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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



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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 façade 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.

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



The new CTE MP 24 C

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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

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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-

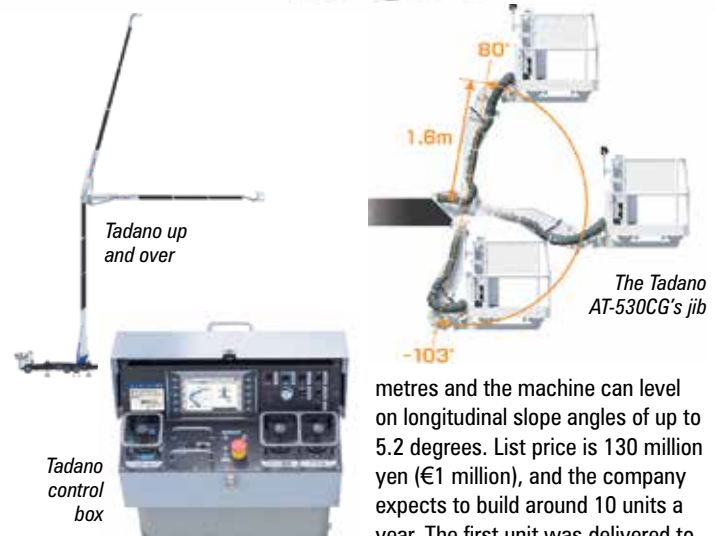
section telescopic booms, topped by a 1.6 metre articulating jib. The lower boom/riser elevates to the vertical, eliminating any tailswing, while providing an up & over clearance of up to 26 metres, an outreach of 26.8 metres with 120kg in the platform, or 25.5 metres with the 360kg maximum capacity.

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