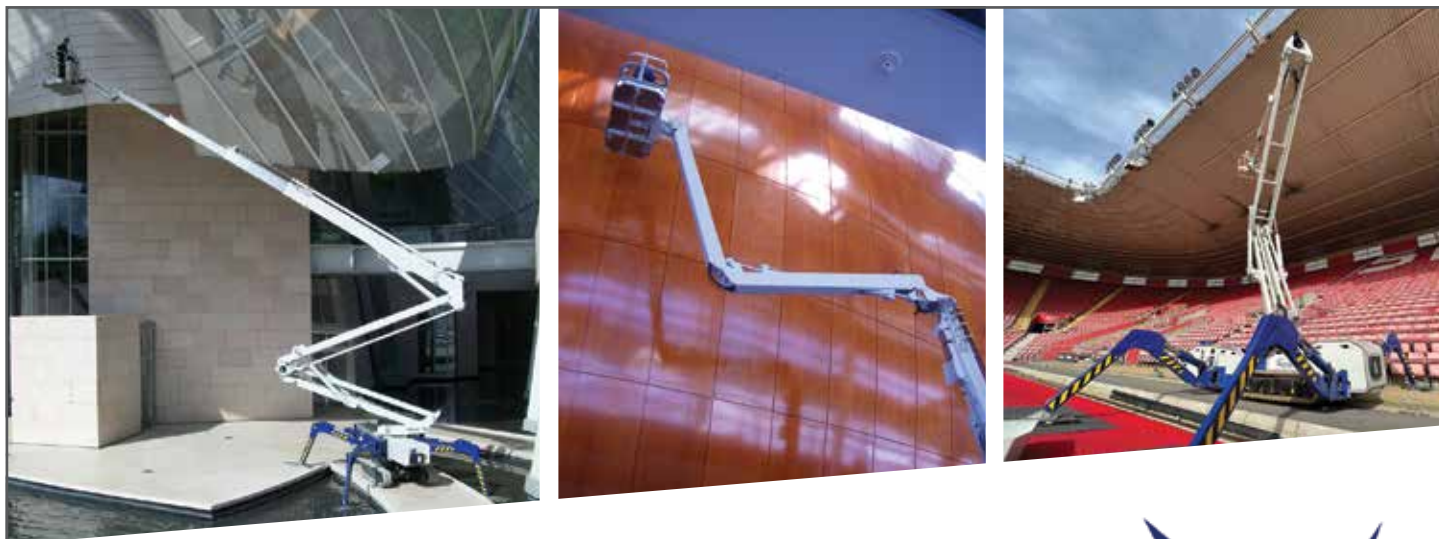
If you are unable to meet the requirements to enforce your clause, you may find yourself back in the payment hierarchy as an unsecured creditor. This brings us back to the importance of always

filing a proof of debt, no matter how small your debt may be.

Another useful tip is to hold onto any invoicing or statement data that may be deleted or archived because of the bad debt. We often see this dealing with claims further down the line, and without this supporting information the insolvency practitioner may not agree your claim.

Don't be afraid to ask for updates on the progress of the insolvency and ensure that you take note of progress reports to understand what progress has been made and likely dividend prospects. Ultimately, the insolvency practitioner is trying and get your money back, so you are fully entitled to receive such information and able to question the level of fees even though the basis may have been approved.

Top Service is a UK based credit checking, advice and collection agency dedicated to the construction and construction equipment industries with members exchanging information on payment histories etc.. www.top-service.co.uk



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Tree company cited in structural failure incident

Medlock Tree Service of Lake Wales, Florida, has been ordered to pay an \$11,300 penalty and agreed to abide by three corrective citations, following a serious incident with a CMC 83HD spider lift last October in which the top boom suffered a severe structural failure causing the operator to be thrown from the basket at a height of 17 metres, landing him in hospital with serious injuries.

The tree company was cited for not having, taken the machine out of service following an earlier incident which damaged the failed boom section. For not having carried out regular or annual inspections of the machine. For failing to report an accident that involved hospitalisation, and for failing to provide proper training or a fall arrest harness and lanyard. The company has committed to corrective citations requiring it to carry out regular inspections, remove damaged machines from service, hold regular safety meetings to highlight the importance of safety equipment, and to report any serious incidents within 24 hours. Any failure will result in a \$10,000 charge for each violation.

The manufacturer and its distributor have been cleared of any wrongdoing.



£315k damages against bus operator

In September 2018, Michael McArthur was working from a 33ft boom lift on a street near a bus stop in Doune, Scotland when his lift was struck by a bus, catapulting him from the platform to his death. His relatives have been awarded £315,000 in damages for 'loss of society' in an action against the operators of the bus - Timberbush Tours Ltd - and its insurers ERS Syndicate Management Ltd.

McArthur's employer Kevin Bowie, 37, a director of Precision Decorating Services (Scotland) Ltd is being tried separately for having failed to ensure that work being carried out at height, was properly planned, appropriately supervised and carried out in a manner which was, as far as reasonably practicable, safe.

The damages were awarded even though McArthur had not been wearing a harness, lanyard or any protective equipment, and that there was no system of traffic management placed around the machine. The defendants argued that as a result he was contributory to the negligence. However, they were unable to show that a harness was ever provided, or that he had been properly trained. It was also revealed that the deceased had previously refused to work in an unsafe manner, and with this in mind the judge did not accept that he was jointly negligent.

The judge ruled that the manner of the McArthur's death had contributed to the grief suffered by his family, with whom he had a very close relationship, and that given those bonds and the violent nature of his death, the appropriate awards were £100,000 each to his father and mother, £45,000 to his half-sister and £70,000 to his stepfather, while funeral costs were also awarded.

\$24k for whistle blower

The US Occupational Safety and Health Administration (OSHA) has ordered Houston, Texas, based crane rental company Crane Masters Inc to pay almost \$24,000 in back pay, interest and damages to a former employee, after it fired him in June 2020 for refusing to exceed federal driving limits. The employee had worked 19 hours the day before and was refused compensatory time off before returning to work, making him unsafe to operate a crane or drive a truck. The payment included \$14,000 in back pay and interest plus \$10,000 in punitive damages.

OSHA regional administrator Eric Harbin said: "Commercial truck drivers, mechanics and other workers are critical to our nation's transportation infrastructure and economy, but they should never be forced to put themselves or others at risk because of an employer's concern for profit, or fear retaliation for exercising their legal rights."



Who trained him?



Spotted in the USA a man working on an overhead beam with a power drill. While he has a scissor lift, he has completely left it - a ladder would probably have been a better solution.

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International safety & technical advisor

IPAF has appointed Mike Ashton as international safety & technical advisor, bringing with him 25 years of safety, engineering and training experience from the UK, the Middle East and Australia.

He joins IPAF from Lift Industries, the Terex Utilities distributor based in Gold Coast, Queensland, Australia, where he was business development manager. Prior to that he held a similar role with AWD in Perth and was resources manager at the Elevating Work Platform Association (EWPA) of Australia. He has also worked with Access Service Australia, Rapid Access in the UAE, as well as AFI-Uplift, Nationwide Platforms and PTP Aerial Platforms in the UK.

Based in Queensland, Australia, he will report to Brian Parker, head of safety & technical.



Mike Ashton

Don't let lights and decorations turn into a festive hangover

Putting up and removing seasonal decorations can quickly turn into a festive hangover if those installing them do not select the right access equipment, operators are not professionally trained, or they try to save time and money by failing to do a site assessment or disregard safe working practices.



IPAF's Brian Parker says: "At this time of year there are several key messages that we cannot emphasise enough in terms of working at height safely in public areas and next to roads, often in darkness or inclement weather. We appreciate people sometimes feel pressed for time, and that those putting up or taking down decorations want to minimise disruption, but cutting corners is not an appropriate way to go about this."

IPAF's Street Smart safety campaign highlights key considerations and risk mitigations when using platforms in a public place. These include:

Plan ahead - assess risk, use a traffic management scheme

Be visible - wear hi-vis PPE. Ensure vehicles are conspicuous and work areas well lit

Manage traffic - use temporary traffic lights, signs or cones

Exclusion zones - segregate the work area from passing vehicles and non-task related personnel. Position the platform so it doesn't overhang traffic or pedestrians

Load/unload platforms safely - in a well lit area, away from traffic or obstructions

Visit: www.ipaf.org/safe for further details.

UK market reports

IPAF's UK market general manager Richard Whiting launched IPAF's UK Market Sizing Report at the recent Elevation event. The report, which provides a snapshot of the powered access market in the UK, estimates that IPAF members run around 82 percent of the total UK aerial lift rental fleet.

It is available free of charge for members, while the IPAF Global Powered Access Rental Market Report 2021, is also available at: www.ipaf.org/reports



Elevation Richard Whiting



Elevation conference

Elevation 2021

The third IPAF Elevation event, held on 18th November, focused on sustainability, effective use of powered access, and engaging with contractors to work more safely and effectively.

After an introduction from conference host Craig Rooke of CTE UK, Peter Douglas of IPAF provided an update from the federation, including developments such as a new Site Assessment Course, and IPAF's drive towards greater sustainability.

Martin Hall, safety, health & environment director at Morgan Sindall Construction, presented Trials & Tribulations – The Principal Contractors View. He said: "If it wasn't for the work that you guys do, as part of IPAF, we'd still be 20 years behind in terms of powered access safety on sites."

Then Dr James Cadman of The Supply Chain School talked about how his organisation helps member companies and partner organisations understand how to do things more sustainably. The school itself offers all its resources free at the point of access.

Scott McCall, net zero specialist at Snorkel, considered how a move to greener solutions has influenced products, including things like verifying your own carbon efficiency for members of your supply chain, and the often overlooked measure of 'embedded carbon'.

Joe Hilton of JCB spoke of the challenges of producing construction machinery in the context of climate change legislation.

The conference was followed by a reception and dinner with entertainment from comedian and actor Ted Robbins. During the evening almost £2,000 was raised through donations and a charity auction for the No Falls Foundation.



Elevation dinner

IAPAs judges named

The following have been named this year's judges for the International Awards for Powered Access (IAPAs):

- Nico Krekeler, head of design and development at Ruthmann
- Michel Petitjean of the European Rental Association
- Andy Studdert, past president of IPAF
- Jonathan Till of UK rental company GTAccess
- Euan Youdale, editor of Access International, will chair the judging panel but has no vote

The award ceremony will be held on the 10th March in London following the IPAF Summit.

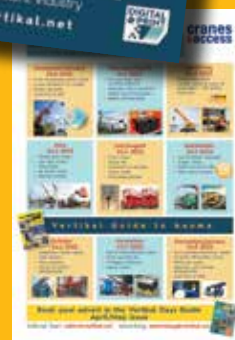


The 2022 Editorial and Media programme

The Vertikal Press Media Pack has now been published and is available to download from www.vertikal.net.

The pack includes the editorial calendars for both Cranes & Access and Kran & Bühne magazines, as well as details on Vertikal.net, together with a range of statistics on all the publications along with advertising and promotional opportunities to help build your brand identity.

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ALLMI Terms & Conditions - reminder

For many years, ALLMI members have benefited from using the Association's 'Terms & Conditions for a Lifting Operation using a Lorry Loader'.

Formulated by an expert industry working group representing various sectors, the Terms & Conditions assist ALLMI members in:

- Offering work which complies with an objective, defined industry standard.
- Committing contractually to compliance with LOLER and BS7121 Part 4.
- Demonstrating added value through conformity and professionalism.

The Terms & Conditions cover the following areas:

- Introduction & Definitions
- Lifting Operations under a Contract Lift (the default position)
- Rights and Responsibilities of the Client
- Rights and Responsibilities of the Company (as Contractor and Equipment Provider)
- Lifting Operations under a Hired & Managed Lift (the contracted-out position)
- Rights and Responsibilities of the Client (as Contractor)
- Rights and Responsibilities of the Company (as Equipment Provider only)
- Breakdowns, Stoppages and Losses
- Payment

Available for ALLMI members' use only, the Terms & Conditions provide a benchmark for the lorry loader industry, being recognised as an assurance of good practice and added value. For further information on the Terms & Conditions or membership, please contact ALLMI.



Product familiarisation guidance

ALLMI has long been raising awareness of the need for product familiarisation and the consequences of not providing this training to operators.

ALLMI's Tom Wakefield sums it up as follows: "It is essential that we issue periodic industry reminders of the comprehensive guidance we have in place on this subject. All parties need to understand the importance of product familiarisation and the significant problems that can occur when it does not take place, or when it is not carried out to the correct standard. The importance of documenting the process should also be fully appreciated, and this includes situations where a customer declines the offer of familiarisation, in which case their response should be appropriately recorded and signed off."

Technical manager, Keith Silvester, adds: "There is a clear legal duty on the part of the employer and the employee for lorry loaders to be operated safely, and an important aspect of ensuring this happens is for the operator to be fully conversant with the crane being used. Therefore, the operator must not only undergo the appropriate basic training, but also receive machine familiarisation at the point of handover. It is imperative that they are familiar with any features that are specific to that particular type of lorry loader. Manufacturers continually improve and update their designs, so experience of using one make or model of crane does not mean that an operator will be conversant with another."

"Our guidance is divided into two parts, containing a template form to be used by those carrying out product familiarisation, as well as a supporting document explaining each of the areas to be covered during the process and details of the audit trail that should be put in place.

ALLMI's documentation includes coverage of the following:

- Rated capacity load charts
- Air suspension
- Control levers/remote controls
- Un-stowing/stowing functions
- Stabiliser deployment/stowing
- Safety systems
- Crane & attachment functions
- Operator checks & maintenance
- Documentation



The template form and guidance are freely available from ALLMI. Readers are encouraged to contact the association for a copy, or request assistance in relation to this important topic.

British Standards update

Two of the most important British Standards for lorry loaders are soon to be revised in order to update the documents to reflect industry developments and ensure alignment with other parts of the 7121. The process will start with the revision of BS7121 Part 2-4, covering loader crane inspection, maintenance and thorough examination, and will then move on to Part 4, which covers safe use.

Work is expected to commence in the first half of next year, so please look out for further updates as the revisions progress.



Course dates 2022

ALLMI has released its new training course schedule for 2022. ALLMI courses are approved by CSCS and delivered to the highest standards.

Courses available and the process for booking, are as follows:

Booked through an ALLMI Training Provider:

- Lorry Loader Operator
- Slinger/Signaller

Booked with ALLMI directly:

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



Course information and dates, as well as Training Provider details, can be found by visiting www.allmi.com/training, or from ALLMI.



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

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Having sold six businesses in the last year, we now have a good number of new opportunities at various stages of the process, some of these are listed here.

Do contact us if any of these are of interest.

As always, our aim is to optimise value for both seller and buyer. It's all about connecting well-prepared sellers with well-informed buyers. Thereafter, it's identifying exactly the right buyer for whom the 'strategic fit' represents the best value for both parties.

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Businesses For Sale

Powered Access:

- East Midlands: Purpose built building, fantastic location, Turnover £3m.
- North M25: Very large site and yard, great location, Turnover £4m.
- South Midlands: Small, but fast-growing business, young fleet, Turnover £700k.

Plant, tools and Equipment:

- Central/Southwest: 4 x depots, 2 x freeholds. Turnover £5m.
- Scotland: Excellent premises and yard, wide range of kit, Turnover £3m.

Towers, Tool and Equipment:

- Essex: Aluminium towers, scaffolding, tools and small tools. Great premises. Turnover £1m.

Fork lift truck hire and service:

- East Anglia: Small, well-established, Turnover £500k.

Toilet and Event Services:

- North East: Small, successful business serving construction and events, Turnover £560k.

What is PASMA training?

PASMA training is a widely recognised training scheme that shows participants how to work safely with scaffold towers and low-level access equipment. Those that pass the course receive a PASMA card which proves the level of training completed and confirms that the card holder is competent to work with this equipment.

Who needs PASMA training?

You should be PASMA trained if any of these apply to you:

- You use scaffold towers or low-level access equipment at work
- You manage people who use scaffold towers or low-level access equipment at work
- You use scaffold towers or low-level access equipment at home

What equipment does PASMA cover?

PASMA runs training courses on:

- All standard configurations of scaffold towers
- Non-standard scaffold towers
- Low-level access equipment, such as podium steps

There are dedicated courses for each configuration of tower and for low-level platforms, so participants need to choose the courses that are relevant for them.

Why do I need different training for different towers?

A PASMA course is only one day and not enough time to cover every tower configuration - all of which have different components, hazards and good practices associated with them. PASMA's flagship Towers for Users courses provide training on standard mobile access towers, and also provide a solid background knowledge on towers in general. Delegates can then build on that by learning about more advanced tower configurations.

What can I expect from a PASMA course?

A typical PASMA course starts in the classroom to meet the instructor and other delegates - there can be up to 12 on a course. The day begins with the theory such as an introduction to tower components and legal responsibilities. This typically lasts a few hours and for some courses can be carried out online. Once the instructor is confident that delegates are ready, they sit a theoretical assessment, followed by a lunch break.

For those courses that include a practical section, the instructor splits the group into teams who work together to build and use towers or low-level access equipment, allowing the instructor to assess them.



Delegates learn to build towers safely



Delegates learn to use podiums safely



Stepped towers need dedicated training



Written assessment in progress

Is it possible to fail a PASMA course?

Yes. PASMA courses are subject to a formal written and practical assessments. Those who fail an assessment, fail the course but can re-take it at a later date.

Is PASMA training a legal requirement?

No, there is no specific legal requirement relating to PASMA. However, those using towers are required to complete some form of training before using them. This is covered in regulation five of the Work at Height Regulations: "Every employer shall ensure that no person engages in any activity, including organisation, planning and supervision, in relation to work at height or work equipment for use in such work unless he is competent to do so or, if being trained, is being supervised by a competent person."

It is widely accepted that competence is demonstrated through a combination of training, practical and theoretical knowledge and experience. As the Health & Safety Executive says: "The type of tower selected must be suitable for the work and erected and dismantled by people who have been trained and are competent to do so. Those using tower scaffolds should also be trained in the potential dangers and precautions required during use."

So, when an employee uses a tower or low-level platform, their employer needs to organise training for them in order to comply with the Work at Height Regulations, but there is no requirement for that to be PASMA, although it is the most popular and respected qualification for towers.

Why is PASMA the best choice?

PASMA is the trusted expert on scaffold towers and low-level access equipment. As such, it works closely with organisations like the Health & Safety Executive, the Office for Product Safety and Standards and other organisations.

PASMA members include companies which manufacture, hire, supply towers along with trainers - not just in the UK, but an increasing number internationally. It means that when PASMA courses are put together, they benefit from collective industry-wide insight, experience and knowledge, which makes PASMA training unique. PASMA instructors are experts who have been trained by PASMA to deliver its courses.

Where can you get PASMA training?

PASMA training takes place either at an approved training centre or at your own facility and the theory section can take place online. Training is arranged through a PASMA approved training member.

Find out more about PASMA training, including how to book a course, by visiting pasma.co.uk/training



Delegates successfully completing a Towers for Managers course



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

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 December/January issue of **Cranes & Access**...

The issue will include features on:

Truck mounted and aluminium cranes

Lightweight fast and agile truck mounted aluminium cranes are proving a popular alternative for jobs where light loads need to be lifted to great heights or radii. We take a look at the latest products and developments, along with the inclined furniture lifts which are growing in popularity.



Access equipment for aviation

While massively affected by the pandemic, the aviation industry is gradually returning to normal, and maintenance is more important than ever, given that some aircraft has been mothballed. We look at some of the equipment end users chose and what options are available for the various applications.

Annual Rental Rate survey for 2021 and prognosis for 2022

This survey - in its 19th year - not only provides an indication of rental rates for the UK and Ireland, but also an update on fleet investment and rental company and contractor's prognosis for the year ahead.



Look back at 2021

We take our annual look back at the year in terms of both the industry and the world at large. 2021 has been an interesting year so should make for a good read.

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

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

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Tower Crane Publication updates

The CPA's Tower Crane Interest Group (TCIG) has updated several of its publications.

TIN 036 - Tower Crane Electrical Supplies, Earthing Arrangements, Emergency Escape Lighting and Lightning Protection



TIN 036 provides guidance to tower crane rental companies and users about the provision of tower crane electrical supplies, emergency escape lighting and lightning protection. It also includes guidance on inspection and testing following installation and whilst in service.

It was recently reviewed by TCIG members and has now been updated, with the page count increasing from two to five pages. As well as providing an increased focus, additional content has been included on a range of topics, including relevant electrical regulatory compliance requirements, earth bonding arrangements, electrical supply for both crane operation and marking requirements, mechanical and electrical protection, and isolation devices.

The guidance, however, is not intended to extend to the electrical equipment and circuits on the crane that are provided by the crane manufacturer at time of first supply.

Good Practice Guidance on Emergency Action Planning and Rescue from Height on Tower Cranes

Emergency Action Planning and Rescue from Height on Tower Cranes was first introduced as a technical information notice (TIN 013) a number of years ago, with its primary purpose being to provide guidance on what emergency actions should take place for the rescue of persons from height on tower cranes. That regardless of where tower cranes are erected and dismantled, the emergency response and rescue of persons from height - although required infrequently - should be planned for.

TIN 013 was amended during 2021 by TCIG members with updated information and insertions, but due to the extent and depth of the revised content, it has now been converted into a full sized good practice guidance publication - TCIG 2101.



All special interest group publications and TINs can be downloaded free of charge from the publications section of the CPA website at: www.cpa.uk.net/safety-and-technical-publications



C&A

CPA focus

CAA CAP1096 update

The CPA, and other trade associations, has had a long running dialogue with the UK's Civil Aviation Authority (CAA) regarding intended changes to the notification of the use of cranes within the country. Radical proposals planned for 2020 were delayed as the CAA underestimated the number of lifting operations that occur each week and the effects of its intended changes.

The CAA has now adopted a phased approach running trials and evaluations with crane owners, contractors and others. It then proceeded with a second trial with a small number of invited crane users to test and assess the notification process for cranes higher than 10 metres, or that of the surrounding structures or trees, irrespective of distance from airfields in order to test the ability of the CAA to handle the notifications.

From September 2021, crane users were only required to notify the CAA of cranes 100 metres above ground level, regardless of proximity to aerodromes or height of surrounding structures or trees, with notifications being sent to a specific CAA email address using a dedicated form. This requires notification of the crane's precise location, an accurate maximum height and the start and completion dates.

For cranes used within six kilometres of an aerodrome/airfield that exceed 10 metres or that of surrounding structures or trees, the notification should be sent to the aerodrome/airfield safeguarding team. The final version of the amended CAP 1096 is scheduled to go live in April 2022.

Information on current notification requirements can be viewed at: www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification

Transition from Red to White Diesel

From April 1st, companies in the UK running construction equipment, including cranes and platforms, will no longer be able to use red (rebated) diesel and will be required therefore to use regular white diesel. However, there remains some uncertainty in the industry about what the transition means and how companies can prepare for it.



To support members, the CPA has hosted an online seminar with Michael Lyttle, policy manager at HM Revenue & Customs, and the CPA's David Smith and Chris Cassley, outlining the steps members need to take ahead of the April deadline. A recording will be made available on: www.cpa.uk.net

The Government has issued an update guidance document on the removal of red diesel, which can be downloaded at: www.gov.uk/government/publications/changes-to-rebated-fuels-entitlement-from-1-april-2022



The CPA has compiled some Frequently Asked Questions (FAQs) about HVO fuel which is increasingly used as a 'drop in' replacement for conventional diesel. They will be updated regularly as industry experience and technology develops. The current version can be downloaded from the CPA website at: www.cpa.uk.net/health-safety-environment/zero-emissions

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

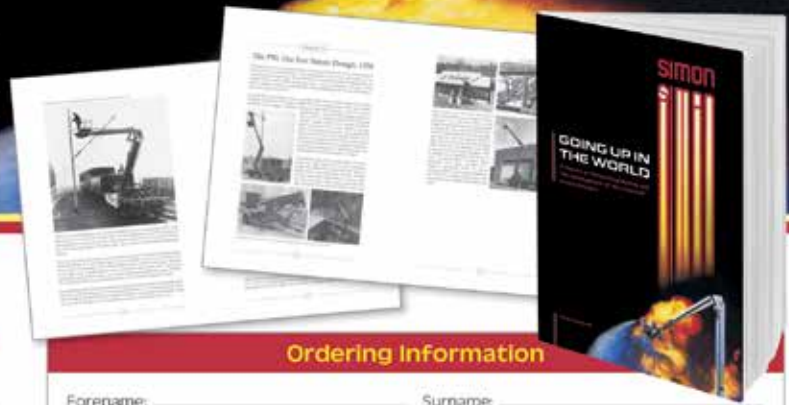
Ashworth was a keen engineer and from an early age found himself in at the very start of the modern powered access industry.

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.

- Continental Europe €23 plus €6.50 postage & packing
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Manitowoc 4100W 'J E McAmis'

The Manitowoc 4100W was launched in 1968 and was in production until the mid 1990s with nearly a thousand units produced during that time. This 1:50 scale model is the lift crane version and is in the colours of the US contractor J E McAmis. It is made by Weiss Brothers and comes with an assembly manual and numbered collector's certificate.

The metal linked track pads are excellent and the tracks have realistic working chain drives which move as the crane is moved. The track frames are removable or can be set at a narrow width for transport. The carbody also has attachable ballast boxes.

The cab is fully detailed with seat and control levers, and outside there are patterned walkways, windscreen wiper, grab handles and detailed graphics.

There are sliding doors on both sides of the crane, an opening door at the front, and the door to the battery compartment which also opens. Engine and other details are modelled inside the superstructure. The top of the superstructure is well modelled and the gantry structure is very well detailed with step irons leading to a ladder. The counterweight is supplied as individual sections which push-fit together and attach to the back of the superstructure.

The boom sections are very good castings and represent the Boom No 22 of the original. The main chord members are cast to replicate the inverted angled sections of the original and the sections have internal bracing.

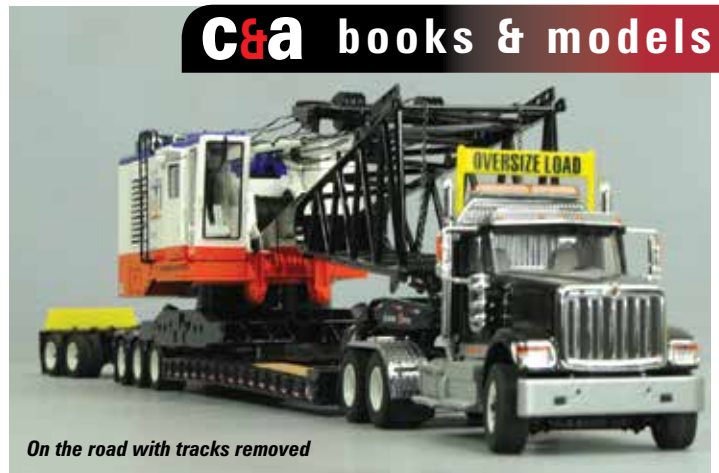
Two hooks are supplied. A headache ball which has a realistic connector and the hook itself rotates. The main block has four free rolling sheaves while the hook has a safety catch.

The crane functions work well. Slewing is smooth, while the luffing and hoist drums are operated using a key which inserts through holes in the bodywork.

In summary this is a high quality model with a very high metal content. The paintwork and graphics are top notch. It is great to see the Manitowoc 4100W available as a model again, and several different colour schemes have been released, including Sarens. This McAmis version is one of a run of 200 models and costs \$550 from the Weiss Brothers Store.

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

Cranes Etc Model Rating	
Packaging (max 10)	8
Detail (max 30)	27
Features (max 20)	17
Quality (max 25)	22
Price (max 15)	11
Overall (max 100)	85%



On the road with tracks removed



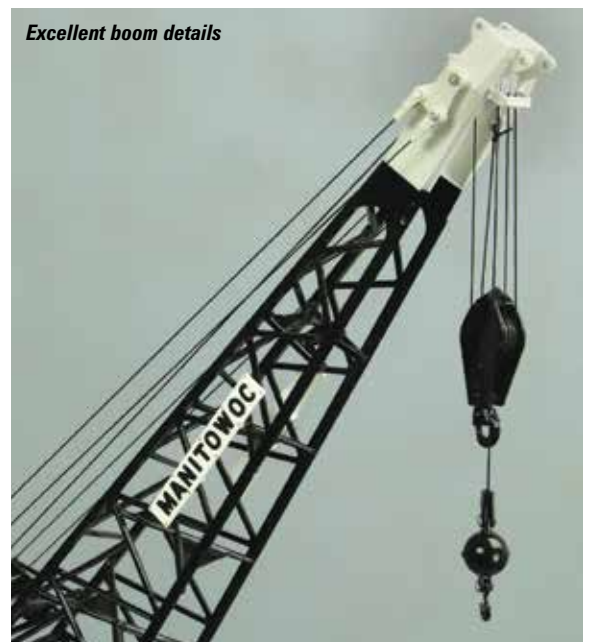
Classic 4100W look



Detailed cab



Lifting a concrete skip



Excellent boom details



Merry Christmas
and a happy new year

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FOR YOUR **Support**

We would like to thank our readers, sponsors and contributors for the fantastic support that you have given us throughout this year, all of which helps to make our publications and activities a success.

Wishing you all a very safe and happy holiday season and a healthy and prosperous year in 2022.



Ronald George Downie R.I.P

Australian crane veteran Ron Downie has died. He passed away on Thursday November 18th. Downie played a significant role at Linmac in the 1980s and 1990s when the company built tractor and articulated cranes, initially in partnership with BHP/Chamberlain.

He founded the crane manufacturer Ronco in 1994 and began building his own cranes including the five tonne R5000 articulated crane for Alcoa, followed by the six tonne R6000 which won an Australian design award. He also ran a crane service business in Maddington and worked with David Potter to get the first XCMG cranes AS 1418 certified and was appointed as the service agent for Western Australia.

He sold the Ronco business to his colleague and general manager Rob Smith in 2011. Today the company is still going strong and distributes a wide range of cranes and excavators. It was appointed as the Sany crane distributor in 2019 and also handles Tidd and HYVA cranes as well as Scheuerle trailers.

In the words of his friend and colleague, Greg Mitchell: "Ron was a good friend of mine since the early 1990s, when we worked together at Linmac. I was the senior designer and found Ron to be a genuinely honest, open source of knowledge on cranes and someone willing to share his experiences and work with others. Ron had an absolute love of cranes and mechanical engineering in general, with a great work ethic and hands on approach to solving problems and business in general."

"Ron was always interested in knowing more about the crane industry and was not afraid to develop new solutions or products. At Linmac in the early 1990s he travelled to Indonesia, and India to help develop manufacturing for a mobile tractor crane. At his business Ronco in the early 2000's we developed the R5000 and R6000 mobile cranes, that latter winning an Australian design award for Ronco of which he was immensely proud."

"Ron sought out advice and knowledge from people in industry and genuinely listened. When he started his business he had a business coach for example, and sought out professional accountants, and professional engineers for advice. He never pretended to be something he wasn't and had little time for those who did pretend. I have contracted to Ron over the years on many projects and had the greatest respect for him."

Another friend added: "Ron was a very good man and a true blue Aussie crane man through and through."



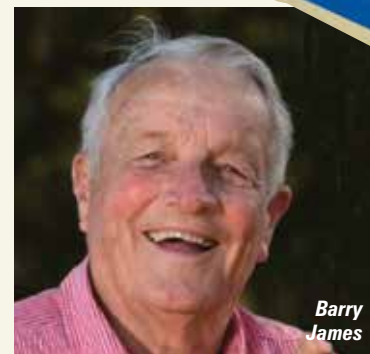
Ron Downie



A Ronco 6000 crane



Ron Downie accepts the design award, with him were Kevin Depiazzi (left) and Rhys Thomas



Barry James

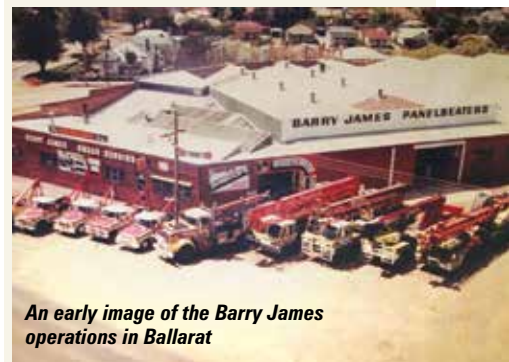
Vale 'Barry' James 1932-2021

We have received the sad news that Australian crane company owner Barry James has died. He passed away on Thursday 18th November after an 11 year battle with prostate cancer. He was 89 in September.

Barry James Mobile Cranes was based in Ballarat, on the edge of Melbourne, Victoria, but he was probably better known locally as a successful horse breeder and trainer - having obtained his trainer's licence in 1955 - following in his father's footsteps, something his son Glen has continued.

He also owned Barry James Smash Repairs - his first business - which he established in 1953 as Barry James Panel Beaters when he was just 20. He added the mobile crane rental business a little later as it grew out of the vehicle recovery operation. He ran the two operations alongside each other for many years.

He leaves behind his wife Lois and six children - Glen, Anita, Kelly, Brendan, Gavin and Lisa.



An early image of the Barry James operations in Ballarat

David Martin Dunhill Mort 1929 - 2021

David Mort, one of the very early pioneers of the European powered access rental industry, has died aged 92. He passed away peacefully in Hospital on Tuesday the 7th of December.



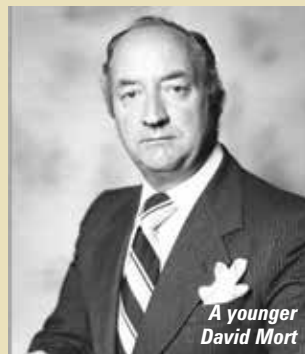
David Mort

David Mort has been out of the access industry for almost 35 year, and yet his legacy lives on. Many senior members of the UK powered access industry began their access careers with PTP, and a good number of its alumni went on to set up their own companies which are still active.

Born in Port Talbot in 1929, Mort's first taste of work was on his father's small holding rearing poultry and pigs. It was during this time that he met his wife Dorothy whilst delivering meat to the local butchers shop Jock Martin - she was the butcher's daughter.

His first 'proper job' was working on the docks at Port Talbot, where he became a stevedore. He married Dorothy in 1952 and four years later the two agreed that he should give up his job at the docks - where a day's work was never guaranteed - to set up their own business making concrete building blocks in a yard at the back of their home. They soon discovered that there was significant demand from local tradesmen to borrow their two second hand concrete mixers - for a fee of course - and that this 'rental' activity was more lucrative than making blocks.

Their business grew as they added more mixers and other equipment to meet the needs of their growing customer base. This soon included The Steel Company of Wales, BP Llandarcy, BP Chemicals and the National Coal Board, along with many others. One of their most lucrative products at the time were portable air compressors although their place would soon be taken by truck mounted aerial work platforms.



A younger David Mort

In 1972, the Morts moved the business from their original Newbridge Road yard in Port Talbot to a new purpose-built depot in nearby Baglan. By this time, they were renting portable compressors all over the country, setting the scene for later geographic expansion. But 1973 was a key year for them, as they purchased an ex-army Simon IG40 truck mounted lift and hired a young Mike Evans, who would become a driving force behind their powered access business and eventually managing director.



Port Talbot Plant's new premises in 1972

In 1976, a Transport a General Workers Union strike threatened to kill the business off, but the Morts and their growing team managed to weather the storm although it was apparently 'touch and go at times'. In the late 1970s the company purchased some of the first JLG 40F and 60S self-propelled boom lifts in the UK along with UpRight Flying Carpet scissor lifts and persuaded the contractors working on the Ford engine plant being built in Bridgend, Wales to use self-propelled lifts, both in the construction, ongoing updating and maintenance work. The Bridgend contract gave the fledgling part of the business a strong start-up boost from which it never looked back.



John Mather of JLG hands over the first 4x4 JLG Model 60 in the UK to Mike Evans and Denis Waters of PTP

As new locations were added across the UK - Milford Haven, Bristol, Southampton, West London, East London, Sheffield, Teesside, Glasgow, not to forget Port Talbot - it became clear that a less parochial name was required and PTP came into being.

By the early 1980s PTP had a powered access fleet of some 400 units including booms, scissor lifts, truck mounts and underbridge inspection platforms from Grove, JLG, UpRight and Simon, and had become preferred suppliers to the Devonport Dockyard and the Royal Navy, as well as the Esso refinery in Fawley and Portsmouth Docks.

In 1987 the couple decided to accept a takeover bid from BET Plant Services which was acquiring crane and access rental companies across the UK and the USA under the leadership of Bill Boulton, in what was one of the first rental industry 'consolidation' waves. Working with Boulton was Ray Ledger who brought PTP and Scott Greenham together. The PTP business was acquired from BET/Rentokil by Loxam in 2000, which added Nationwide Platforms to it in 2017.

David Mort's son Tony went on to set up AJ Access Platforms in 1990 selling used equipment and then getting back into rental, eventually selling the business to AFI. But that is another story.

When he retired David Mort was only 58 and so he set out to pursue his other great interest and hobby, horse racing, where he had a second taste of success. At Royal Ascot 1979 his horse Varingo won the Coventry Stakes, while Le Soleil finished second in the Bessborough Handicap.

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PTP Aerial Platforms
 Height Technology at work!

By the 1980s PTP was a national company and the powered access market leader

Cont...

Further success would come with Highclere Racing from horses such as Petrushca and Motivator which won the Epsom Derby in 2005. As son Tony puts it: "He loved horse racing more for the intrigue and the characters within it. It was always conspiracy theory with Dad."

Sadly, David's wife Dorothy passed away in 2014. He stayed on in the family home, but four years later decided to move into a retirement home. "He was a hard, but very fair businessman and was very generous particularly when success came along and was prepared to share it with others. This applied both to his business and horse racing life," said Tony.



Dorothy and David
Mort at Ascot 2004

David Mort leaves behind son Tony and daughter Catherine, along with grandchildren and great grandchildren. His funeral service will be held at the Forest of Dean Crematorium on Saturday, December 18th at 10:30. All friends and colleagues are welcome to join the family to pay their last respects. In lieu of flowers please send donations to the British Heart Foundation.



The Morts - Tony,
Catherine and David in
2019 - on his 90th birthday

The following contributions have been received:

David Mort, what can you say about this remarkable man?

He along with his wife, Dorothy, created an amazing business where quality was always at the forefront. He was brave in his decision making and in his investment strategy. He believed in delivering a premium service for a premium price and had the foresight to embrace new products to achieve that.

The customer base from the early days was in manufacturing, automotive, energy, petrochemicals and media and all expected a safe and reliable product but recognised that quality and safety had a price tag.

David expected (and demanded) all his depots were organised, clean and tidy and he set high standards. His depot visits were often met with trepidation but there was always a smile when he knew you were trying your best.

There were obviously bumps in the road but those were thought through and overcome. He could put his arm around your shoulders, pat you on the back and kick you up the backside and most of us experienced that from time to time

He was a hard bargainer but left (just) enough money on the table to be at the head of the queue to ensure the best service and warranty support was offered from equipment manufacturers.

He always knew the right time to buy, remembering manufacturers year ends (way ahead of Black Friday when it came to big purchases). He behaved with honesty and integrity at the forefront of all his dealings and his word was his bond.

His charisma was boundless and PTP was a great place to be, so many people thrived in that environment and have gone on to create great careers in the industry. His was so proud of the businesses that Tony created. David and Dorothy Mort are true legends of the powered access industry.

Sincerest condolences and very best wishes to Tony, Jane, Cath and all the family

Mike and Val Evans

Everyone who knew David will be deeply saddened by his passing, but grateful to have known him and spent time in his company.

The influence of David and the PTP team on the evolution of the European powered access industry in its formative years cannot be overestimated, and many will feel a deep sense of gratitude. Purchasing decisions taken at the time benefitted not just PTP as an innovative rental company, but also manufacturers desperately needing market penetration and real-world feedback to facilitate product development. These decisions were not simply brave on the part of PTP but also astute in PTP's recognition (likely never admitted to the few manufacturers at that time!) that for continuing success it needed to be 'two-way traffic'.

A sad day... but a life to be celebrated, and I am raising a glass to David as I write this.

Iechyd Dda David

Paul Richards

David was a remarkable man and with his wife Dorothy they were a formidable duo.

They were pioneers of aerial work platforms within the UK. Having known him for forty years plus and selling to PTP a number of Grove Manlift machines there are a number of tales to tell. The one never to be forgotten, at least not by me, was the sale of a Grove Manlift MZ90 to PTP for use by the Navy at Devonport dockyard. The MZ90 was a monster of a machine not really suited for the European market. Having non-retractable axles and being 3m wide it needed special transport and permits to travel between sites. Following an enquiry via Mike Evans, it was arranged to demonstrate this machine onsite at Devonport. The demonstration went well, reaching all the parts needed to be covered. Then a deal was to be done with David and Dorothy. A price and terms were agreed and then came David's stock closing comment. "We like the machine and you, but you are not the cheapest." "What do you think Dorothy?" "There was a nod of approval, hands were shaken, and the deal done. On returning to Oxford, I explained the detail of the deal to the MD of Grove, who said "It's not what I quite expected, but am happy to see the back of it given it's been in stock for over a year" That machine remained on site for many years and I like to think earned PTP a lot of money.

Rest in peace David.

Bill Green

It is with sadness that I have learnt of David's passing.

I had the privilege of getting to know David and his late wife Dorothy when in 1987 BET acquired PTP. The acquisition process stands out in my memory because of David's approach to getting a deal completed. Having completed the due diligence, we met David and Dorothy at our lawyers in London and as usual both sets of lawyers were adopting the macho style, by refusing to agree on fundamental contractual points including deminimus and warranty limits and time expiry.

This went on until 3am and it was clear that David was extremely frustrated so out of the blue he suggested to me that we should both get some fresh air and have a walk round the streets of the City. With the blessing of Bill Boulton, my boss, off we went and by the time we came back to the meeting 30 minutes later we had both agreed all of the points.

Needless to say both lawyers were not impressed but the deal was completed by 6am allowing David and Dorothy to go off and enjoy a well-deserved champagne breakfast.

I did reflect that our walk had taught me so much about completing acquisitions and life in general by David demonstrating integrity, compromise and above all total common sense. I am glad to reaffirm that such was the quality of PTP as a business that the safeguards in the contract were not needed anyway and David astutely knew that.

I send my sincere condolences to Tony and the family.

RIP David.

Ray Ledger

Keith Smith RIP

UK-based crane and access veteran Keith Smith has died. He passed away on Sunday 7th November after a long battle with cancer.

After starting in the crane industry at Scott Greenham, Smith spent the last 30 years of his career in the access rental industry as technical director with PTP - and then Loxam Access UK as it became known - following its acquisition by Loxam. He was also an active member of the IPAF Council for many years and the very first recipient of the IPAF President's Award which was presented to him by outgoing president Steve Shaughnessy in 2001 for his long standing years of service to the IPAF Council and his work in the truck-mounted sector.

Keith Smith was a true gentleman, always calm, professional, consistent and always helpful. He always found time for you and was ready to encourage others. He would listen and only speak up at meetings when he had something different to contribute or to say something that needed saying.

Shortly before he died, he asked that the following statement be posted:

"Hi All,

I wish to say "Bye" to all the male and female colleagues that I have met and worked with during my many years in the mobile crane and access industries. You are all very genuine and caring for the whole industry. I hope you all and the companies you work for do well and go from strength to strength, it has been a pleasure.

All the best, Keith (KS)"

In the words of some of those who worked with him over the years:

"One of the most genuine people I ever worked with."

"A true gent and good council when things got tough. A real professional who really understood the industry and also understood people."

"A great source of knowledge. A pleasure to have known and worked with Keith."

"Working close to Keith has been a pleasure, he was a great professional and a good man."

"Keith worked with me at Scott Greenham in the 80's and at PTP where I had the pleasure of promoting Keith to the board. Two weeks before he died, I was most sincere when I told him that he was one of the most capable and loyal people that I had ever worked with and both he and his family should be very proud. It is yet another example of the world losing one of the best.

RIP 'old lad' and sincere condolences to Eileen and family. "

Ray Ledger

"A very knowledgeable man on both cranes and access and always had time for a chat, even with machine issues he was never one to raise his voice just wanted to help get to a solution. Keith will be sadly missed."

"Keith was a gentleman. Fair, honest, kind and fun. Keith was a skilled professional who knew his industry inside out."

"Keith was one of the most genuinely nice people I've met over my time in the industry. He always made time to talk and offer advice, will be greatly missed by all who knew and worked with him."

"Keith was one of the most genuine and giving people I have had the pleasure to work for. A true gentlemen who cares for all his colleagues and one that I have the utmost respect for, a true individual that will be missed throughout the crane and access industry."



Keith Smith



**Philip 'Snowy' Allen
1965 - 2021**

Australian crane entrepreneur Philip 'Snowy' Allen, founder and managing director of Wingfield, Adelaide-based crane rental company Fleurieu Cranes, has died. He passed away peacefully, surrounded by his family on Tuesday 2nd of November.



Snowy Allen

Allen started out in cranes with Samaras Structural Engineers. He served as a crane supervisor for seven years before leaving in 2005 to start Fleurieu Cranes, along with two colleagues. Over the past 16 years he has built the business into one of the leading crane companies in South Australia with a substantial fleet ranging from Franna pick & carry cranes to a 400 tonne All Terrain along with a few crawler and tower cranes thrown in to provide an essential service to his customers.

In the words of Marcus Rigney of the South Australia branch of CICA: "It is with great sadness that we notify members of the passing of Philip 'Snowy' Allen. Snowy passed away peacefully yesterday surrounded by his family. Snowy's passion of the crane industry is well known in his success of building Fleurieu Cranes to be one of the biggest and best crane companies in South Australia."

"Our industry owes much to Snowy's passion and leadership. He was a beacon of unselfishness and care. He was a person of the finest integrity who set an outstanding example for us all and he will be greatly missed. The Crane Industry wishes to pass on its sincerest condolences to his wife Trudi and his extended family, they are in our thoughts and prayers."



Snowy Allen at the controls

Ib Grønborg Steffensen 1966 - 2021

Ib Steffensen, until recently the truck mounted lift director of Denmark-based crane and aerial lift rental company BMS, has died aged 55.

He passed away on Tuesday November

30th after a long and extended battle with several forms of terminal cancer, which eventually obliged him to retire earlier this year. He joined BMS in 2009 as a key account manager for its self-propelled aerial lift division having worked in the aerial lift rental business for many years, initially with Nordjysk Lift and then as a sales director with VMC Pitzner. He began his working life selling videos, a tough market in which there was plenty of competition. It taught him not to take no for an answer and gave him a deep understanding of quickly learning what a customer wanted.

In 2011 when BMS sold its non-operated aerial lift fleet to Riwal, Steffensen took over the management of the company's truck mounted business, which at the time had a small fleet of around eight or nine units serving the Danish market. His strategy was to build the business in a more stable and substantial operation, serving more project-based industries such as the wind energy, high voltage power lines and telecoms industries, both in Denmark and overseas.

As part of this strategy the fleet transitioned towards larger and more specialised truck mounted lifts. By the time he was obliged to step down the division had a fleet of around 40 large units with working height from 45 to 103 metres, which were kept busy all over Europe. He also launched a fleet of underbridge inspection platforms and units for drilling and installing safety nets on cliff faces sides, dubbing them 'mountain protection platforms'.

He had been struggling with cancer for many years but survived three to four years longer than any of his doctors predicted, due say his friends, to his indomitable will and spirit. He had a reputation for decency, fair play and good working practice, as well as being a direct and thorough negotiator. He was always happy to listen and help mentor those who worked with him. He loved cars, going to watch the local ice hockey team and getting a sale - work was a pleasure, not a chore.

He leaves behind his wife Pia, two sons from a previous first marriage and Pia's two sons.



Ib Steffensen

In the words of just a very few of the many people who knew him:

"His network within the business is very unusual - he knew everyone, and everyone knew him."

"Now the day has finally come that I have been thinking about for long time. In the nine years that I worked for Palfinger, Ib was first a customer, soon a partner and finally a friend and mentor. He was a fighter, stubborn and rough, but also humorous, sensitive and a caring father. I will miss him as a person, as a business partner and his visionary, respectful attitude. Always win, never lose. Until the end."
Henning Deichmann

"A man with a real presence, I was fortunate and grateful to have worked with Ib, he taught me a lot in the two years I was with BMS." Eddie George.

"He was truly one of a kind - an original, I will miss our chats and laughs so deeply. The heaven is now one star richer and will be far more fun too, I am sure."

"I think BMS was his 'hobby' and he never worked a day while he was there!!"

Tom Wilson of BMS UK sums up the feelings of many of Ib Steffensen's friends and colleagues when he writes: *"Yesterday was a sad day for me. I lost the greatest person I've ever met. He was the best listener, advisor, mentor, manager and friend and I will be eternally grateful for having known and worked with him. Ib Steffensen was a genius, a gentleman, a comedian and a teacher, an amazing father and husband and treated everyone with the upmost respect. He was the instigator of a laugh and a smile in the office, he cared about everyone, and he always had a steady stream of people at his door who he was helping or advising even when he was terminally ill. I wish I had one more chance to thank him for everything he has done for me and my family. Rest in peace Ib."*



Ib Steffensen with one of the five 103 metre Palfingers in the BMS fleet

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www.baumaschinen-messe.ch



Innovationstage der Höhenzugangstechnik

May 24-25, 2022
Aerial lift Innovation Days, an informal event for access equipment, cranes & telehandlers
Hohenroda, Hessen Hotel Park, Germany
www.bornltoift.de/innovationstag/



Swissbau

18.-21. January 2022
Swiss construction exhibition
Basel, Switzerland
Tel: +41 58 200 20 20
www.swissbau.ch



Executive Hire Show

February 09-10, 2022
UK tool and small rental equipment show
Ricoh Arena Coventry, UK
Tel: 0207 973 4630
www.executivehireshow.co.uk



The IPAF Summit and awards

March 10, 2022
Annual Summit and IAPAs awards ceremony of the International Powered Access Federation London, UK
Tel: +44(0)15395 66700
www.ipaf.org



LiftEx Middle East

March 21-22, 2022. The first Mid East conference of the Lifting Equipment Engineers Association Manama, Bahrain
Tel: +44 (0) 203 488 2865
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www.vertikaldays.net



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October, 2022- date to be confirmed
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Tel: +61 03 8320 0411
www.cica.com.au



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Aberden, UK
Tel: +44 (0) 203 488 2865
www.liftex.org



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Tel: +49 (0) 89 51070
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www.bauma-china.com



Bauma Conexpo India

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The bauma/Conexpo exhibition in India
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Tel: +49 89 949-20255
www.bcindia.com



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



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Tel: +1 414-298-4133
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Samoter

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www.samoter.it/it



Smopyc 2023

April 2023 Dates to be confirmed
Spanish construction equipment exhibition Zaragoza, Spain
Tel: +34 976 764 700
www.feriazaragoza.com/smopyc



Apex 2023

June 06-08, 2023
International powered access trade show Maastricht, The Netherlands
Tel: +31 (0)547 271 566
www.apexshow.com



Platformers' Days 2023

September 8-9 German access and lifting show Karlsruhe, Germany
Tel: +49 721 3720 5096
www.platformers-days.de



GIS

Date to be confirmed
Italian crane, access and heavy transport exhibition Piacenza, Italy
Tel: +39 010/5704948
www.gisexpo.it



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Previously The International Construction & Utility Equipment Exposition /Demo Expo - is the US utility industry's largest show Louisville, Kentucky, USA
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Alimak	www.alimak.com
Brogan Group	www.brogangroup.com
CLM Construction Supplies	www.clm-supplies.com
GEDA	www.geda.de
Klaas	www.utility-equipment.com
SAE Climber	www.saeclimber.com
SGB	www.sgb.co.uk
LTC Hoists Division	www.lchoists.co.uk
Safi	www.safi.it

Specialist Scaffolding

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

Platform Rental

1st Access Rentals	www.1staccessrentals.co.uk
Z Cousins Access Limited	www.2cousins.co.uk
AA Access (Specialists)	www.aaaccess.co.uk
ABBA Plant Hire	www.abbaplantire.co.uk
Access Link	www.accesslink.biz

Access Platforms Direct	www.accessplatformsdirect.co.uk
Acrolift	www.acrolift.co.uk
Actual Access	www.actualseervices.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
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-piatt.it
Liftright Access	www.liftrightaccess.com
Manlift Sales	www.manlift.ie
Mech-Serv (GB)	www.mech-serv.co.uk
Mr Plant Hire	www.mrplantire.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk
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
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
Platform Sales & Hire	www.platformsales.co.uk
Ranger Equipment	www.spiderlift.co.uk
Warren Access	www.warrenaccess.co.uk
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

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

Self-Propelled Modular Transporters

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

Telescopic Handler Manufacturers

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

New & Used Telehandlers

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

Telehandler Rental

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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

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Böcker Maschinenwerke	www.boecker.de
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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
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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
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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.ernestoeladecranes.com
Hiab	www.hiab.com
Palfinger	www.palfinger.com
Penny Hydraulics	www.pennyhydraulics.com
PM Cranes	www.pm-group.eu

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AGD Equipment	www.agd-equipment.co.uk
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Cranes4Cranes	www.cranes4Cranes.com
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Crowland Cranes	www.crowlandcranes.co.uk
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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
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Utility Equipment	www.utility-equipment.com
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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	a1asoftware.com
DWLS	www.dwls.com
HLC Consulting	www.hlconsulting.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

DC Battery Technologies	www.dcbattery.tech
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
Dawson Wam	www.SteelMatHire.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
Outtriggerpads	www.outtriggerpads.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
AVD	www.avdgrp.com.au
Caution - Access	www.caution-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.ernestoeladecranes.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.livelinedefender.com
Load Systems UK Ltd	www.loadsystems.com
Mantracourt Electronics	www.wirelessensorsystem.com
Marwood	www.marwoodgroup.co.uk
SMIE	www.smie.com
Higher Concept	www.higherconcept.co.uk
HireHop Equipment Rental Software	www.hirehop.co.uk
HireHop Equipment Rental Software	www.hirehop.com
Infosystem	www.levaplus.ch

Rental Management Software

inspHire	www.inspire.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	www.approvedsafetytraining.com
Training -Ca	
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
Hi-Reach	www.hi-reach.co.uk
Hiab	www.hiab.com
Horizon Platforms	www.ipaftrainingcourses.co.uk
JLG Training	www.jlgeurope.com
L&B Transport	www.lbrtransport.co.uk
Liebherr Training (UK)	www.liebherr.co.uk
Lifting Equipment Training	www.letltd.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.mrplantire.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

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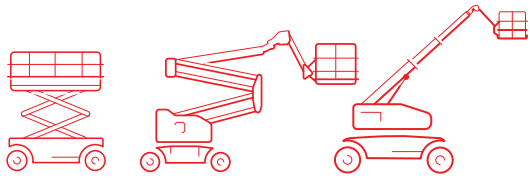
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Hiermit bestätige ich, dass die Abbuchung des jährlichen Abo-Betrages von 26,- Euro für o.g. Firma/Anschrift vorgenommen werden kann.

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