



cranes & access

October 2023 Vol.25 issue 6

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**SPIDER
CRANES**

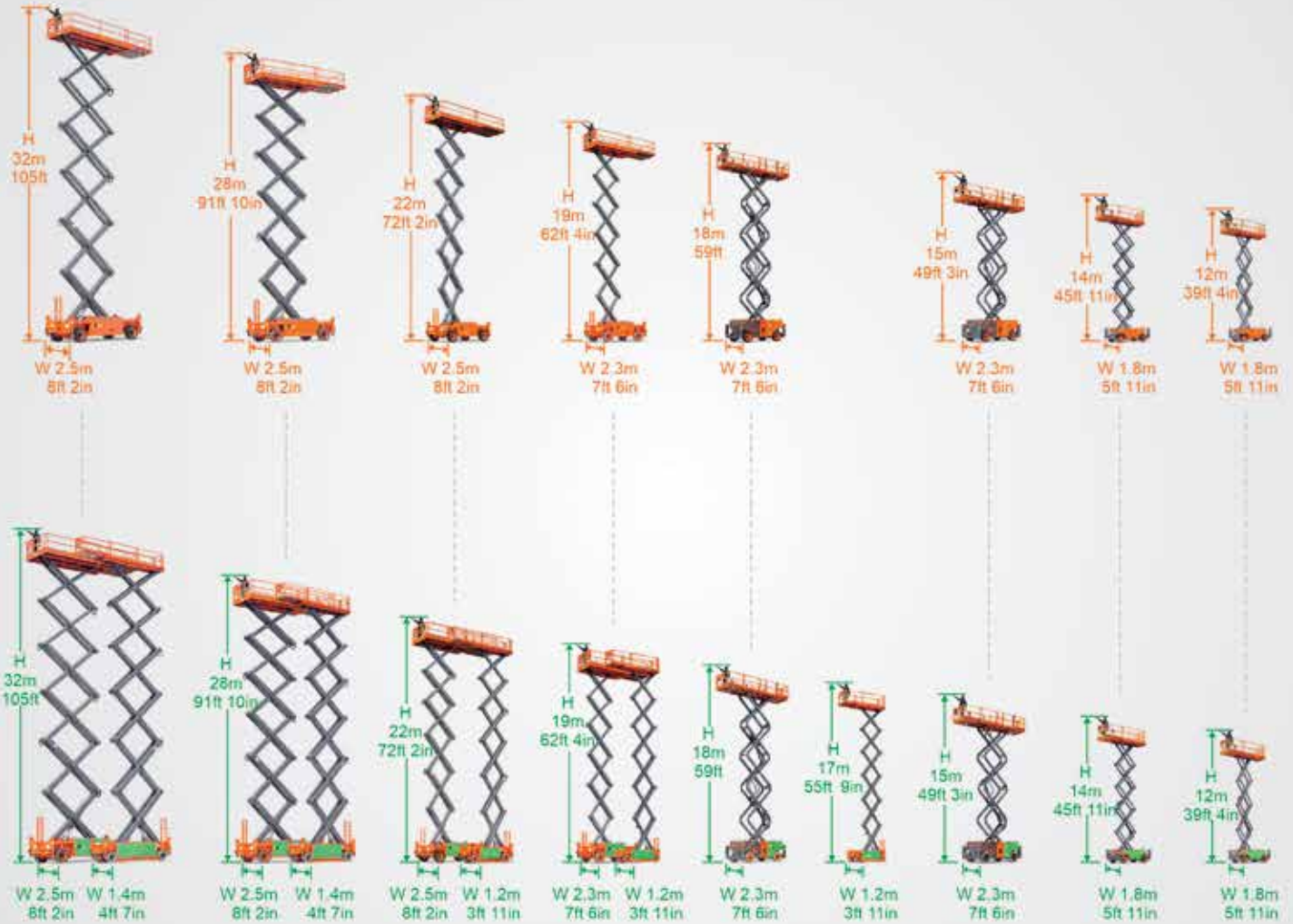
**GLASS
HANDLING**

**MASTCLIMBERS
& HOISTS**

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SPIDER CRANES 17

Spider cranes escaped their Japanese homeland at the turn of the millennium although initially few rental companies in Europe took them seriously. Mini crawler cranes had been around for longer, but uptake was always marginal. The growth in popularity for both has been gathering momentum in recent years as companies realise how versatile and profitable they can be. We take a look at the latest developments.

GLASS HANDLING 27

The growth in specialist glass handling equipment is a result of the increasing size and weight of today's windows and glazing panels. In recent years spider cranes and vacuum lifters have become widely used. More recently glazing robots are becoming more popular. We take a look at the market and a challenging corner glass window installation at the art'otel in the Battersea Power Station redevelopment in London.

MASTCLIMBERS AND HOISTS 33

Although a seemingly mature market in terms of annual growth, a number of new manufacturers have entered the mastclimber and hoist market. We take a look at them and also visit Sheffield's £300 million West Bar project to see how the latest 'battery energy storage systems' can power the entire site including 40 mastclimbers, four hoists and two tower cranes.

SUSTAINABILITY 43

The construction industry is one of the main consumers of minerals and natural resources, apparently responsible for around 50 percent of the worldwide consumption of raw materials. Tighter regulations have forced contractors and equipment manufacturers to find new ways to reduce their impact on the environment and the world's finite resources. We take a look at what's happening.

GIS EXHIBITION REVIEW 51

The Italian lifting, heavy transport and marine handling exhibition GIS was held in early October and was by far and away the largest in its history with more than 400 exhibitors. Our review is mainly a photographic roundup covering new or unusual exhibits.

INTERVIEW WITH STEVEN LIU 57

Steven Liu is the founder and co-owner of Sinoboom - one of China's leading self-propelled aerial lift manufacturers. In rare interview he spoke with publisher Leigh Sparrow revealing details of his upbringing, career including what led to him to get into the access market and how he and his wife built one of the world's leading aerial lift manufacturers in just 15 years.

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ON THE COVER

A pair of Alimak Scando construction hoists working on the refurbishment of an 11 storey building in Stockholm, Sweden.



IN THE NEXT ISSUE Scheduled for publication in late November, the next issue of Cranes & Access will include features on Pick & carry industrial cranes, Truck mounted lifts, Outrigger mats and pads and Used equipment and refurbishment. If you have any contributions or suggestions to make or are interested in advertising in this issue, please contact our editorial or sales teams.



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COMMENT

WHAT DO WE LOOK LIKE?

Today more than ever we like to be seen to be doing the right thing, but all too often do not 'walk the talk'. We see this in all manner of industries, particularly construction and in major industrial plants. Or in the UK, utilities such as water supply companies.

It also applies to politicians. Wishing to appeal to certain voters they often claim they will 'cut the red tape' and regulations that hold companies back, although they can seldom, if ever, cite the rules they are talking about and rarely follow through. On the odd occasion when they try - such as the UK government's plan to repeal all EU regulations that "held the country back" - they discover that 'red tape' such as the Work at Height regulations or CE marking are actually sensible and even necessary... and quietly drop their plans.

These days any company of size produces pages and pages of policies covering everything from Human Trafficking and the Environment to Privacy, Health & Safety and Waste Management etc... with a myriad of detail on how they embed them in their organisation and measure themselves against them.

The aim is to show the world that they really care about health & safety, employees and the environment. Such policies are also a requirement to obtain a quality accreditation, but how many companies actually practice what they have written or properly train staff in these areas and more importantly, encourage a culture that makes them a reality i.e. 'walk the talk'. All too often they are just a box ticking exercise.

To be fair, many contractors and equipment suppliers have made huge improvements in

recent years and really do care about these things. Training all over the world is at an all-time high and yet still 'shit happens'. Training is not competence as the saying goes... Why does an experienced and fully IPAF trained delivery driver refuse to wear a harness when unloading boom lifts on site, until forced to do so? And even after having had a reported incident he continues to leave his harness in the cab.

Vertikal.net featured a story last week about a man riding in a bulk material bag on a tower crane hook to the top of a building - all of which was caught on camera. The bag was probably more than sufficient for his weight - 'probably' being the operative word - however numerous people on site including the 'highly trained' tower crane operator must have been 'in on it', knowing that it was not only stupid and dangerous but that it broke all the rules. Yet no one stopped him, and one even put it on social media. But go to the contactor's web site and you'll find dozens of policies and measures on how it prevents such things from happening.

Perhaps we should worry less about presenting a particular image to the general public, investors and lobby groups and concentrate instead on getting the basics right rather than 'ticking boxes'. If that happened the industry's image would improve immeasurably.

Mark Darwin

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

THE NEW POTAIN EVY

Potain has unveiled the first in an all-new range of self-erecting tower cranes, the four tonne capacity Evy 30-23 4 t. The new model is intended to meet demand for greater simplicity and improved under hook heights while complying fully with the updated EN 14439 standard for tower cranes.

The Evy 30-23 4 t is designed for residential buildings up to three storeys in height and features a 30 metre jib which luffs to 10, 20 or 30 degrees above horizontal for a maximum 35 metre under hook height. It can handle its four tonne maximum capacity at a radius of 9.5 metres and has a one tonne jib tip capacity. The jib can be hydraulically folded to a 15 metre length or simply shortened to 24 metres if required.

The crane offers a simple setup procedure which, according to Potain, requires less manual effort than similar cranes. It has a four metre square footprint and a new ballast block design that allows two blocks to be lifted and installed at a time. It also includes a three-phase power system and permanent four fall reeving.

The Evy 30-23 4 t is equipped with Potain's Crane Control System (CCS), Smart Set-up, Power Control and Drive Control and comes with the Potain Connect telematic modem, allowing users to monitor and analyse crane utilisation while providing remote and local diagnostics thanks to the Access and Assist applications. When it comes to transportation, the Evy is compatible with existing Potain axles and can be towed as a trailer at 25kph or 80kph when set up as a semi-trailer.



Potain's new Evy 30-23 4 t



The 30m jib has a 1,000kg jib tip capacity

250T TADANO READY TO GO

Tadano's new five axle 250 tonne 'class' AC 5.250-2 All Terrain crane - shown as a prototype at Bauma last October - is ready for production. The crane features a seven section 70 metre main boom topped by lattice extensions of up to 34.9 metres with 40 degrees of offset. A 7.1 metre insert can be added between the boom nose and extension to achieve the maximum tip height of 116 metres. Alternatively, a 20.9 metre three section telescopic jib can be added with a tip height of 94 metres.

The maximum capacity without 'special equipment' is 175.9 tonnes at three metres radius. More impressively it can handle 14.5 tonnes on the fully extended main boom at a radius of up to 24 metres. The crane can carry a three sheave hook block or 5.8 metre heavy duty runner onboard within 12 tonne axle loads, or up to 20 tonnes of counterweight where 16.5 tonne axle loadings are permitted.

The variable automatically monitored outrigger system allows asymmetrical set-ups with beams fully retracted or set at 25, 50, 75 percent or fully extended positions. The IC-1 Plus crane control system is standard. Other features include a new patented 'Surround View' camera system, 'TailGuard', active reversing assist system and hill start assist. Power comes from a single EU Stage V HVO ready diesel with Eco Mode and auto start stop.



A HIGHER NANO

JLG's Power Towers division has unveiled a new low level push around mast type platform - the 12ft Nano35 - with a three section steel box section mast, providing a working height of 5.5 metres. This is one metre more than the regular Nano and 400mm more than the original Power Tower, making it the highest reaching platform in the company's push around range.

The extra height comes from slightly longer mast sections, which also raises the step in height a little. The new model retains its full height saloon style entry gate, but the platform is slightly smaller than the Nano at 840mm x 580mm. It also features vertical guardrail supports to prevent standing on the mid rail. Maximum platform capacity is 200kg with a one person indoor use only rating.

The machine has an overall weight of 432kg and runs on two fixed wheels and two rotating castors that can be locked in place. The overall working footprint is just over 1.2 metres by 760mm, while a maintenance free AGM battery is standard.



FRANNA FR17 C GOES GLOBAL

Terex Franna is to launch its new 17 tonne FR17 C four wheel drive compact pick & carry articulated crane - designed by a team of Indian and Australian engineers and manufactured at the company's plant in India - in other markets including Africa, South America and the UAE.

The new crane costs less and is more compact than the traditional Franna models built in Australia and is pitched as an entry level model for construction, mining and industrial applications where space is limited, as well as being more competitive than the Indian-built tractor cranes.

The FR17 C has a three section 14.2 metre boom topped by a manually extended fourth section to 18.23 metres and a short extension that takes the maximum tip height to 20.8 metres. The crane has been engineered to be easy to operate with simple, smooth and intuitive controls, while incorporating the manufacturer's advanced safety measures and latest technology including overload protection, anti-tipping technology and a safety monitoring system.



SINOBOOM'S NEW 46FT TELESCOPIC

Chinese manufacturer Sinoboom is to launch an all-new 46ft telescopic boom lift, designated as the TB14J Plus in Europe and the TB460J Plus in North America. The new model is a classic 46ft telescopic boom lift with articulating jib, offering a working height of 16.1 metres, with a maximum platform capacity of 454kg. Maximum outreach is 10.9 metres with the unrestricted capacity of 250kg, while 10 metres is possible with 340kg in the platform and 9.1 metres with 450kg. Platform rotation is 160 degrees.

The new lift is unusual for its size in that it features a three section telescopic boom rather than the usual two section. This makes it two or three metres shorter when stowed - 7.99 metres with jib out or 5.88 metres with jib tucked under - although the overall stowed height then rises from 2.49 to 2.8 metres. Slew is 360 degrees continuous and the overall weight is 7,300kg.

The shorter overall length and 2.3 metre overall width allows two units to fit into a 40ft shipping container or on a standard flatbed truck. Power comes from a relatively small Kubota Stage V/Tier 4 diesel. A Yanmar is available for markets where emission restrictions are less onerous.

Standard features include four wheel drive and oscillating axle, a seven inch display screen which shows real time machine status, performance, usage data and rapid fault diagnosis. The first units are expected to ship before the year end.



ALDERCOTE LAUNCHES CZ RANGE

UK van mounted lift manufacturer Aldercote has launched a new range of pick-up mounted platforms - the CZ line. The first unit is the 14 metre CZ140 with a maximum outreach of 6.7 metres with up to 170kg in the platform.

The maximum platform capacity of 250kg is available at an outreach of 6.2 metres. The cargo payload is 300kg.

The new models are equipped with Aldercote's hybrid electric E-drive system which can operate the superstructure from the standard battery pack which is re-charged from the chassis while travelling. Other models in the range will have working heights of 15 and 16 metres, all of which can be mounted on Ford Ranger, Isuzu D-Max or Toyota Hilux chassis.



PLATFORM BASKET UNVEILS 54M SPIDER LIFT

Italian manufacturer Platform Basket unveiled an all-new 54 metre spider lift at GIS - the Spider 54T. The unit employs a massive eight section synchronised main boom, topped by a four section articulating jib. Maximum outreach is 20 metres with 136kg in the platform at a height of 22.5 metres. Maximum up and over height with main boom fully elevated and jib horizontal is 42 metres, with an outreach of around 13 metres.

Maximum platform capacity is 400kg at outreaches of up to 18.5 metres. The machine has an overall width of 1.75 metres, which can extend to 2.27 metres on site. Overall length is 9.55 metres with jib tucked under. The outrigger footprint can be varied from a maximum of 5.43 x 6.93 metres down to 3.19 metres wide to just over nine metres long. Total weight is 23 tonnes.

The Spider 54T can be quickly converted to a spider crane with a 990kg lift capacity and a maximum radius of 29 metres over the side. Power is currently diesel with onboard AC motor for indoor use, while a lithium battery hybrid will be added later.



NEW CTE TRUCK MOUNT AND SPIDER LIFT

CTE has launched a new 24 metre articulated truck mounted lift - the Zeta 24 J. The new model joins the Zeta 22 which was displayed at Bauma last October. As with the Z and Zed models of the past the new machine employs the same dual sigma type riser, three section telescopic boom and in this case a two metre long articulating jib which attaches to the front of the basket for a full 24 metres working height, 10.5 metres outreach with 100kg at an up & over height of 10 metres, while the maximum platform capacity of 250kg is available at just over eight metres outreach.



CTE's S3 EVO management system is standard providing automatic variable outrigger positioning and working envelope setting, with features such as a 'Home' function for automatic boom stowage. The system can also be connected to the cloud and CTE Connect fleet management, remote monitoring and troubleshooting the platform. A wired radio control is available on request, with a seven metre cable that replicates the ground and platform controls. The Zeta 24J will be available on Iveco or Isuzu chassis.

CTE also announced a new generation spider lift with its S3 EVO system, the Traccess 180, with a working height of 18.2 metres, a maximum outreach of 9.8 metres with 80kg while the maximum platform capacity of 250kg is available at up to eight metres and an up & over height of six metres. Total weight is 2,750kg.



PALFINGER TEAMS UP WITH OPTILIFT

Palfinger, Aker BP and Optilift have signed a contract to jointly develop the world's first autonomous offshore cranes. This follows last year's 10 year framework agreement between Palfinger and Aker BP to develop and equip its new installations with state of the art offshore cranes.

Palfinger will integrate Optilift's AI technology into the control systems of its offshore cranes and then other Palfinger marine products. The two companies will also explore its use in Palfinger's higher volume products, providing serious scale for Optilift's technology.

The first cranes due to be shipped in 2025 will be delivered to Aker BP platforms Yggdrasil and Valhall with remote operation of the cranes due to take place between 2026 and 2028. When operational, the cranes will pave the way for unmanned offshore platforms, for improved safety, lower costs and CO2 emissions.

(L-R) Per Harald Kongelf of Aker BP, Andreas Klausner of Palfinger and Torbjørn Engedal of Optilift



700 NEW LIFTS FOR GERKEN

German rental company Gerken has purchased 700 new electric scissor and mast type lifts.

The 'unidentified' machines, which appear to be mostly from Dingli/Magni, includes nine different Rough Terrain and slab models with working heights from seven to 17 metres.



IPAF LAUNCHES eLEARNING IN CHINA

IPAF is to launch its eLearning programme in China. The training platform is available via the WeChat app, allowing users to access training anytime and anywhere. The first three modules for categories 1a, 1b, 3a and 3b - essentially boom lifts, scissor and mast lifts, trailer lifts, spider lifts and vehicle mounted lifts - are offered free of charge at the point of registration.

The eLearning system uses facial recognition to confirm the candidate's identity and prevent fraudulent qualifications. Courses can only be run on tablets and computers equipped with a camera.

Sinoboom and Haulotte have already signed up to support the free of charge programme, with Sinoboom planning to place QR codes on all of its platforms in China, which when scanned provide instant access to the IPAF e-training programme. The initiative is aimed at improving national safety and training standards.



US ACQUISITION FOR TRACKUNIT

Danish tracking, telematics and systems supplier Trackunit has acquired Chicago based mobile electronics installation company OEM Solutions Inc.

OEMSi has a network of installers across North America and installs, repairs and maintains mobile electronic devices ranging from GPS/telematics units to alcohol detection/aftermarket electronics in the automotive sector. The move is intended to bolster Trackunit's North American presence with a thorough geographic spread and inhouse installation services.



4X4 ELECTRIC BOOM FROM SUNWARD

Chinese manufacturer Sunward has added a new 46ft electric articulated Rough Terrain boom lift - the SWA16JE - to its European product range.

The new model features a classic dual sigma type riser, two section telescopic boom and articulated jib for a maximum working height of 15.8 metres, with a working outreach of just over eight metres at an up & over height of 7.5 metres with a 230kg unrestricted maximum platform capacity.

The standard specification includes four wheel drive, 360 degrees continuous slew, 160 degrees platform rotation and oscillating axle. The battery electric model is largely identical to the diesel variant apart from the power source and associated controls etc. Overall width is 1.75 metres with a total weight of 7,800kg.

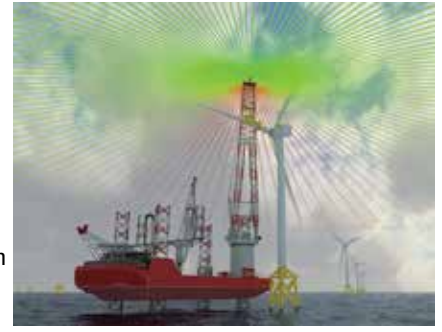


Sunward's 46ft SWA16JE

ADVANCE WIND GUST WARNING

Dutch heavy lift and offshore crane manufacturer Huisman has unveiled a new wind detection system - 'Wind Gust Buster'. It provides crane operators a five to eight minute 'prediction window' before the gusts hit.

Using a Light Detection and Ranging (LiDAR) system on the cranes boom nose it is capable of measuring the speed and direction of winds up to 10km away and can also detect sudden changes in wind conditions. The data can then be viewed by the operator and others involved in the process.



CHANGE AT THE TOP FOR JLG

Frank Nerenhausen, the president of JLG/Oshkosh Access division, is to retire on November 13th after more than 11 years in the post. He will be on hand as an advisor to the company until August 2024 to ensure a smooth transition.

His replacement, Mahesh Narang, joins the company after more than 20 years with Cummins engines, most recently as president of components. At the same time JLG announced that Tim Morris, senior vice president of sales, marketing and customer support has been appointed chief commercial officer for JLG Americas. He joined JLG as a sales trainee in 1992.



Mahesh Narang



Frank Nerenhausen

full electric

innovation,
performance,
sustainability

100% ELECTRIC TELESCOPIC HANDLERS



2,6t | 6m
Battery life
up to 11 hours



4-4,5t | 14-17m
Battery life
up to 8 hours

Maintenance
costs

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JCB TO BUILD SECOND US PLANT

JCB is to build a new 67,000 square metre production facility on a 400 acre site in San Antonio, Texas. This will be the second JCB factory in the USA, joining the long established plant in Savannah, Georgia which opened in 2001. Construction will begin early in the new year.

The new facility is expected to employ up to 1,500 within five years, adding to the 1,000 already employed by JCB in North America. The company has not yet revealed what products will be built at the new plant.

Chief executive Graeme Macdonald said: "North America is integral to the growth and success of our business and Texas offers great advantages in terms of location and port access. The city of San Antonio also has a well established skills base."

JCB operates 22 plants worldwide in the UK, USA, India, Brazil, and China.



JCB's facility in Savannah, Georgia

SYCAMORE GAP CRANE

Many will be aware of the iconic tree at Sycamore Gap on Hadrian's Wall in northern England which featured in a prominent scene in the 1991 film Robin Hood: Prince of Thieves. In September it was felled in an act of vandalism.

When it came to be removed a 10 tonne Sunward MCC 1004 telescopic crawler crane was called in from UK distributor GGR. The question now is what to do with the wood.



The Sycamore Gap tree in 2020



A 10 tonne Sunward MCC 1004 covers the tree parts

NEW CEO FOR TEREX



Simon Meester

Terex chief executive John Garrison is to retire at the end of the year to be replaced by Genie/Terex AWP president Simon Meester, who will also join the Terex board.

Garrison will work closely with Meester through the fourth quarter in order to ensure a seamless and orderly transition. He will also continue to be available on a consulting basis until the end of June next year. Josh Gross - currently Genie vice president of global strategy and product management - will take over as president of Genie.

Spierings SK2400-R eLift



NEW SPIERINGS 'E' CRAWLERS

Spierings has launched the SK2400-R eLift electric powered tracked self-erecting tower crane and claims it is the strongest tower crane ever built on a crawler undercarriage. Maximum capacity is 18 tonnes at 14.6 metre radius with a choice of two jib lengths - 42 or 50 metres - with 5.5 or 2.5 tonnes jib tip capacity respectively.

The first two units have been sold to Dutch crane rental company Kuiphuis Kraanverhuur and will be delivered in the first half of 2024.

Kuiphuis owner Bob Bruijsten said: "We find that most construction companies are still getting used to the fact that new technology allows electric cranes of this size to operate from a 16 amp connection. Both new machines are much needed, we have requests from all over the country for the eLift system, with the SK2400-R capabilities."



The order - Bob Bruijsten of Kuiphuis (L) with Koos Spierings

VERTIKAL DAYS 2024

The organisers of Vertikal Days have confirmed the dates and venue for the 2024 event. The show will be held on Wednesday 11th & Thursday 12th September at the 126 acre Newark Showground in Nottinghamshire.

If you are an exhibitor and missed the earlier communications, the Exhibitor Information Pack and plans can be found on the Vertikal Days website www.vertikaldays.net.

Vertikal Days will be the largest lifting equipment event in Europe in 2024 so visitors can expect to see a good number of new product launches from the major crane, aerial lift and telehandler manufacturers, as well as the latest technological advances, from software to ancillary products.



AR20J / AR20JE

ARTICULATING BOOM LIFT

- 260/350kg dual-capacity design, 2.44m triple-entry platform
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MODELS	WORKING HEIGHT MAX.	POWER SOURCE	PLATFORM CAPACITY
AR20J	21.58m	DIESEL ENGINE	UNRESTRICTED 260kg
AR20JE	21.58m	LITHIUM BATTERY	RESTRICTED 350kg

GRADEABILITY
45%

HIGHER
CAPACITY

4x4x4



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RELIABILITY IN ACTION

FINANCIALS ROUND-UP

Manitou's revenues for the first nine months increased 26% to €2.06 billion, however the order book declined 26% to €2.72 billion. Third quarter revenues improved 14% to €656 million.



Dutch rental company **Jansen Verhuur** has acquired the aerial lift rental fleet of tower crane rental company **Fontexx Cranes & Access**. No details of the deal were disclosed.



Genie reported nine month revenue growth of 24% to \$2.26 billion. Order intake declined 15.5% to \$2.66 billion leaving the backlog 9% lower at \$2.46 billion. Operating profit more than doubled to \$310 million. Third quarter revenues were 13.3% higher at \$751 million, operating profit was \$93.6 million, up 47.5%.



Terex revenues YTD were 23% higher at \$3.93 billion, while pre-tax profits jumped 82% to \$474 million.

JLG saw nine month revenues rise 32% to \$3.84 billion with growth across all divisions. Operating profit almost tripled to \$576.6 million. Third quarter sales increased 27% to \$1.32 billion thanks to the higher sales volumes, higher pricing and the inclusion of \$19 million from **Hinowa**. Operating profit was \$229.9 million, up 9.5%.



United Rentals revenues to the end of September were \$10.6 billion, up 27%. Pre-tax profits improved 21% to \$2.31 billion. Third quarter revenues were 17% higher at \$3.76 billion, with pre-tax profits improving 15.5% to \$943 million. The company is forecasting record full year revenues of \$14.1 to \$14.3 billion.



New York state based **Skyworks** has acquired Florida's **Gold Coast Hi-Lift** which runs a predominantly aerial lift rental business from locations in Fort Lauderdale and West Palm Beach, Florida.



Alimak saw its YTD revenues improved 69% to Sk5.26 billion (\$475 million) due to the acquisition of Tractel. Pre-tax profits jumped 60% to Sk395 million (\$35.6 million). Third quarter revenues were 58% higher at Sk1.7 billion (\$156.1 million) with pre-tax profits of Sk189 million (\$17 million) up 93%.



Haulotte has reported strong rises in revenues with YTD sales up 32% to €568.3 million. It is now forecasting full year revenues of €760 to €790 million.

Tadano's revenues to the end of June were ¥133 billion (\$890 million) up 19.5% on last year with pre-tax profits rising almost 20% to ¥7.9 billion (\$52.6 million). Full year revenues are expected to be around ¥217 billion (\$1.84 billion) almost 2% higher than in 2022.



France's **Mediaco** has acquired crane and access rental company **Rollin Levage** adding five locations in the Landes and Basque regions in southwest France south of Bordeaux.



Equipment auctioneers **Euro Auctions** has acquired Canadian equipment auction house **Michener Allen Auctioneering**. The move is intended to strengthen Euro Auctions' existing North American operations that operate in the USA under the Yoder & Frey brand.



US rental group **Alta Equipment Group** is to acquire **Burris Equipment** which operates three locations in the greater Chicago region. Burris is a Wacker Neuson dealer and runs a rental fleet that includes aerial lifts and telehandlers. Alta is paying \$14.0 million in cash for the company.



JCB has reported total revenues for the 2022 calendar year of £5.76 billion, almost 30% higher than in 2021. Pre-tax profit for the year improved by 11.5% to £557.7 million.



JCB Access has reported sales of £88.4 million, more than double the level achieved in 2021. Pre-tax profits more than tripled to £1.2 million.



Palfinger posted a 13.8% rise in YTD revenues to just under €1.8 billion. Pre-tax profit improved 34% to €140.6 million. Third quarter revenues were almost 10% higher at €590 million, while pre-tax profit jumped 44% to €44.1 million. Full year revenues are forecasted to be about €2.4 billion.



Canadian rental group **Lou-tec** has acquired **Torcan Lift Equipment** which runs a fleet of around 2,400 units, mostly aerial work platforms and telehandlers, from two locations in Toronto and Cambridge, Ontario.



Hiab revenues for the nine months to the end of September were €1.34 billion, up 19% on last year. Operating profit for the period was up 31% to €204.4 million. Third quarter sales were 11% higher at €420 million with an operating profit 63% higher at €64.1 million.



Kalmar revenues improved 16% to €1.54 billion, but order intake was 15% lower at €1.3 billion. Operating profit increased 77% to €205.3 million.



Herc rentals reported a 25.5% rise in YTD revenues to \$2.45 billion, with a pre-tax profit of \$324 million, 8% higher than in 2022. Third quarter revenues were 22% higher at \$908 million while pre-tax profit improved 8.8% to \$146 million.



Manitowoc saw nine month revenues improve 16% to \$1.63 billion with order intake keeping pace with shipments at \$1.61 billion leaving the order book at \$1.03 billion, up 10% on last year. Pre-tax profit more than doubled to \$46.1 million. Third quarter sales were 14.6% higher at \$520.9 million, while pre-tax profits increased fivefold to \$10.4 million.



KRANLYFT TO DISTRIBUTE TEREX SE CRANES

Terex Self-Erecting Tower Cranes has appointed Kranlyft as its distributor for the UK and Ireland. Kranlyft will offer the complete nine model lineup of Terex self-erectors, including the new CSE range and FC 6.24 top slewing model. Kranlyft staff have attended a factory-led product training course, carried out at the UK headquarters in Avonmouth/Bristol.

Simon Marnock of Kranlyft said: "The addition of Terex Self-Erecting cranes complements the other products we offer. I recently visited the facility in Fontanafredda with group chief executive Jurgen Vater to explore how we can best represent the brand in the UK and Ireland. With hook heights ranging from 21 to 40 metres we believe this is a great opportunity to offer our customers a wider selection of cranes."

(L-R) Oliver Bolton of Kranlyft with Irzyniec Bartosz of Terex, Simon Marnock of Kranlyft, Zanut Luca of Terex and Andrew Crane of Kranlyft



ENHANCING MENTAL HEALTH

The construction industry faces the second highest suicide rate among major sectors, as per the 2021 Pulse Survey by UK based Centre for Workplace Mental Health.



This survey suggests that the issue can be addressed by tackling a number of contributing factors. The industry's male dominance often associates seeking help with weakness and fear of the consequences. High stress, seasonal work and separation from family add to the strain.

The report suggests several things that companies can do to address the issue, such as encouraging open discussion and promoting vulnerability in addressing mental health. Training managers on the subject - regularly sharing information and fostering a caring culture - can make a real difference and even improve the bottom line.

RENTAL INDUSTRY AID TO UKRAINE

The UK based Plant and Hire Aid Alliance is organising more events to support people in Ukraine. The first, 'A Second Christmas for Ukrainian Children,' aims to provide gifts to children affected by war. Donors can wrap presents, specify age/gender suitability and send to: The Plant and Hire Aid Alliance, c/o Ardent Hire Solutions, 289-297 Felixstowe Road, Ipswich, IP3 9BS.

The second event, 'Friends of Ukraine Charity Gala Dinner' on March 7th, at the Edgbaston County Cricket Ground, will raise funds for humanitarian aid for Ukrainian refugees.



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NEWS HIGHLIGHTS

- Germany's **MSG Krandienst** has taken a 300t **Grove** GMK6300L-1 AT crane, it's 40th Grove.
- Brazilian rental company **Sistermi** has taken a 250t **Liebherr** LTM 1250-5.1 AT crane
- **Sinoboom** is to work with **IPAF** to provide its eLearning operator programme in Chinese
- Dutch rental company **Vegt** has taken a 100t **Tadano** AC 4.100L-1 AT crane
- Virtual crane rental company **MyCrane** has appointed **Jason Brough** as 'president, USA' and partnered with **Rajiv Waichal** and **Ganesh Patil** in India.
- Dutch rental company **Jansen Verhuur** has acquired the aerial lift rental fleet of tower crane rental company **Fontexx Cranes & Access**
- **Simon Meester** has been appointed CEO of **Terex**
- UK's **Cannon Access** has taken an **Easy Lift** RA24 spider lift
- **Huisman** has launched an updated series of Subsea Knuckle Boom cranes
- **Palfinger** is to partner with **Optilift** to develop its new remotely operated offshore cranes
- Spanish crane and access rental company **Europlataformas** has taken several **Genie** booms including an SX-180
- German crane and heavy transport company **G.A. Neeb** has taken a 250t **Grove** GMK5250L-1
- **Mahesh Narang** has been appointed as president of **JLG**
- Italian rental company **Marzocchini** has taken three new **Multitel Pagliero** platforms
- Germany's **Ullrich Krane** has taken a 250t **Liebherr** LTM 1250-5.1 All Terrain
- UK rental company **Southern Cranes & Access** has taken a new four axle **Spierings** SK597-AT4 eLift
- **Tyrholm & Farstad** has taken a **Konecranes Gotwald** 'Generation 6' mobile harbour crane
- US rental group **Alta Equipment** is to acquire **Burris Equipment** in the Chicago region
- **MEC Aerial Work Platforms** has appointed **Robert Cox** as regional business development manager
- Dutch rental company **Saan** has taken a new 140t **Tadano** AC 5.140-1
- **Palfinger** has appointed **Maria Koller** as chief human resources and legal officer Dutch crane rental pioneer **Piet Saan** has died
- US based lifting equipment manufacturer **Crosby** has adopted the brand **Kito Crosby**
- Spain's **Eurogrúas** has taken a new 90m **Ruthmann** T900 HF truck mounted lift
- **Terex Rough Terrain Cranes** has appointed **RAE Heavy Equipment** as distributor for the Philippines
- Dutch international rental group **Riwal** has named **Glenn Verburg** as COO and **Bob de Leeuw** as chief information officer
- Italian rental company **Loca Top** has taken delivery of three 24m **Easy Lift** RA24 spider lifts
- Ireland's **KDM** has opened a new 'super depot' in Dublin, Ireland
- **Manitowoc** has opened a new sales, parts and service facility in Peru
- **Versalift Ireland** has taken its first **France Elévateur** platforms for mounting locally
- **Liebherr** has delivered the first 10 units of the 110 tonne LTM 1110-5.2s equipped with the new Liccon3 crane control system
- Canadian rental group **Lou-tec** has acquired **Torcan Lift Equipment** as part of its push into Ontario
- **Gustav Seeland** has taken a 450t **Grove** AT crane
- **RSS** has appointed **Sophie Coleman** as manager of its Heathrow depot
- The UK **HSE** is taking over the investigation into the explosion at the Teesworks in 2019 which killed two men in a truck mounted platform
- **P&K** has taken a 120t **Tadano** AC 5.120-1 AT crane
- Italian oil & gas service company **Bonassisa Drilling** has purchased the first 55t **XCMG** XCR 55L5 E Rough Terrain crane in Italy
- New York State based **Skyworks** has acquired Florida's **Gold Coast Hi-Lift**
- US/International rental executive **Daryl Gaskins** has died
- **Sinoboom** has appointed **Andy McPhail** as managing director for the Middle East and North Africa
- **Access Link** - the UK and Ireland association of independent aerial lift rental companies - has celebrated its 25th anniversary
- **Mediaco** has acquired crane and access rental company **Rollin Leverage**
- UK's **Smiths Hire** has purchased the first truck fitted with **Sterling**'s new 'access spec beavertail' body
- Tracked platform and carrier manufacturer **Alama/AlmaCrawler** has celebrated 10 years in business
- **Manitowoc** has opened the 7,500 sq m expansion of its facility in Madison, South Dakota
- **Euro Auctions** has acquired Canadian equipment auction house **Michener Allen Auctioneering**
- **Terex Tower Cranes** has appointed **Tomasz Opaliński** as the area sales support manager for Eastern Europe, CIS region and Turkey
- Australia's **Handy Hire** has placed a 'substantial order' with **Haulotte**
- Dutch heavy lift and transport company **Roll Group** is to partner with Mozambique's **Laso Transportes**
- Saudi Arabia's **NEOM Media** has purchased 16 **JLG** electric booms, scissors and spider lifts
- **Faresin** has celebrated its 50th anniversary
- **Multitel Pagliero** has signed a representation agreement with **Nexa Global Infra Solution**
- **Zoomlion** has appointed **TVH** as its aerial lift parts distributor for Europe and Turkey
- **Euro Auctions** has appointed **Scott McCall** as a cranes and access specialist
- The Spanish crane and access magazine **Movicarga** has celebrated its 50th anniversary
- UK powered access veteran **Alan Russon** has died
- **Frank Bardonaro** has been appointed as CEO of temporary track supplier **Yak Access**
- Swedish rental company **Kranpunkten** is adding more all electric trucks to its transport fleet
- A **Terex** FC 6.24H tower crane was installed by helicopter at an altitude of 2,601m at the Principe Pass Refuge, Italy
- Switzerland's **Emil Egger** has taken a new **Liebherr** LR 1700-1.0 for wind turbine installation
- The **Sultan Qaboos Grand Mosque** in Oman is replacing a 22 year old **Falcon** spider lift with a new one
- **Kuiphuis Kraanverhuur** has purchased two **Spierings** SK2400-R eLift electric tracked self-erecting tower cranes
- Tower crane rental group **NFT** has taken two of **Potain**'s largest flat top tower cranes
- **Global Wind Projects** has taken a second 750t **Liebherr** LG 1750 mobile lattice crane
- Finance company **Close Brothers Leasing** is expanding its Materials Handling operations
- **JLG** is to part company with **Maqel**, its distributor for Spain and Portugal
- Dutch company **Pluimers Kraanverhuur** has taken a 70t **Tadano** HK 4.070-1
- **HDW Polska** is to distribute **Ruthmann** and **Versalift** vehicle mounted platforms in Poland
- **Dica** has developed the mastclimber 'Safetytech Support Pad' with **Hydro Mobile**
- Austria's **Felbermayr** has taken three new **Grove** All Terrains
- German rental company **Iwanski** has purchased five big **PB** electric scissor lifts
- Ireland's **Crane Hire** has taken two **Liebherr** MK 73-3.1 mobile self-erecting tower cranes
- UK Roofing company **Hubert Clees & Sohn** taken a six tonne **Böcker** AK 42 truck-mounted crane
- **Sunbelt Rentals** has acquired **Runyon Equipment Rental** of Carmel, Indianapolis, Indiana
- UK's **Baldwins Crane Hire** has added three more **Grove** five axle cranes to its fleet
- Chinese aerial lift manufacturer **LGMG** has opened a new facility in Hwaseong, South Korea
- **Jens Ennen** has been appointed CEO of German hydraulics manufacturer **Montanhydraulik**

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A Hoeflon spider crane with jib installing steelwork



A Maeda mini crawler crane working in a confined space

MINI LIFTERS GAINING GROUND

Spider cranes - small tracked telescopic cranes with outriggers that initially looked like spider legs - began to escape from their Japanese homeland at the turn of the millennium. In Europe few crane rental companies took them seriously. The same could be said for mini crawler cranes with capacities of less than 12 tonnes. Everything began to change from around 2005, but only very slowly. In recent years the uptake has gathered substantial momentum as companies realise how versatile and profitable they can be.

The first spider crane appeared in Japan more than 40 years ago and while there is some doubt which manufacturer actually produced the first machine - Maeda or R&B Engineering - the concept was the same, an ultra-compact crane that could access the most restricted spaces to carry out work previously done with a block and tackle or very large crane working from some distance.

Their arrival in Europe and North America can be traced to the Kato master dealer at the time - Kranlyft - which began importing Maeda cranes in the late 1990s. One of the early adopters was GGR in the UK, which balked at the price they were having to pay Kranlyft and found an alternative in Unic which had no interest in exporting cranes or obtaining local certifications. Undeterred GGR agreed to obtain CE certification itself IF Unic agreed to a contract giving the company the master distribution rights for Europe and further afield. With two players in the game the concept gained more exposure. There was already a European producer, Italian loader crane distributor and body builder Ormet, which built

specialist units aimed at the curtain walling market under the Imai brand. As the market for spider cranes took off towards the end of the first decade Ormet began to develop a more series production range of models under the Jekko brand. R&B had a go at the Western markets but seems to have lost interest, while Dutch company Hoeflon which had been mounting small loader cranes on tracked and wheeled self propelled chassis began to develop a range of more sophisticated models.

MINI CRAWLER CRANES

The growth of the spider crane looked as though it would snuff out the mini telescopic crawler cranes with cabs from manufacturers such as IHI, Hitachi Sumitomo, Kobelco, Kato, Komatsu, Sennebogen and Starlifter, most of which used mid-sized excavator chassis for their base. Volumes never really amounted to much and for larger companies they were a nuisance product. IHI was probably the most successful but as spider lifts grew in popularity with larger models appearing on the scene, they began to disappear. There has been a revival however, mostly from

A lot of mini crane manufacturers are no longer producing products such as this Starlifter



A 9.7 tonne capacity BG Lift CWE315 is at the heavy end of the market

new entrants including Maeda and more recently Sunward and Jekko which appears to have now pulled out of the market.

Coming right up to date, in the past year or two we have seen growing interest in articulated/knuckle boom loader cranes mounted on some form of tracked carrier. Such cranes have been around for many years with companies such as Kegiom, Reedyk and Hoeflon offering smaller



A 10 tonne Sunward MCC 1004 telescopic crawler from GGR removing the iconic sycamore/maple tree at Sycamore Gap on Hadrian's Wall



Maeda has been working on its first fully electric, six tonne CC1485 with partner Deutz and had hoped to start production this year

models, joined more recently by BG and Almac /AlmaCrawler and others in the past month including Platform Basket's sister company Elma. At the heavy end of the market there is Palfinger, Jekko and BG Lift.

MINI CRAWLERS WITH CABS

Getting back to mini crawler cranes Maeda has been leading the charge in the past year or two and now offers four models, the 2.93 tonne CC423S-1, 4.9 tonne CC985S, the six tonne CC1485S and the 8.1 tonne CC1908S. All have compact footprints and near zero tailswing. The pick & carry capability also has an appeal - the CC1908S can pick & carry 3.5 tonnes while the CC423S-1 can manage almost 1.5 tonnes.

Maeda has been working on its first fully electric, six tonne CC1485 shown as a prototype a couple of years ago and had hoped to start production

this year. The company partnered with Deutz to replace the CC1485's diesel 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, or a two tonne searcher hook.

Maeda general manager Tomiaki Habasaki, said: "We decided on a joint development with Deutz for this project as it has a good deal of experience in electrified drive trains for off highway equipment."

Deutz is stepping up development of electric drives and batteries as well as hydrogen powered engines. Deutz chief technology officer, Markus Müller said: "The Meada CC1485 is already fully functional, the electric drive is quiet, efficient and emission free - ideal for urban construction sites."

SUNWARD

Chinese manufacturer Sunward has a range of 10 telescopic crawler cranes from five to 80 tonnes although only two are available in Europe - the five tonne SWTC 5D and the 10 tonne SWTC10. Once again GGR has been a pioneer, working with Sunward to modify its smaller crawlers for the European market.

GGR has also developed a wireless hook block monitoring system for Sunward's 10 tonne machine allowing the operator to see and hear the load and surroundings - especially valuable when a direct sight of the load is not possible. The system is also ideal on applications such as in shafts or on curtain walling when working from above.

The system is said to be quick to install, uses an auto focussing wide angle lens with 1080 resolution and has up to 12 hours operating time. It also records and stores the information for up to 30 days.



Two of the four new Elma spider and tracked carrier cranes - an MCR40 and a PCR12

NEW MINI CRANE ENTRANT

Elma - a sister company of Platform Basket - unveiled a line of mini crawler cranes at the GIS exhibition in October. Platform Basket has a great deal of experience with its spider lifts - its largest now reaches 54 metres and includes a 995kg hoist converting it to a spider crane.

Elma has two mini cranes - the MCR30 and MCR40 - and two tracked carriers - the PCR10 and PCR12 - one having a loader crane option. The two MCR cranes feature outriggers and a centrally mounted crane.

The MCR30 has a maximum capacity of 995kg at 2.65 metres and features three hydraulic boom sections plus two manually extended sections. With the hydraulic boom fully extended capacity is 700kg at a radius or 4.75 metres or a hook height of 6.7 metres. With the two manual extensions pulled out the capacity is 250kg at a radius of 6.82 metres or hook height of 8.55 metres.

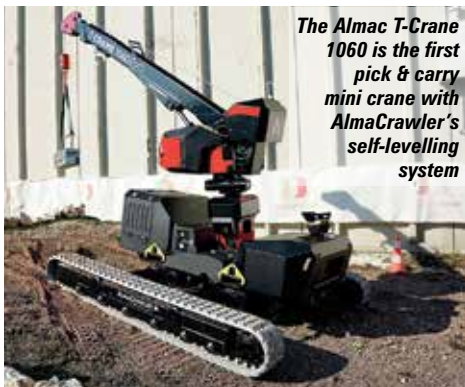
The MCR30 has an overall width of 790mm, an overall length of 2.22 metres and is 1.87 metres high. The outrigger footprint is 3.88 by 3.55 metres. The crane has 340 degrees slew and weighs 1,400kg. It is powered by a petrol engine or a 2.2kW, 230 volt AC electric motor.

The slightly larger MCR40 has a maximum capacity of 2,100kg at 1.87 metres radius, or 640kg at a hook height of 8.3 metres on the fully extended boom, or up to a 6.07 metre radius. It has one manually extended extension with a 400kg capacity at a height of 9.3 metres or a 7.1 metre radius. The MCR40 weighs 1,460kg or 1,500kg with optional electric motor. Outrigger footprint is 4.7 by 4.66 metres.

The PCR12 uses the same tracked carrier as the PCR10 - both having a maximum capacity of 1.1 tonnes. Although it has a travel width of 790mm the deck can be extended to 1.54 by 1.51 metres. The crane has two powered boom sections and two manual extensions giving a maximum capacity of 990kg at 1.02 metres or 150kg at a radius of 4.2 metres or hook height of 4.9 metres.

SELF-LEVELLING

An interesting variation of the mini tracked crane is the self-levelling Almac T-Crane 1060, the first pick & carry mini crane with AlmaCrawler's self-levelling system and available with either diesel power or a 300Ah Lithium battery pack. The main difference with the T-Crane is that it can be driven and used on slopes of up to 22 degrees - thanks to the dynamic self-levelling technology. Equipped with a standard remote control, the T-1060



The Almac T-Crane 1060 is the first pick & carry mini crane with AlmaCrawler's self-levelling system



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Octopus 21

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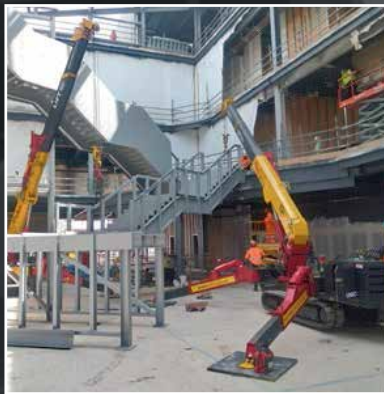
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can carry loads up to 990kg, has a 7.7 metre lift height and 6.1 metre maximum radius. The crane has a removable 1,000kg counterweight reducing its total weight to 2,850kg. Options include non-marking tracks, 220 volt/2.2kW electric pump and arctic lubricant for working in cold climates.

CHINESE ENTRANTS

KB Crane

One company that has been producing mini cranes since 2009 is KB Crane (Zhengzhou Kebu Technology Co) having acquired an existing manufacturing facility. Its current range of spider cranes includes one, three, five and eight tonne capacities and claims to be the country's leading spider crane manufacturer saying it already exports to Canada, the USA, UK, Russia, Australia, Brazil, UAE and Vietnam.

Largest in the range is the eight tonne KB8.0. Rated at 2.5 metres it has a 17.8 metre maximum lift height and can handle 450kg at 15.7 metres radius. Weighing 6.5 tonnes the crane has an overall width of 1.56 metres and is five metres long and 2.28 metres high. Power comes from a Yanmar diesel engine or 11kW three phase AC electric motor. Features include a torque limiter, overturn prevention system and one button levelling.



The KBZ3.0

KB's 2.95 tonne KB3.0 has a maximum lift height of 9.2 metres and can take 140kg to its maximum radius of 8.3 metres. It is 800mm wide 2.9 metres long and is 1.58 metres high.

An unusual variation on the theme is the KBL3.0 wheeled crane and KBZ3.0 forklift crane. Both use an industrial forklift chassis with open cab. The KBL crane has a telescopic boom/stabiliser 'attachment' instead of the fork arrangement, while the KBZ retains the forks at the front while the crane attachment replaces the counterweight.

The KLB3.0 can lift three tonnes on the forks and 2.8 tonnes at two metres on the four section telescopic boom. Maximum radius is 8.3 metres and a maximum lift height 9.2 metres. The lithium battery KBE3.0 model has a 9.1 metre maximum lift height and can reach eight metres radius.



The 2.95 tonne SPT 299

SPT

Founded in 2015 SPT offers spider and pick & carry cranes and has developed quickly moving into Australia in 2020 appointing Jones Equipment Sales as its dealer, and is gaining traction in parts of Europe and the Middle East, having started in Poland with dealer Lift24. Late last year it appointed German company Uplifter, previously the Maeda distributor, which has also set up a UK operation.

SPT spider cranes include the 2.95 tonne SPT 299 which has the option of a two or three section hydraulic jib providing a maximum 14.5 metres tip height. The SPT 299 is also available with battery power which is said to last a whole shift - depending on the application.

Moving up the range is the five tonne SPT 499 - again with the option of a hydraulic jib - and the 10 tonne SPT 1009 with jib. Smallest in the range is the two tonne SPT 199 which can handle 200kg at 5.9 metre radius.

XCMG

Another Chinese manufacturer that is dipping its toe in the spider crane market is XCMG with

XCMG's new spider crane - the 5.5 tonne ZQS125-5



The KB line up includes one, three, five and eight tonne capacity cranes



The five tonne SPT 499 has the option of a hydraulic jib



A KB spider crane with jib

Comparison of three tonne capacity spider cranes

Make/model	SPT 299	KB3.0	Unic URW-295	Maeda MC285-3	Jekko SPX328	Hoeflon C6e
Max capacity	2.95t@1.4m	2.95t@1.3m	2.95t@1.4m	2.85t@1.4m	2.8t@1m	3t@2.05m
Max main boom height/capacity	9.5m hook ht/800kg	9.2m hook ht/920kg	8.8m hook ht/550kg	8.7m hook ht/550kg	10.4m/850kg	11.5m/1075kg
Main boom max radius	8.83m/150kg	8.25m/150kg	8.41m/150kg	8.21m/150kg	8m/250kg	9.25m/510kg
Length	3,500mm	2,890mm	2,690mm	2,800mm	2,950mm	2,980mm
Width	900mm	800mm	600mm	750mm	730mm	770mm
Height	1,610mm	1,700mm	1,375mm	1,470mm	1,610mm	2,000mm
Outrigger spread	4.22 x 4.1m	4.04 x 4.03m	3.85 x 3.91m	4.72 x 3.99m	3.82 x 3.86m	4.4 x 4.4m
Power	Battery/diesel	Battery/diesel/petrol	Battery/LPG/Diesel/petrol	Battery/diesel	Battery	Battery
Weight	2,550kg	2,240-2600kg	1,850-2020kg	1960-2,160kg	2,300kg	2,120-2,850kg

SPIDER CRANES

its 5.5 tonne ZQS125-5. The 'ride on' crane has a five section boom with 360 degrees slew with a maximum lift height of 17.2 metres and a maximum radius of 16.7 metres. Overall weight is six tonnes, maximum travel speed is three kph and power is 36.8kW diesel.

MARKET LEADERS

Maeda and Unic remain the two dominant spider crane manufacturers with Jekko hot on their heels. Hoeflon is also making progress with new well-designed cranes including the very popular all-electric C6e.

Technology and innovation leader

There is no question which company is leading the race when it comes to innovation and product development - Italian producer Jekko. It currently builds three crane ranges - the SPX spider cranes, the larger JF spider cranes with articulated/ knuckle booms and the MPK mini pickers.

Its more recent introductions include the new SPX 328 spider crane which features all new controls, including a high resolution 10" touch screen system. The SPX 328 incorporates a new, more rounded design and features a 500kg capacity electric jib which Jekko claims is a world first. It has a 2.8 tonne maximum capacity and 12.8 metre maximum lift height and 10.4 metre radius with boom and jib. On the main boom it take 850kg out to 8.5 metres or 250kg at an eight metre radius. It is 730mm wide, 1,610mm high and has an overall length of just under three metres. The maximum outrigger foot print is 3.82 by 3.86 metres with variable set up to suit the space and job.

At the heart of the new model the 10" waterproof (IP66) touch screen with excellent graphics which includes the live load chart and stability area, video tutorial and crane assistant. The crane also features radio remote control with new software developed by Jekko and an innovative foldaway hook which is switchable between hook or

Jekko's recently launched 2.8 tonne SPX 328



The 10" waterproof touch screen on the new Jekko SPX 328



The Hoeflon 10 tonne lithium powered C30e

winch mode. An electric version is also available powered by LiFe-PO4, 210Ah lithium ion batteries. Other models include the five tonne electric powered SPX650 with deliveries starting early last year, the eight tonne, SPX1280 with a maximum 26.6 metre lift height with jib and two tonne pick and carry capability launched at the end of 2019 and the 3.2 tonne, 17.3 metre working height SPX532.

Hoeflon

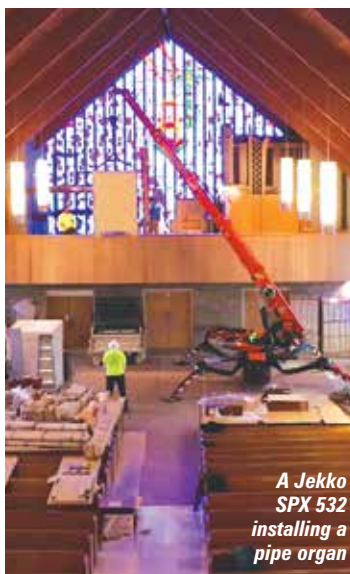
Like Jekko, Hoeflon has stepped up its market presence over the past few years - a combination of a wider product range and active dealers. It built its first mini crane in 2006 and has expanded slowly moving into larger premises last year. It currently has a range of five spider cranes from the 550kg capacity, remote control electric drive C1e to the 10 tonne lithium powered pick and carry C30e.

Its most popular model is the fully electric C6e, a three tonne capacity spider crane with a five section 9.5 metre main boom topped by a three section 4.3 metre telescopic luffing jib for a maximum radius of up to 14.4 metres. At this

radius it can handle 211kg while the jib can also luff around 15 degrees. Maximum tip height with the jib installed is 16.4 metres, at which it can handle 601kg. It also luffs down to the horizontal with the boom fully extended and can manage 400kg at a radius of 5.5 metres. The outriggers have numerous set up positions with stepless extension and automatic monitoring that provides a load chart to suit the actual configuration.

The C6e has an overall stowed width of 750mm but once on site the non-marking rubber tracks can extend to just over a metre wide for additional stability. The overall length is just over three metres, with a height of 1.77 metres. Total weight is 2,850kg with all options included, or 2,650kg for the standard machine meaning that it can be transported on a two axle equipment trailer

The C6e uses a LiFePO4 lithium phosphate battery pack which is said to be less heat sensitive and will not ignite or explode during charging or discharging. It offers the same advantages as lithium-ion in that it has a long lifespan and will withstand frequent discharges and recharging without losing performance but is said to be more



A Jekko SPX 532 installing a pipe organ



The three tonne C6e is Hoeflon's most popular model



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LIEBHERR

Tower Cranes

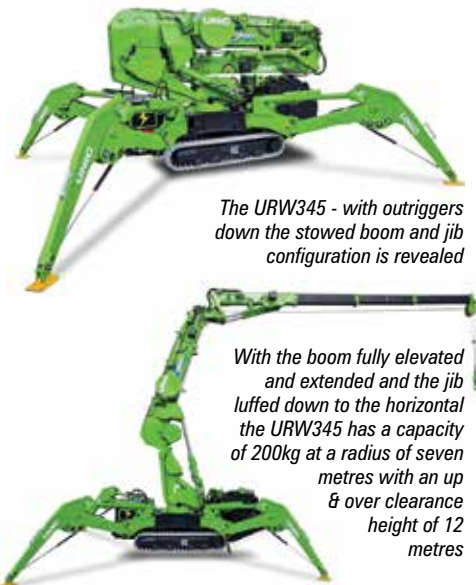
environmentally friendly as it does not contain toxic heavy metals. It will run at a 60 percent duty cycle pace for eight hours and can be recharged from empty to full in five hours on a standard AC outlet. It is also possible to operate the crane while it is plugged into the mains, allowing recharging at the same time as operating. The electric version also offers the same speeds and performance as the diesel model.

City Lifting in the UK has purchased several C6e cranes owner Trevor Jepson said: "The Hoeflon is a fantastic crane with lots of new ideas and features. The Japanese machines from Maeda and Unic are really good, but they have not changed much in 10 years or more in terms of new features. The Hoeflon does everything you want a crane like this to do and more. Everything is fixed on the machine, so no need going around the site looking for parts or auxiliary equipment, nothing gets left behind. It is also very easy and nice to drive with fantastic remote controls with full read out that Hoeflon make themselves."

Unic and Maeda

Unic and Maeda have also been busy developing new models in an effort to maintain their lead over the growing number of manufacturers in the sector.

Unic's European master distributor GGR unveiled a spider crane with a difference at Bauma - the 3.2 tonne capacity URW345, or 'Pop Up' crane as it is being called. Its 3.2 tonne maximum capacity is available at a radius of up to 2.2 metres and a lift height of around five metres. The key difference of this crane is the rising boom pivot point which enables the entire length of the chassis to be used for base boom stowage. The riser then elevates almost vertically, raising the boom pivot point to a height of more than two metres, while moving it forward towards the centre of the chassis.



The URW345 - with outriggers down the stowed boom and jib configuration is revealed

With the boom fully elevated and extended and the jib luffed down to the horizontal the URW345 has a capacity of 200kg at a radius of seven metres with an up & over clearance height of 12 metres

The five section 10.1 metre telescopic boom is topped by a 5.74 metre four section telescopic luffing jib. Maximum radius is just less than 16 metres with boom and jib horizontal, while the maximum tip height is almost 18 metres at which it has a capacity of 400kg. With the boom fully elevated and extended and the jib luffed down to the horizontal the crane has a capacity of 200kg at a radius of seven metres with an up & over



A Unic URW376 from Lift Mini Cranes

clearance height of 12 metres. The outriggers have multiple settings to suit the space available. The crane's overall width when stowed is 790mm, extending to 1.1 metres for extra stability while travelling. The overall length is 3.13 metres, while being just under two metres high. Total weight is 3.67 tonnes. Power is via a 159 Ah lithium ion battery pack, while the crane can also operate while plugged into a 230 volt mains outlet. Radio remote controls are standard, as is a full load moment indicator with colour high resolution screen.

Maeda

Maeda's latest offering is the electric powered 2.98 tonne MC305CB-3 spider crane which distributor Kranlyft thinks is a gamechanger. Joining the electric powered MC285C-3 launched last year, the MC305CB-3 features a five section main boom which can handle 790kg at height of 12.5 metres and 260kg at its maximum radius of 12.16 metres. Power comes from 55 Volt 180Ah lithium-ion battery pack providing up to 14 hours lifting operations. It can be fully charged in 4.5 hours, or to 80 percent in three hours. White non marking tracks come as standard with black



Kranlyft thinks the Maeda electric powered 2.98 tonne MC305CB-3 is a gamechanger

optional. It can also be ordered with radio remote controls, a single fall hook as well as 850kg and 1,500kg searcher hooks. The crane has an overall length of 4.19 metres, a height of 1.68 and a width of 1.28 metres. It also offers multiple outrigger positions with a maximum outrigger footprint of 4.8 by 4.5 metres.

ARTICULATED SPIDER CRANES

One growing area not covered is the tracked articulated cranes from manufacturers such as Palfinger, Jekko/Fassi and BG Lift. These are a combination of tracked chassis and articulated loader cranes. First seen about five years ago they are slowly gaining traction in the market due to larger lift capacities and much more reach and lift height than spider and mini cranes. More on these in a future feature. ■



An older Maeda pick and carry LC785



A Hoeflon C30 from Hoogwerkt



A typical spider crane application



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The new AC 5.250-2 combines an enormous reach with large lifting capacities that are up to 30 percent higher than previous best values in this class. That makes it the perfect choice for erecting tower cranes and for construction projects of all types.

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ROBOT WARS

In the fight to improve a building's thermal efficiency, windows have always been a primary challenge. Stricter regulations across Europe have given momentum towards wider spaced double glazing and triple glazing, both of which means heavier and more awkward to install windows and glazing panels. The use of structural glass in both residential and commercial buildings also adds to the issue, as does tougher manual handling rules. As a result, window and glazing installation is increasingly becoming a job for highly skilled people working with innovative glass handling equipment.

In recent years the spider crane has become a widely used piece of kit for glaziers. As a result, they are now available with a wide array of vacuum lifting attachments, searcher hooks or cantilever beams. And unlike the specifically designed glazing robots are widely available from a range of rental companies. However glazing robots are also finding a wider market, with manufactures adding new models at quite a pace.

WOOD VALVE GRINDER

The first vacuum lifters for glazing began to arrive in the early 1960s with companies such as Woods Powr Grip in Montana pioneering the equipment. Howard Wood opened Wood's Auto Electric repair shop in 1947 and after years of struggling to hold small engine valves during the lapping process he designed and built a tool that used a suction cup with small vacuum pump mounted on a wooden handle, that quickly latched onto the flat surface of an engine valve and held it firm.

His 'Woods Powr Grip' took off and a glazier friend suggested he developed a vacuum cup for glass handling. The resulting product incorporated a red-line vacuum indicator on the pump that warned the user if vacuum loss occurred, a check valve retained the vacuum while pressure was restored without breaking the cup's grip.

Wood began mass producing vacuum cups for glass handling in 1963 and was granted a patent for his design in March 1966. The cups were first introduced to the American market by traveling salesmen but as popularity grew, they appeared in national and international glass handling equipment catalogues.

In the late 60s, he developed and patented a battery powered, sealed foam vacuum lifter for use with cranes capable of handling loads up to 270kg. Howard Wood died in 1983, at the age of 73 and the company is now managed by a third generation.

FIRST IN THE UK

Although cranes equipped with vacuum lifters have been one of the most reliable methods for lifting and placing large glass panels, they cannot resolve all of the challenges glaziers face, especially when it comes to tight and hard to reach areas. This is where the purpose designed compact glazing robot is invaluable.

KEY ADVANTAGES

Glazing Robots can often lift and install glass more easily and quicker than the alternatives, while some, such as the Oscar Glazing Robots are very light and compact - the smallest weighing as little as 550kg without counterweight - allowing them to squeeze into tight spaces and install glazing with lower ground bearing capacity.



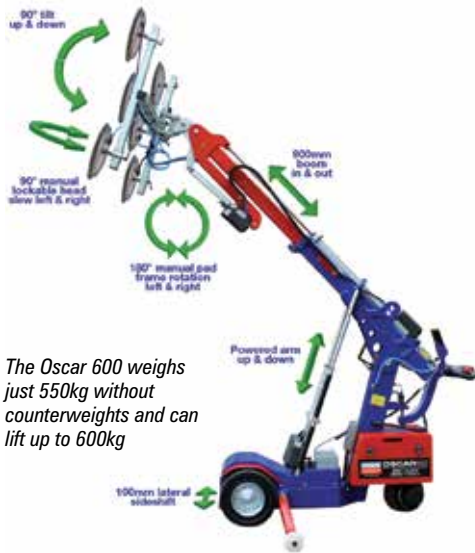
The prototype Woods vacuum cup



A modern Woods Powr Grip MRT4 vacuum lifter

Wheeled stabilisers allow the robots to lift more while remaining compact and help reduce the risk of toppling over sideways on an imperfect surface or from a swinging load. An adjustable glazing head frame also allows it to fit the size of the glazing to be lifted.

Radio remote controllers are pretty much standard, while a side shift function which allows the glass panel or window to be 'shuffled' into place without repositioning the robot. The frame can also tilt, rotate and slew.



The Oscar 600 weighs just 550kg without counterweights and can lift up to 600kg

ICE RINK REPAIR

One example of using a glazing robot resulted from an incident during an ice hockey game at the Odense Sports Arena in Denmark. A puck smashed through the Lexan safety panel behind the goal. In the past it would take two people 10 minutes to replace it. But new regulations from the Danish Ice Hockey Federation have more than doubled the size and weight of the panels to more than 100kg making manual installation more challenging. In this incident the game was delayed 80 minutes while staff sourced a small lift and the help of five employees.

The arena then purchased a Smartlift SL280 to carry out the panel installation. It has special ice tyres so that it can travel across the ice carrying the safety panels. Because the ice at the rink is normally between minus five and minus eight degrees Celsius the suction pads have been designed to work in freezing temperatures retaining suction capacity down to minus 30 degrees.



The Smartlift SL280 carrying a Lexan safety panel across the ice

"On the ice rink there is plenty of space but away from the ice it is limited with many narrow passageways and tight corners so it is important to have a machine that we can manoeuvre everywhere," said technical service manager Morten Nielsen.

The Smartlift's side shift is also invaluable when installing the heavy safety windows which are fitted into 5mm wide rail, the side shift feature and precise controls makes the installation an easy process. The SL280 has allowed the larger heavier panels to once again be installed in just 10 minutes by two employees.

BOOM ALTERNATIVES

The growth in glass handling equipment has



Dingli's 1,500kg glass lifting head mounted on its 86ft/26 metre BT2615ERTGS all electric boom lift

seen the introduction of many interesting and innovative products including Chinese aerial lift manufacturer Dingli's 1,500kg glass lifting head for its 86ft/26 metre BT2615ERTGS all electric boom lift.

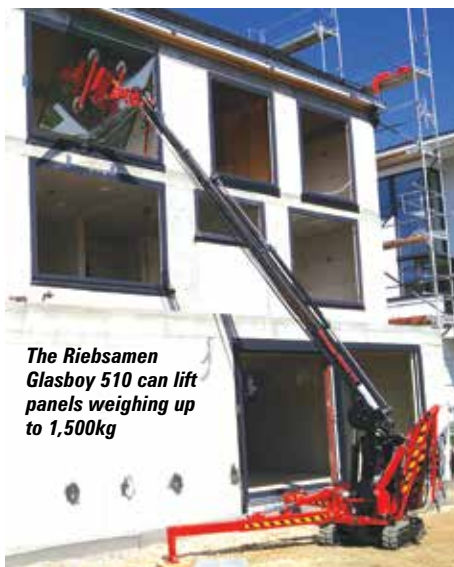
The vacuum head is made up of eight autonomous vacuum pads which do not require tubes from a central pump. The modular design is based on a product the company launched in 2020 which has been extended from 500kg to 1,200kg and now 1,500kg.

The aerial work platform base - identical to the four wheel drive boom lift version - is equipped with an 80 volt 520Ah high capacity lithium battery pack with quick charge capability of 1.5 hours. The boom lift can take 1,500kg to its maximum lifting height of just over 26 metres. The glass handling head can rotate 360 degrees, tilt forward 30 degrees and back 90 degrees and articulate 160 degrees for precise placement of panels - all of which is operated from a wireless radio remote controller.

The machine has proved itself on several large projects, lifting and installing an average of 13 very large glass panels in a typical working day, with a maximum of 16 panels having been achieved on one project.

GLASBOY 510

The Glasboy 510 from Riebsamen is a tracked spider with a three dimensional suction head



The Riebsamen Glasboy 510 can lift panels weighing up to 1,500kg

that can be used for placing glass panels up to 1,500kg. The tracked unit can also pick and carry the panels weighing up to 600kg using its side mounted vacuum lifter. Overall weight with 200kg suction head is 2,650kg. Maximum horizontal reach is 7.55 metres with 410kg and it can raise 1,500kg to a height of 7.1 metres.

According to Riebsamen the Glasboy 510 is the best of both worlds. "Thanks to the option of the specially developed side vacuum, glass panels up to 600kg can be safely transported. Meanwhile panels of up to 1,000kg can be lifted to a height of up to 11 metres."



The Glasboy 510 can transport panels up to 600kg

UPLIFTER DOOR INSTALLER

Uplifter has recently added the new UPT400 - a lightweight handler aimed at installing large and heavy doors such as fire and sound proof doors. Weighing 425kg it has a lift capacity of 400kg, lateral swivelling of the vacuum head and a shelf above the wheels for the door. The unit also features a manual side shift for maximum flexibility reducing manoeuvring. Stone, tiles or wood can also be safely lifted. ■



The Uplifter UPT400

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The Libro 3000 Overhang Beam, Corner Lifter, and two DSZ2 Glass Vacuum Lifters at art'otel

OVERHANG BEAM AT ART'OTEL

When UK glass handling specialist GGR was presented with the challenge of installing large curving glass panels and artistic corner glazing on the new art'otel hotel, on the Battersea Power Station redevelopment it developed a custom solution using standard products.

The unusual design of the hotel includes a curved glass structure that snakes along the new promenade. From the beginning of the project, the installation of the artistic corner glazing was clearly going to require specialist tools and a tailored lifting solution.

With the two panes of corner glass at almost 90 degrees and weighing 1,200kg, the installation was made more difficult by the existing overhanging floor slab right above the glass façade. The corner units required tools capable of not only lifting the weight of the glass and coping with the awkward shape as well as tackling the issue of being having to install the glass from above using the site's tower crane. GGR supplied a tailored solution specifying a Libro 3000 Overhang Beam with Corner Lifter and two DSZ2 Glass Vacuum Lifters.

The 3,000kg capacity Libro 3000 has a capacity of 2,200kg on the optional Corner Lifter attachment. Although isn't the largest overhang beam in the company's range it offers the ability to fit under the deepest overhangs when combined with the Corner Lifter attachment. The two DSZ2's

provided a combined lifting power of 1,500kg and supported the glass from either side.

The unit is powered by a 24 volt rechargeable battery which drives the counterweight rack and pinion saddle, which moves along the steel beam to balance the load under the hook. Operated by a radio remote controller it also offers the user the ability to limit the saddle travel by using a moveable cut-off switch, and it has its own transport stand that can be left attached or removed to save weight. The overhang beam can also be adjusted from the remote controls if needed.

The combination gave the customer the reach and angles needed for the installation, with up to a 4.1 metre overhang capability and up to 90 degree angles. The combination of the installation tools and glass was close to the maximum lifting capacity of the tower crane being used. Any other solution may have required a larger crane adding to the cost of the contract. The close proximity of the hotel to an active rail track added an additional complication, preventing the customer from freely choosing any larger lifting solution.



preparing for the lift



The overhanging floor slab complicated the installation

The 164 room art'otel - complete with gym, spa and rooftop pool, in house gallery and high class restaurant - is within the Grade II listed power station building which closed down almost 40 years ago. ■

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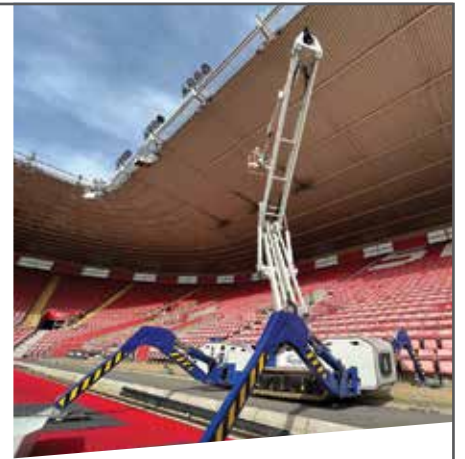
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MASTCLIMBERS NOT YET THE TOOL OF CHOICE

In any multi storey development the use of material and passenger hoists is a given. However, choosing a mastclimber over other forms of access including the more traditional façade scaffold, is more of an issue. On the surface it appears that in the majority of countries most contractors go unthinkingly with scaffold. Why this is the case is something of a mystery. One has to assume that they have yet to be convinced of the benefits.

On many jobs mastclimbers can save both time and money, while also improving safety. While many contractors have yet to be persuaded, the concept is definitely growing in popularity. An example of this could be seen at the GIS show in Piacenza, Italy this month, where two new manufacturers, Altek and Gamaplac, both from Southern Italy, showed their new products. They hope to challenge the existing manufacturers and help expand the overall market.

ALTEK

Altek was formed 18 months ago by design engineer Giuseppe Nappo - who spent much of his career with GCSrL Peiner System, originally the Italian licensee of Peiner tower cranes which now makes its own range of cranes - and rental industry veteran Rossano Ricciardi.

Keen to establish a new family business, Nappo teamed up with Ricciardi to find a potential market where they thought they could bring something to the party and decided that mastclimbers and hoists fitted that bill, allowing them to leverage their tower crane knowledge and experience. Nappo's son Geremia has also joined the business.

For their first product they kicked off with the Sistema G-32 mastclimber, employing a fully modular approach. The G-32 can be assembled as a single mast unit with 1,560kg platform capacity

and platform length of up to 10 metres. It is built from 1.5 metre long by 1.2 metre wide platform modular elements with a one metre long platform mast section. In two mast configuration platform lengths of up to 32 metres can be achieved with a platform capacity of 3,250kg. The maximum unanchored platform height is six and nine metres respectively. When anchored/tied in at every nine metres for the single mast and every 12 metres for dual mast, the maximum height is 100 metres for both configurations.

Lift speeds are 12 metres a minute, but the aspect of which the two founders are most proud is their Smart Control 4.0 feature, an automated computerised system that allows fault finding



The Nappos - Geremia and father Giuseppe



An Altek SK1000A hoist



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ALIMAK CONSTRUCTION HOISTS AND MAST CLIMBING WORK PLATFORMS

The Alimak Scando range of construction hoists are available in a variety of sizes and speeds to meet the need of every construction project. Offering a vast choice of loading capacities and configurations, the Scando range of products is designed for the efficient transportation of passengers and materials.

The Alimak MC 650 mast climbing work platform boasts up to 41.8m in length and payload capacities of 2,230kg - 7,240kg, offering a high-quality vertical access solution for heavy applications. For additional flexibility, it uses the same mast as Alimak's 650 construction hoists.

and remote management of all aspects of the machine. The system - which is connected to the electrical control panel - communicates a wide array of information via an onboard display screen which includes all of the platform operating information along with any ongoing faults.



Altek's Smart Control

The automated fault diagnostics flags any errors or damage to both the operator and any nominated remote computers, smartphones or tablets. Smart Control 4.0 can also provide full reports, which include information such as the hours worked and conditions of machine usage such as loadings and travel distances etc helping with planned preventive maintenance programmes.

The first unit was delivered in May 2022 and the company has now also introduced a range of three passenger hoists, with 500kg, 1,000kg and 1,500kg capacities respectively.

The 500kg SK500A has a standard car of 1.0 x 1.5 metres, with a 1.33 x 1.5 metre option which

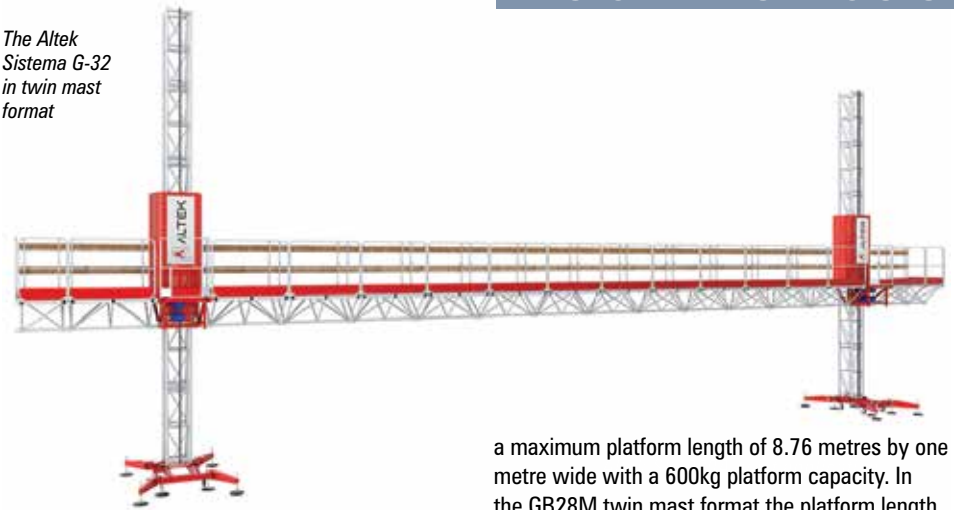


The top of the line SK1500A

is standard on the 1,000kg SK1000A which has an optional car of 1.2 x 2.2 metres. Both employ a compact triangular section mast profile, feature lift speeds of 12 metres per minute and can be built to a maximum height of 120 metres. The top of the line SK1500A uses the square section G-32

mast and features the same car options, lift speed and build height as the SK1000A. The first SK hoist was delivered in December.

The Altek Sistema G-32 in twin mast format



"I met an authoritative veteran of building lifting like Rossano Ricciardi, and the idea of the G-32 with Smart Control 4.0 system took off," says Nappo. "We had planned to create a self-contained system or platform certified according to the technical characteristics of Industry 4.0 for all manufacturers to use, but nobody wanted to follow us on this road. We were constantly told that a mastclimber could never operate to the standards of Industry 4.0 so we decided to do it ourselves."

The outcome is Altek, which has got off to a far better start than the two founders ever imagined. The company has a production unit in Campania, Southern Italy, south west of Naples and Salerno.

"Research and development is in our DNA," says Nappo. "We felt that there was a need to create a product that not only works well and meets all the demands of complex construction projects, but is also production friendly, and easy for us to be able to follow it with the best service, parts supply and maintenance. With 18 months in business behind us we are more convinced than ever that we have achieved that."

GAMAPLAC

Gamaplac is another newcomer to the sector. Based in Bari, southern Italy the company is owned by Giovanni Mastrogiacomo and Cosimo Garofalo who has more than 20 years' experience in the rental industry with Alta Edilizia.

The company is concentrating on producing rack and pinion mastclimbers and hoists. Its first two products include the Golden Bridge mastclimber which can be built in single or twin mast configurations. The single mast GB28B has

a maximum platform length of 8.76 metres by one metre wide with a 600kg platform capacity. In the GB28M twin mast format the platform length can be built to a length of 28.4 metres by one metre wide, although it is possible to build with a two metre width for shorter lengths. Maximum capacity is 1,000kg and the maximum build height when anchored at six metre intervals, is 120 metres. Lift speeds are 12 metres a minute.

The first hoist is the Lift Up 1000 material and personnel lift available in two variations - the 230V with a 1.15 x 1.4 metre platform and 1,000kg capacity, and the 400V with 1.15 x 1.9 metre car with a reduced 800kg capacity. Maximum lift height is 100 metres with seven metres between anchor points, with a 12 metre a minute lift speed. Both mast climber and hoist use a triangular mast profile. ■

Gamaplac's Lift Up 1000 hoist



P40 SUCCESS

One of the most successful mastclimbers in the world is the SAEClimber P40 - a model which features in the first phase of Sheffield's £300 million West Bar project (see page 36). According to SAEClimber it is the unit's versatility of the P40 that has attracted buyers in the UK, Italy, France and the USA.



The unit can be used in single, twin or triple mast configuration up to 60 metres long, inclined for cooling tower renovations, and in a multi mast scenario when working on circular structures such as demolishing a chimney. It can also have two platforms on the masts allowing more effective working.





ZERO EMISSION HOISTS, CRANES AND MASTCLIMBERS

The pressure to reduce the impact of construction equipment on the environment is beginning to promote new technology, that is not only cleaner and quiet but can also save money. Mark Darwin visited the largest private construction project in Sheffield, UK, to find out more.

The first phase of Sheffield's £300 million West Bar project is being managed by contractor Bowmer + Kirkland which is using a new method to power the entire site including the equipment with the highest electricity usage - four hoists, 40 mastclimbers and two tower cranes.

The power comes through three shipping container size 'battery energy storage systems' from AMPD Energy - each weighing more than seven tonnes. There is currently no mains power to the project, and it will not be installed until after the buildings have been completed. If the initial results are indicative of the savings, this method of powering job sites could prove to be one of the biggest game changers in construction in modern times.

West Bar will provide 93,000 square metres of mixed use space. This includes 47,000 square metres of new Grade A workspace, residential apartments, new high quality public areas and multi storey car parking, along with new retail and leisure space. It also will provide much needed new housing, all supporting up to 8,000 new jobs.

The development's client is Urbo (West Bar), a joint venture between Urbo Regeneration and

Pevel Securities - the development arm of Bowmer + Kirkland. The project is now more than a year in, and construction is well underway on the curved steel frame of the first 15 storey 9,000 square metre office building - No 1 West Bar - which is expected to be completed by next June. Construction is also well underway for the two residential blocks called Soho Yard to provide 368 build to rent apartments, this is where the mastclimbers and hoists are located. A second 19 storey 9,000 square metre office building will also be delivered together with a new 450 space multi storey car park with around 300 cycle storage spaces and electric car charging points.

Phase One will integrate with the remainder of the development which includes offices, car parking, cafes and further residential properties along with extensive public open space.

Proposals have also been developed to transform and 'green' the whole West Bar neighbourhood. Wildflowers, bulbs, grasses and trees have already been planted as part of the £3.6 million 'Grey to Green scheme', which includes downgrading highways in the immediate area, while improving pedestrian and cycle routes in a bid to make the whole area more attractive to



Senior site manager Charlie Falkingham (L) with assistant crane manager Tom Carter on site with the AMPD Energy battery energy storage systems

residents, those working there and investors. All of which fits perfectly with Bowmer + Kirkland's new zero emission battery system.

"We believe that we are the first contractor to use battery energy to power most of the equipment on a site," says B+K project manager Jonathan Gisbourne. "This is the biggest change to the way construction is carried out in the last 50 years."

The project Initially used Punch Flybrid (flywheel aided) generators however, Dave Shooter, the

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MASTCLIMBERS & HOISTS

group's crane manager, was keen to push for even more power and CO2 savings and was brave enough to trial AMPD Energy's battery energy storage system. Although new to Europe, they have been proven in places with electricity supply issues such as Hong Kong.

The batteries were installed in February this year and in the first two weeks of operation cut CO2 emissions by 27 tonnes.

Last year C&A covered B+K's adoption of the Punch Flybrid system and the huge savings it made in powering its tower cranes. However, the development and availability of the AMPD battery storage system provided an opportunity to go even further and much sooner than expected.

"Our crane department has worked tirelessly with specific suppliers and site teams to change attitudes, guaranteeing that we are at the forefront of adopting sustainable power for tower cranes, mastclimbers and hoists," says Shooter. "On average we run around 20 tower cranes and 200 mastclimbers on our sites at any one time - all of which were powered by big diesel generators. The impact of using the latest technology is illustrated by the fact that from January to July this year, we saved 450 tonnes of carbon and 172,000 litres of fuel from the Flybrid product alone!"

"Working with the equipment supplier Select, we wanted to investigate the possibility to use battery power on site and as a result are probably the first company to power two tower cranes from one battery unit on a trickle charge using a mains grid connection - this saved 98 tonnes of CO2 in just three months."



The control panel on the AMPD Energy battery storage system



The site uses four Alimak Scando 650 hoists

"That pilot scheme was so successful that we decided to use the battery set up on the West Bar site, but here we are powering the tower crane, mastclimbers, hoists and temporary site supply two buildings via only two batteries on trickle charge saving 27 tonnes of CO2 in the first two weeks of operation. The third battery powers the site offices. We are now looking into using solar panels to trickle charge the batteries - a five 3.2kW panel 16kW set up - reducing carbon emissions even further. With about 10 hours of sunlight, we could turn the generator off for an additional seven hours a week.

On the lookout for further savings the team is also trying to utilise the hot air that is pumped out of the battery packs by their air conditioning system.

"We have thought of ducting the battery's hot expelled air into the site's three drying rooms which would save the 12kW currently used to power the three areas. This is a double saving because it lowers the load on the battery as the rooms are constantly on through the winter and therefore reduces the amount the battery needs to be charged."

"It should be remembered that there is no main

electricity power at all on the site, even the commissioning will be done using battery power. It is now possible to run the buildings at night on battery power only - they would also cover for any power outages or issues. On new sites we are more than happy if we can get a 40 amp supply which means the battery system can charge at 20 amps all day long."

EQUIPMENT

The site currently has four Alimak Scando 650 hoists, 40 SAE P40 mastclimbers and two Wolff tower cranes - a Wolff 166 hydraulic luffer and a Wolff 180 rope luffer. Surprisingly the biggest draw on electricity are the four hoists. The SAE mastclimbers are already doing their bit to reduce power consumption having been designed to require two amps less power per unit at start up. The site has 40 mastclimbers - a mix of singles and twins with around 60 drive units between them. But why so many?

"The project specifies brick/masonry slip cladding," says Gisbourne. "Had it been traditional masonry it would have been constructed using tube and fitting scaffolding, but to meet the budget the brick slip system was chosen. Mastclimbers are the best access method for

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A total of 40 mastclimbers - a combination of singles and twins - are used on the site



installing these as the platforms are at the correct level for installing the cladding on each elevation.”

“All the site equipment used - mastclimbers, cranes and hoists - is rented, B+K has no plant to own its own having sold all its equipment years ago. Mastclimbers are rented from a variety of suppliers including Lyndon SGB - part of BrandSafway - BFT Mastclimber and Apollo Cradles - so as not to be overly reliant on one supplier and it also adds a bit of competition.”

“Most of the mastclimbers on the site are new, through a supply agreement with Lyndon SGB which provides the SAEclimber P40 machines,” said Shooter. “They were chosen due to requiring less electricity on startup. Saving two amps on 60 drive units saves a fair amount of electricity.”

The P40 uses a square mast but is lightweight, while remaining very stable in single mast format and being quick to erect and easy to use. The single mast has a maximum anchored height of 200 metres, a maximum platform length of 12 metres and a 1,600kg platform capacity. The twin mast has the same anchored height but a maximum platform length of 32.1 metres with a 4,000kg capacity. Elevation speed for both is either six or 10 metres per minute.

The four Scando Alimak 650 FC 32 passenger hoists are supplied by Reco Hoist. The base is fully enclosed with swing type landing doors for safe access and egress to the floor levels. The 650 FC 32 has a maximum capacity of 2,400kg and a lift speed of 42 metres a minute. The internal dimension of the car is 1.5 metres deep, 3.2 metres wide and 2.3 metres with a 1.49 metre wide entry door. Power consumption is 39kVA.

“On tower cranes we looked at the power

consumption of the three main fleets of cranes we use - Terex from Select, Wolff cranes from HTC/Wolffkran and Jaso from Falcon - and we can tell which crane is the most electrically efficient by the size of generator it needs. We then look to put a Flybrid to reduce the size of the generator even further. While some cranes are more power hungry than others, they may be cheaper to rent. However, when the cost of fuel is added by using and renting a bigger generator it may work out to be more expensive. We have been doing these calculations at tender stage for many years.”

In order to change attitudes and habits, the B+K crane team organised a number of pilot trials of the Flybrid and the battery technology, involving all parties to demonstrate reliability and ability to reduce fuel consumption and cut emissions. To support this, the team formulated a self-populating carbon spreadsheet and included all combinations of lifting equipment to demonstrate to site managers the savings. It proved to be instrumental in persuading them to adopt the new technology. Equipment was then tested to its operating limits, made possible by the technical experience and dedication of the company’s crane team to drive innovation.

Flybrid and battery technology is now a standardised offering across Bowmer + Kirkland sites and its project managers are on board with this technological innovation. Using sustainable energy systems to power equipment across the UK the company has saved 1,270 tonnes of carbon and 488,000 litres of fuel.

B+ K director Matthew Cruttenden said: As the company strives for our ‘zeroby40’ target, our group crane team has been instrumental in changing attitudes and increasing awareness



and understanding of the sustainable energy sources available. Our operational staff now understand the possibilities open to us to protect the environment, reduce our emissions and save money. Our development and collaboration with specialist suppliers has revolutionised the way we power our sites - who would have thought we could power an entire site with a couple of battery units on trickle charge?” ■

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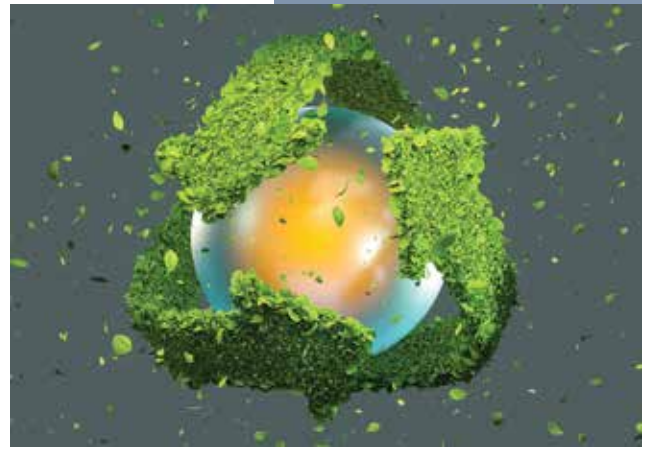
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THE GROWING DEMAND FOR SUSTAINABILITY

Put simply, sustainability is the ability to maintain or support a process continuously over time, in other words preventing the depletion of natural or physical resources. If a product or activity is sustainable it can be reused, recycled or repeated in some way because it has not exhausted all the resources or energy required to create it.

Sustainable construction involves using renewable and recyclable materials on building projects, while reducing or eliminating energy consumption and waste of any kind. The primary goal is to decrease the industry's impact on the environment and the world's finite resources.

However, the construction industry, by its very nature, is one of the main consumers of minerals and natural resources, responsible for approximately 50 percent of the worldwide consumption of raw materials. It is also a significant waste producer. As a result, the pressure on construction companies to reduce their environmental impact is growing, largely from their clients who want to be at least seen to be 'doing their bit'. There is still plenty of 'low hanging fruit' such as changing outdated construction practices and employing more efficient equipment.

SUSTAINABILITY IN THE LIFTING SECTOR

Sustainability in the lifting equipment sector has taken a while but is now a discipline in its own right with an increasing number of companies even appointing sustainability directors. Cargotec - the parent company of Hiab and Kalmar - was one of the first appointing Päivi Koivisto as its first

vice president of sustainability at the end of 2019. Plenty of companies, such as United Rentals in the USA, are also including the subject in the remit of a senior executive, such as vice president of health & safety, environment and sustainability.

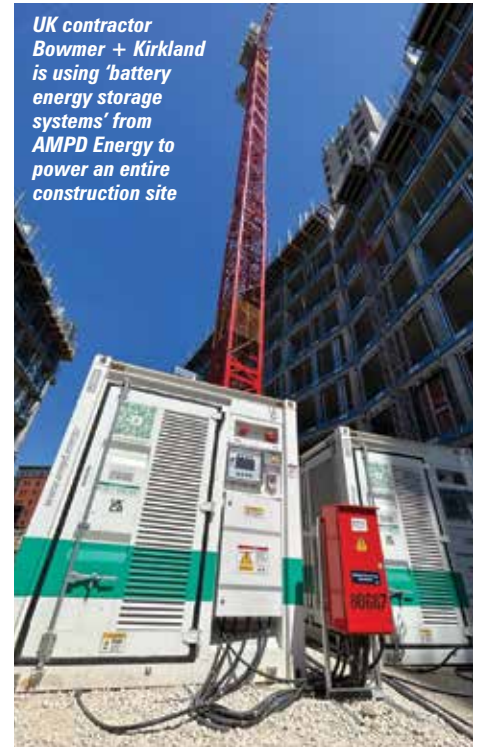
The growing importance of sustainability is also creeping into finance. A prime example of this is Dutch international access and telehandler rental group Rival which in July agreed a €300 million revolving credit facility with an interest rate dependent on its year on year improvement in its sustainability performance.

The indicators are linked to Rival's key elements in its 'Sustainability 2025' strategy, which includes increasing the number of sustainable products, reducing solid waste, increasing the company's Ecovadis score from Silver to Platinum level and reducing its overall carbon footprint.

SITE BATTERY POWER

The feature on mastclimbers and hoists on page 36 shows how UK contractor Bowmer + Kirkland is using three 'battery energy storage systems' from AMPD Energy to power, not just the tower cranes, hoists and mastclimbers but an entire construction site. The company has also used Punch Flybrid flywheel technology to halve the size of generators, slashing its fuel usage and emissions. In the past 12 months alone, it claims

UK contractor Bowmer + Kirkland is using 'battery energy storage systems' from AMPD Energy to power an entire construction site



to have reduced its carbon output by 1,270 tonnes and saved 488,000 litres of fuel, all of which has saved it hundreds of thousands of pounds. And it is still early days with many more sites to convert and initiatives to implement. The advantage it will gain over more sluggish competitors is incalculable.

According to the European Parliament E-waste (electronic and electrical waste) - which includes everything from old washing machines to computers - is one of the fastest growing waste streams with less than 40 percent being recycled. This is in danger of becoming an obstacle to reducing its ecological footprint.

Last November members of the European Parliament called for new measures to promote a culture of repair and reuse and support second hand businesses and local repairers by making it easier and cheaper for consumers to have products repaired.

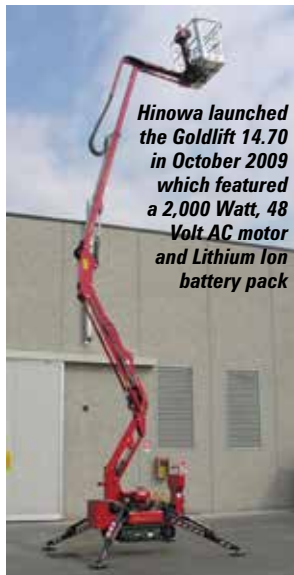
In our industry manufacturers of electronic equipment such as radio remote controls which are now used on a majority of new equipment, are continually developing and improving their products, but the downside is that it can obsolete equipment that might otherwise still have a useful life. Several radio remote control manufacturers are now offering software and other updates to older controllers in an effort to extend their working life, rather than throwing away when they malfunction or appear obsolete. Some parts suppliers have of course been offering service exchange programmes for items such as joysticks for many years, however the faster pace of development and 'unrepairability' can make this more difficult.

LIFTING EQUIPMENT REDUCES EMISSIONS

Construction equipment has been getting cleaner, initially to meet ever more stringent engine emission regulations which has seen a 95 percent reduction in the emission of particulates and other noxious gases from diesel engines since the Stage I regulations came into force in 1999.

At times the changing engine emission standards have caused havoc for equipment manufacturers with most having to redesign chassis and engine compartments to accommodate bulkier and heavier engines which included emission reducing 'add-ons'. The regulations have provided an incentive to seek alternatives for equipment previously considered too power hungry to switch to battery power, while the emerging lithium technology was seen as too expensive.

Italian spider lift manufacturer Hinowa was the first to introduce Lithium Ion battery power as far back as 2009 when it launched the Goldlift 14.70 with a 2,000 Watt, 48 Volt AC motor and Lithium Ion battery pack. It pioneered the technology and in the 14 years since has seen few, if any replacements. Today almost



Hinowa launched the Goldlift 14.70 in October 2009 which featured a 2,000 Watt, 48 Volt AC motor and Lithium Ion battery pack

every aerial lift manufacturer has lithium battery powered equipment in their range and while small scissors have always been battery powered, Lithium technology has made it more practical for battery power to be applied on larger scissor and boom lifts.

When it comes to larger and heavier equipment especially machines that travel on the road such as van and truck mounted lifts and mobile cranes, it can be far more challenging, often leading more to a hybrid approach. However companies including Palfinger, Sogage, Klubb, Multitel and Versalift all now have all-electric vehicle mounted lifts although the price of the chassis can be discouraging. These will be covered in a future issue.

JCB has taken the view that battery power is unfeasible to power larger equipment, especially those involved with cycle work, as the size of batteries would be far too big and heavy to include in the design. Perhaps because of its diesel engines - it manufactured 80,000 engines in 2018 and has expanded since then - it has chosen to develop hydrogen engines and recently unveiled a hydrogen powered telehandler, although the debate then moves to what type of Hydrogen? Green, Blue, Grey hydrogen or even Turquoise. More on this later.



JCB has taken the view that battery power is unfeasible to power larger equipment

RENEWABLE DIESEL

There have been several efforts to find an alternative for diesel particularly with stricter regulations being introduced. HVO - Hydrotreated Vegetable Oil - is one alternative increasingly



Alternatives to diesel such as Renewable Diesel is needed because of increasingly strict regulations

used in cranes and delivery trucks. Possibly the most recent is Renewable Diesel which has a very similar chemical and structural composition to petroleum diesel, though it is made from fats and oils such as animal waste fats, wasted fish products, used cooking oil, vegetable oil residues which is fully sustainable or tall oil pitch - made from tree resin - crude palm oil and rapeseed oil which is grown for the purpose and may well generate additional emissions and chemical usage, while possibly leading to more deforestation. However, what sets renewable diesel apart from counterparts such as petroleum diesel and biodiesel is its higher energy density said to be in the region of five percent.

These alternatives to diesel are being sought because of the increasingly strict regulations being introduced such as one introduced last November and coming into force this January.

The California Air Resources Board (CARB) approved amendments to its off-road regulation aimed at further reductions in emissions. In amending the In Use Off-Road Diesel Fuelled Fleets Regulation (Off-Road Regulation), CARB requires fleets to phase out the use of the oldest and highest polluting off-road diesel powered vehicles in California, prohibit the addition of high emitting vehicles to a fleet and require the use of R99 or R100 renewable diesel in off-road diesel vehicles, coming into force at the start of October its requirements begin to phase in from the start of 2024. It claims that the programme will yield more than \$5 billion in health benefits over the next 14 years.

With regulations such as this coming into play consumption of renewable diesel is likely to rise significantly. According to the U.S. Energy Information Administration, U.S. renewable diesel production is expected to more than double over the next two years to meet the growing demand.

ELECTRIC CRANES

Dutch mobile self-erecting tower crane manufacturer Spierings introduced its first all-electric crane - rather than a hybrid - in 2010 when it announced its 'all electric' City Boy crane. However, it would take the company a further seven years to perfect the system before a production version arrived - the three axle, seven tonne capacity SK487-AT3. It was another three years before the first models were delivered to customers in 2020. The crane can be operated as a full battery electric machine as well as used as a plug in hybrid model with a low emission diesel engine.

Spierings introduced the first all-electric crane in 2010 but the first models - the SK487-AT3 - were not delivered to customers until 2020



Spierings is way ahead of the game with the City Boy concept, several years passed before other crane manufacturers began announcing equipment with plug-in mains powered superstructures, mounted on the diesel chassis. In late 2020 Liebherr unveiled its first battery electric crawler cranes with the 200 tonne LR 1200.1 Unplugged and 250 tonne LR 1250.1 Unplugged lattice boom models, with the first units delivered in 2021.

The cranes have the same performance and same structural elements as the regular LR 1200.1 and LR 1250.1 but the diesel power unit is replaced with a large lithium ion battery pack, with electric motors driving the hydraulic pumps. The rest of the crane remains the same as the regular models. The battery pack is designed for four hours of typical lifting operations and can be recharged on a conventional 32 or 63 Amp electrical supply in around 4.5 hours or just 2.25 hours with a 125 Amp supply and can be operated while plugged into the mains.

The first LR 1250-1 Unplugged has been purchased by Kynningsrud Nordic Crane, with UK based Select Plant Hire taking the second unit. More recently units have been delivered to customers in Asia and North America, as well as most European markets.

At the time Eirik Kynningsrud of Kynningsrud/ Nordic Crane said: "Kynningsrud Nordic Crane is green in every sense. We are aware that we are part of society and therefore we are investing in a green future. When we invest, we think green and

new machines meet the market environmental requirements. Our main market in Norway is Oslo, in 2019 the EU declared the city as the environmental capital which stands as a role model for green solutions. Oslo intends to be a fossil free city by 2030 so it is very relevant."

LIEBHERR HYBRID AT

A year later Liebherr unveiled one of the first plug in hybrids - a version of its 50 tonne LTC 1050-3.1 City type All Terrain crane, the LTC 1050-3.1E. The crane features an electric motor alongside the standard diesel engine. The two power units use the same hydraulic pumps, and the operator can switch between diesel and electric power for crane functions. Once on site, it ideally plugs into a 125 Amp mains power supply in order to match the full performance of the diesel, but it also operates well enough on a 63 Amp supply. Alternatively, it can be plugged into a standalone remote battery pack.



The first Liebherr plug-in hybrid was the 50 tonne LTC 1050-3.1E

TADANO GREEN SOLUTIONS

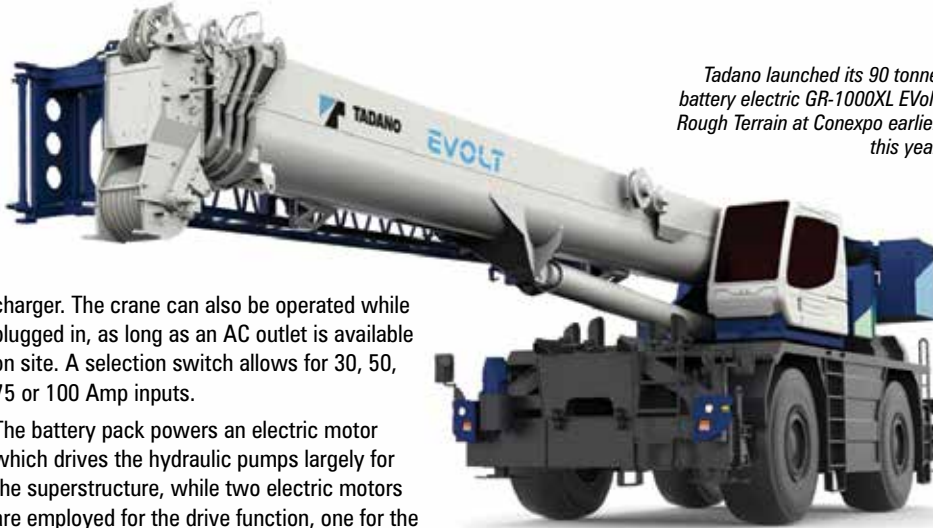
The LTC 1050 was probably introduced as a response to Tadano's E-pack electric power pack which allows its cranes to operate on site without using the diesel engine. The E-pack was part of Tadano Green Solutions 'long term environmental targets', aiming to reduce CO2 emissions from its business activities by 25 percent and a 35 percent reduction from product use by 2030, leading to achieving net zero carbon emissions by 2050.

ALL ELECTRIC RTS

Tadano launched its long trialed battery electric Rough Terrain at Conexpo earlier this year - the 90 tonne GR-1000XL EVolt - which will initially be offered in North America. The superstructure is essentially the same as on the standard GR-1000XL however where the new EVolt differs is the chassis and the driveline, with a lithium ion battery pack that is said to be sufficient for around a typical nine hour work day. It can be recharged in seven hours with the standard onboard system, or in two hours with a Tesla fast



US rental company Sims Crane & Equipment added a Liebherr LR 1250.1 Unplugged to its fleet in earlier this year



Tadano launched its 90 tonne battery electric GR-1000XL EVolt Rough Terrain at Conexpo earlier this year

charger. The crane can also be operated while plugged in, as long as an AC outlet is available on site. A selection switch allows for 30, 50, 75 or 100 Amp inputs.

The battery pack powers an electric motor which drives the hydraulic pumps largely for the superstructure, while two electric motors are employed for the drive function, one for the front and one for the rear axle. This format was chosen to simplify the drivetrain and reduce the number of shafts required while creating more space within the chassis. The crane can travel an average of 12.5 miles on a single charge, although it is equipped with regenerative braking. Top speed is 11 mph (18kph), the same as the diesel model. While emissions are important the company said that one of the growing driving forces for such a machine is the noise. The Evolt is almost silent, with most of the noise coming from the hydraulics. The next step will be to eliminate all hydraulic motors, leaving the pump purely for the hydraulic cylinders.



The GR-1000XL EVolt RT features

Tadano also launched a smaller version of the Evolt in Japan - the 25 tonne GR-250N Evolt Rough Terrain/city type crane. The crane will again be the same as the diesel version but with electric power.

Chief executive Toshiaki Ujiie said: "In the spirit of greater harmony, we have set aggressive goals for lowering both operational and product emissions, and we will partner with industry leading companies to attain those goals. In conjunction with previous product innovations to lower CO2 emissions, we are excited to introduce the first battery/electric Rough Terrain crane, which will be a key driver for our goal of 35 percent reduction in product CO2 emissions by 2030."

THE RISE OF HYDROGEN

As mentioned earlier several major companies are investing in Hydrogen power as a long-term solution. Speedy Hire in the UK has started taking delivery of Niftylift's 50ft HR17 H2 Hydrogen-Electric boom lift with fuel cell technology, having successfully completed extensive field trials

with key customers, especially those looking to improve their 'Environmental, Social, and Governance' (ESG) ratings or working in ultra-low emission areas. Its initial order for 100 machines includes both the HR17H2 and its smaller brother the 43ft HR15H2 Hydrogen-Electric.



Speedy Hire in the UK has started taking delivery of Niftylift's 50ft HR17 H2 Hydrogen-Electric boom lift with fuel cell technology

The new models start with the latest versions of the manufacturer's standard all-electric, two wheel drive boom lifts, which incorporate direct electric wheel motor drive and AGM maintenance free batteries, with a lithium-ion battery option. As straight electric machines, the new lifts are said to be capable of four to five days between recharges when working in typical applications. The H2 models are equipped with a hydrogen fuel cell, fed by a standard



A lightweight G-20 hydrogen gas cylinder

G20 hydrogen gas cylinder, which produces electricity to top up the battery pack if and when necessary. It is possible to set the system to constantly top up the batteries or only when the state of charge drops to a preset level.

Assuming a standard AC electrical source is available on site, the batteries can also be topped up by plugging in like an ordinary electric, thus reducing hydrogen consumption. However, for sites where there is no power, a single hydrogen cylinder should enable the machine to run for more than 12 working days of typical usage before requiring a cylinder change. The system can also alert the operator when the gas level in the cylinder falls below a preset point, so that they are prepared for a replacement.

Speedy's chief executive, Dan Evans, said: "Our sustainable growth strategy, Velocity, sets out a clear direction for the business to deliver long term benefits to our customers, our people and our investors and this is a strong example of Velocity in action. Our investment and collaboration with Niftylift enables us to accelerate the sustainable and technological evolution in the sectors where we operate and supports our ambitious plan to become a net-zero business by 2040, 10 years ahead of the Government's target, whilst also enduring commercial sustainability against traditional alternatives for our customers."

The hydrogen cylinder/fuel cell concept looks like an optimal solution for mid-sized equipment such as boom lifts. The machines are clean, quiet and powerful as well as being low maintenance and capable of running for two or three weeks or more on a single hydrogen cylinder, which can then be quickly and easily changed. Whether or not it is better than the alternative hydrogen/internal combustion solution remains to be seen. To be truly environmentally friendly both hydrogen formats require a plentiful supply of 'green' hydrogen produced from sources such as wind, solar or hydroelectric power.

HAULOTTE HYDROGEN SCISSOR

Haulotte has also been trialling hydrogen powered options in partnership with Bouygues Energies & Services and has installed a Bouygues Hyvision hydrogen fuel cell system in one of its Pulseo HS 18 Pro full size Rough Terrain scissor lifts.



The hydrogen range extender version of the Haulotte HS18 Pro



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Manitou's hydrogen prototypes are based on a standard 14 metre model



Manitou has equipped its R&D test centre with a green hydrogen station, making it easier for testing of its prototype hydrogen telehandlers

We understand that it is also testing a hydrogen combustion version of its Range extender diesel generator. Introduced earlier this year the prototypes are on test with Bouygues contractors evaluating the ease of use of each format and how easy it is to refuel.

MANITOU KEEPING OPTIONS OPEN

Manitou has equipped its R&D test centre with a green hydrogen station, making it easier for testing of its prototype hydrogen telehandlers. The test prototype is a slightly modified version of the company's existing 14 metre model.

[The test programme involves testing and evaluating two types of hydrogen technology, the first a modified diesel engine and the second with fuel cell. The first prototype on the test bed utilises a hydrogen fuel cell working - one assumes with an electric power train. The company says that as tests proceed it will choose the solution that best meets the needs of its customers. It aims to complete the test programme in time to send units to construction sites for field testing by the end of this year. If all goes well the company will have a hydrogen telehandler of one format or the other ready to sell and start delivering in 2026. The company is also working on options for its 360 degree models, and already offers plug in models.

Chief executive Michel Denis said: "We are studying all the hydrogen related technologies based on what users need. These prototypes are only a first step. There are many benefits of green hydrogen with production possible using wind power that has no greenhouse gas emissions at all. This fits in perfectly with our low-carbon trajectory."



Cadman's net zero journey

WHAT COLOUR IS YOUR HYDROGEN?

When it comes to hydrogen there has been much talk about Green, Blue and Grey hydrogen, with only Green or at a stretch Blue being desirable. However, do a little digging and a whole spectrum of colours emerges.

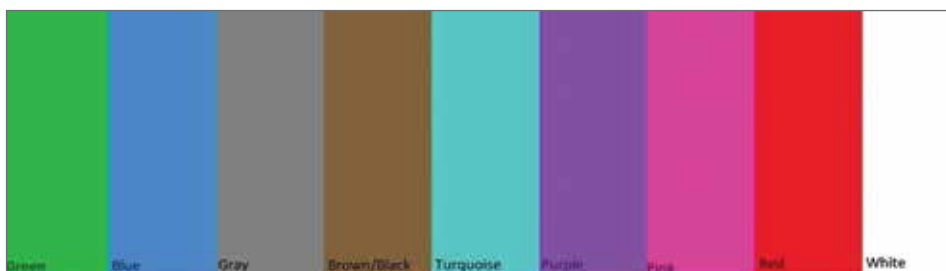
For hydrogen to be fully environmentally friendly and sustainable it needs to be Green - in other words produced by wind or solar power. Although Blue hydrogen in which production includes carbon capture, might be a practical alternative. Just in case you wondered, the other colours include Turquoise, Brown, Yellow, Black, White and Pink hydrogen. Yes Pink - apparently produced with nuclear power.

ACHIEVING THE END RESULT

With all the work being carried out on green products within the lifting sector it is actually seeing it work in the real world that will make the difference. In the UK rental company Cadman cranes says it is on course to become net zero by 2025, well ahead of any legal targets. The company has now completed the transition of its fleet to HVO diesel, having started in 2020 and has now converted all of its vehicles, including vans, support and transport to HVO which it says represents a 97 percent reduction in its footprint, saving 570 tonnes of CO2 per year.

The HVO fuel it is using is a renewable, sustainable and 100 percent biodegradable and emits only 0.036kg of CO2 per litre, in stark contrast to diesel which emits 2.51kg of CO2 per litre. The storage life of the fuel can also be up to 10 years, while switching to HVO requires no infrastructure changes or additional capital expenditure.

In order to reach its 2025 target, Cadman has also formulated detailed plans which include the imminent installation of solar panels and heat pump at its Essex base, improvements in waste disposal methods, the adoption of sustainable workwear and an audit of its supply chain. ■



The colours of hydrogen

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New spider and tracked lift company aLift with 11M H110 A dynamic auto level tracked boom

GIS BIGGER THAN EVER

The Italian lifting, heavy transport and marine handling exhibition GIS was held in early October this year and was by far and away the largest in its history with more than 400 exhibitors. The increased size meant that the Piacenza exhibition centre struggled to cope in terms of parking and space. The general feeling was that overall, the show was a major success.

The following photographic roundup mostly covers new or unusual exhibits. We simply do not have space for all exhibits, however a more comprehensive photographic overview can be found on Vertikal.net - <https://vertikal.net/en/news/story/42519/gis-in-pictures>. We will also be covering the new product launches in more depth in future issues of the magazine.



The 22m GSR B220PKR Comfort XEV on 3.5t Iveco chassis



Walter Aldini (L) and Angelo Arovere of aLift looking for good dealers



CTE's new 18m Traccess 180 spider lift



The 45m Hidrokon HK 45 TPF with unusual rear storage platform



Almac/AlmaCrawler platforms and its new crane



The new four wheel version of AxoLift's Manulift 200 - the 200-4



CTE's new 24m Zeta 24 J truck mounted lift



The 40 tonne BG Lift M4000 tracked crane



The Haulotte stand



Electroelsa's Marco Bernardi (L) and Said Shabana



The busy IPAF stand



On the Oxley stand the new TB22-9 underbridge inspection platform on a 3.5t chassis



LGMG with its latest electric boom lifts



Platform Basket's all new 54m Spider T54 has an eight section boom and four section jib



The Merlo stand with the eWorker electric telehandler



The well stocked Valla stand - with mostly new models



CTE and Terex stands



On the Easy Lift stand (L-R) Gianluca Pez and Emanuele Sorianini of Easy Lift with Fritz Collé of Collé, Manuela Vender and Sofia Lucchini of Easy Lift



The first production unit of the 58m Palazzani spider lift sold to Tecman



A busy show



Magni booms and scissor lifts from Dingli

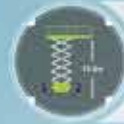


Next Hydraulics electric truck and crane

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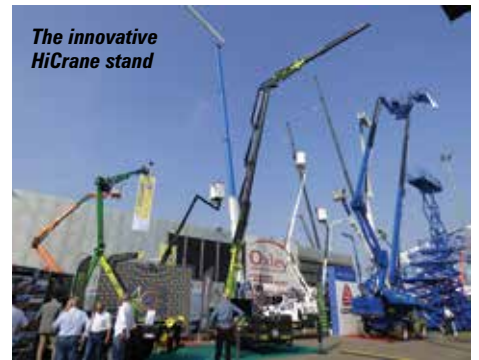
The 75m truck mounted Horyong furniture lift on the CEM stand



Socage's 100m Barbie pink FortSte 100TJJ



The innovative HiCrane stand



The Sinoboom stand



The Sunward stand with mini crawler cranes and new 46ft boom lift



Zoomlion showed both cranes and aerial work platforms



Oil & Steel's new truck mounted lifts



The Jekko stand



XCMG showed a range of platforms alongside its European All Terrains and Rough Terrain cranes



A new underbridge platform manufacturer Weico with its new Hercules 2.0



Oil & Steel's new spider lift



Cormach 50000 E6ASC Plus crane with JMG all electric chassis and running gear



Another rapidly growing pick & carry crane maker Delta with the DK 100



The Levo stand with Unic spider cranes



IN THE NEXT ISSUE OF

C&A

Place your products in front of almost 28,000 crane, telehandler and aerial lift buyers & users reading the November issue of **Cranes & Access...**



THIS ISSUE WILL INCLUDE FEATURES ON:

PICK & CARRY/INDUSTRIAL CRANES

In this feature we'll be reviewing the latest developments in this increasingly popular but niche equipment sector which covers industrial pick & carry and carry deck cranes. If you have news or information to add, we'd love to hear from you.



TRUCK MOUNTED LIFTS

Truck mounted platforms come in various sizes and types and the sector continues to grow and evolve. We take a look at the latest trends, new product developments and launches. Have you got any news or interesting applications?

OUTRIGGER MATS AND PADS

With the use of outrigger mats and pads now the norm, we look at some of the latest developments and new entrants, along with case studies and recommendations. If you have any interesting applications to add, we'd like to hear about them.



USED EQUIPMENT AND REFURBISHMENT

The used equipment market for cranes and aerial work platforms continues to change as options to buy or sell increase, while refurbishment of certain older models can prove an excellent investment - we take a look at some alternatives.

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

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

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The new 35m Raptor 35S spider lift



JMG stand



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Multitel MT 162 Axon



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The 200t TCM C2000



Geda stand

Bronto Stock Program



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FARMING, CRANES AND BOOMS

Steven Liu is the founder and co-owner one of China's leading self-propelled aerial lift manufacturers Sinoboom. In rare interview he spoke with publisher Leigh Sparrow and revealed details of his upbringing, career and what led to him starting and building up one of the world's leading aerial lift manufacturers in just 15 years.

Steven Liu was born in 1967 in the small mountain village of Sanlin, Ningxiang, outside of Changsha, in the state of Hunan, China. His parents were farmers growing rice, wheat, sweet potatoes, vegetables and soybeans selling them at the local market. There was, however, no mechanical equipment in the area apart from the occasional rice thresher. Lui attended the local school and in the evenings and holidays helped out on the farm with anything from planting rice to bringing in the harvest. The idea that he would follow his parents and become a farmer clearly never appealed to him. From a relatively young age he began to realise that to get the most out of life he would need to find a way to leave the village and find his way to the big city.



Steven Liu

As he grew older he could see that one of the few tickets out of town was to excel at school, pass all his exams and win a place on a four year course at university. His life on the farm helped develop an interest and an aptitude for all things mechanical, especially agricultural equipment with which he was becoming increasingly familiar. When the time came to sit his high school exams he passed them at a level that provided the opportunity to choose what and where he would study. It seems that he had few doubts and decided on a course in mechanical

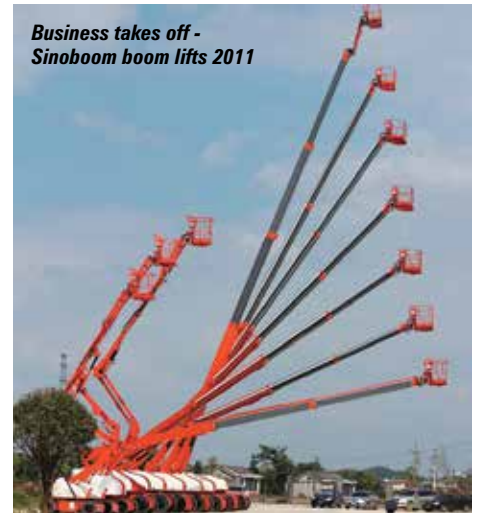
engineering at Changsha Communal University. It would also be useful because his interest was to design equipment that would help farmers become more efficient while making their work easier and their lives better.

The four year course covered the design and maintenance of off highway construction and railway equipment with key elements including hydraulics and electrics. The time at university transformed him and the opportunities that would be opened to him.

After graduating in 1990 he secured a job in the crane industry, joining the engineering department of the Puyuan Crane Co, in Changsha, which at the time was one of the top two telescopic crane manufacturing companies in the country, later being acquired by Zoomlion.

When asked what it was like working in a large company such as Puyuan he said: "I learnt an enormous amount about design and production and the processes that go with it, as well as what life was like in a big company as one young person in a team. I enjoyed it and was excited by all I was learning."

"Time went by and the benefits of working on new models each year while developing and improving the technology in the existing product line was really enjoyable. As I became gained more experience and knowledge I was promoted to more senior roles and was given responsibility for managing people in my own team. When I started out, I never imagined that I would one day become a boss, but I had!"

Business takes off -
Sinoboom boom lifts 2011Liu studied
mechanical
engineering
at Changsha
University

So how did you find the work as you gained more seniority?

"I had mixed feelings, you could say half and half, but I kept on learning new things, which was good, however, I began to become frustrated with the slow progress we were making as a company. We had a very keen, hardworking and talented engineering team that was full of ideas and really wanted to expand the business and our place in the industry at a faster pace than was happening. The company's senior managers seemed to be constantly putting the brake on things and were often resistant to new ideas. In addition, we had some great new products, but the sales and marketing performance did not make the most of all of the work that we were putting in. So, in 1996, having recently married Susan, I decided to leave the company and managed to get a job



An early Sinoboom boom lift - 2009

with another crane manufacturer, the privately held company Sany, where I worked for the next six years."

"I was then approached by the management of Puyun who asked me to rejoin the company in order to design and manage a brand new product line - wrecker trucks for recovering vehicles from private cars to heavy trucks following breakdowns or accidents. It was a fantastic opportunity for me, and I would be senior chief design engineer. So I accepted. We did all the research in order to understand the market and what was required and then designed a new product which did well, it was a great a success."

PLANTING THE BOOM LIFT SEED

"Sometime later, maybe 2005 or 2006 I think, some of our engineers visited Intermat and came back with brochures of various self-propelled boom lifts that had been on display at the show. We had never seen anything like this before and were intrigued. Looking through the brochures I got really excited and this new product idea never left my mind."

"I sketched out some thoughts and ideas and eventually approached the company's senior managers suggesting that we design and manufacture this type of equipment ourselves. I could really see the potential for it. We had fantastic telescopic boom knowledge and experience, both in design and manufacture so it was a perfect new product line for us. But they were not enthusiastic at all, pointing out that there was almost no market in China for such things at the time. While this was true, I felt that it was the future and it would become an important product in China but there was no changing the company's mind on this."

"Well after thinking it through and learning more about the concept, I and some friends began developing and drawing up some ideas, talking about how we might make such products. Initially it was just something we did in our spare time at home. But we had the idea, the dream, to make a fresh start and set up our own business. By this time Susan was a sales and marketing executive with the company, having previously worked in a similar role for Foton Motor. On evenings when my friends and I would sit around at home talking about setting up our own company and discussing what products we would start with, she was always very supportive and even encouraged us with our pipe dream."

So how did that turn into Sinoboom?

"I looked at where people were using the few units that had been imported in the region, there were no rental companies in China then. We saw that a shipyard had purchased a 30 metre boom lift from one of the western manufacturers, so we



Sinoboom's first proper factory 2013

began designing a similar product and spoke to the shipyard, asking how it found these machines were to work with. We also asked if they would be interested in buying a local machine if it was designed to meet their specific needs? The response was quite positive and gave us the confidence that we needed to make the jump, which we did in 2008."

And how did you think you would fund such a start up?

"It was not so expensive to build a prototype, and having saved up a little money we purchased the parts, which was actually quite a challenge as there were few local supplier of such components. We also benefited from a local government incentive that made small factory units available on subsidised rents for startup companies. So, we were in business. We talked to the shipyard again confirming everything they liked about their machine and what we could do better and built our first unit. We called the company Sinoboom because telescopic boom lifts were what we were making."

"After a couple of years, we realised that the shipyard market was limited and we would need a wider customer base if we were to succeed, so we approached companies making port cranes and built a larger 38 metre boom lift which helped fuel our growth. Susan began looking at the export market using the experience and knowledge she had gained at Foton. We ploughed on but really struggled with the supply chain, finding companies that manufactured the more specialised components back then was hard. Items we could find were expensive and lead times long. We had to spend a lot of time developing good suppliers."

"Things began to change in 2015 as 'globalisation' became a thing and rental companies began to emerge in China, but you still could not rely on the home market. By 2017 however rental really began to take off, fuelling massive growth potential for us, we also began developing scissor lifts."

So what changed to cause such rapid market growth?

"As is often the case, entrepreneurs began to see the opportunities presented by the massive building boom and investors began looking how



Steven Liu opens the new factory - 2013



Sinoboom's team in 2013



Steven and Susan with employees - 2018

they might benefit. Safety also became much more of an issue than it had been, along with the need for more efficiency as wages increased."

So how did you manage to fund the rapid growth, expanding the production and designing new models etc..?

"Well finance companies and banks spotted the massive potential and began throwing money at rental companies, all of whom were racing to a market leader and buying equipment as fast as it could be made. So, our cash flow at that time was fantastic. On top of the local market boom we really began to get some traction on the export side, as buyers began to realise that our machines were actually quite well made and reliable."

"In 2013, Ningxiang Industrial Park was officially opened and became home to the first phase factory of Sinoboom Intelligent Equipment. In 2017, the intelligent scissor assembly line was added with the boom lift assembly line opening the following year. In December 2021, the fourth phase of our intelligent manufacturing park opened on a 300 acre site, representing a total investment of CY6 billion (\$800 million)".

So what is the breakdown of sales today between exports and domestic sales?

"In the last full year 70 percent of our sales still came from China with 30 percent going overseas. We hope that by expanding our sales network and marketing outside of China we might be able to reach 50 /50 by the end of 2025."



Staff with the Sinoboom GBTZ42 - 2018

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TELEHANDLER INCIDENT COSTS £128K

UK company R O Donnell Plant & Civil has been fined £80,000 plus costs of £3,784 while Readie Construction was fined £40,000 with the same costs, following a telehandler incident in September 2019 which left R O Donnell employee Anthony Pennell with serious long term injuries.

Pennell, 32 at the time, was using the telehandler to move packs of heavy pipes on a site in Lichfield managed by principal contractor, Readie Construction. While transporting his second load a skid was left dangling from the load. He stopped the telehandler and tried to adjust the load, but the pipes broke free and landed on him, fracturing his pelvis and several vertebrae, leading to a spinal bleed.

Pennell has been unable to return to work and now works in a less well paid job as a landscaper, due to ongoing pain and reduced strength. An investigation by the HSE revealed that both his employer and the principal contractor had failed to ensure safe work practices.

HSE inspector Will Gretton said: "This horrific incident could easily have been avoided had the work been properly planned and suitable control measures implemented to secure the load."



\$317K FOR LACK OF TRAINING AND PPE

Skinner Tank of Yale, Oklahoma has paid \$370,680 in criminal and civil penalties having previously negotiated a deferred prosecution agreement for a 2019 incident in St Joseph, Missouri, in which employee Tony Wilson, 56, died following a 17 metre fall.

An OSHA investigation found that Skinner did not require employees to use fall protection while working on top of a 17 metre soybean storage tank, nor did it provide fall protection training. It also revealed that the company provided inaccurate safety information to employees, telling them that wearing fall protection actually presented a greater hazard than not wearing it.



ELECTROCUTION COSTS £205K

UK company ASL Access Scaffold has been fined £160,000 plus costs of £45,000 after one of its employees was electrocuted on a site near Cowbridge, Wales in 2016.

Martin Tilby, 42, was using a loader crane to unload panels in a field where material was stored, when he raised the crane boom and came too close to an overhead powerline. The HSE found that no risk assessment had been carried out in the field, and no control measures were put in place to prevent contact with the overhead powerlines.

ITALIAN INITIATIVE FOR ECOL

The European crane and heavy transport association **ESTA**, used the recent **GIS** exhibition in Piacenza, Italy to promote and raise interest in the **European Crane Operator Licence - ECOL**. It co-hosted a meeting at the event with **A.N.N.A.** - the Italian national association for crane and exceptional transport - in order to discuss progress and adoption of the license.

ECOL seeks to address disparities in training across Europe, setting minimum educational standards, recording operator hours and experience levels gained, enabling site managers to easily verify qualifications. The hope is that if enough countries adopt or recognise the license it will not only help raise standards, but also increase crane operator mobility throughout Europe and even further afield.

The licence obtained EQF (European Qualifications Framework) certification in 2019 and is officially recognised in Belgium, Denmark, the Netherlands, Switzerland, and the Canadian province of British Columbia.

ESTA director Ton Klijn said: "At least 95 percent of accidents with cranes originate from the operator and not from the machine. That's why we believe operator training needs to be more robust and widespread."


ESTA also announced that it is planning a similar qualification for heavy transport with a 'European Trailer Operator License' (ETOL).



WHO TRAINED THEM THEN?

Sent in by one of our readers a photo of men trying to reach a light or antennae at a height of around eight metres or so. It has taken at least three of them, along with the company fork truck, a truck and a ladder to just about reach.





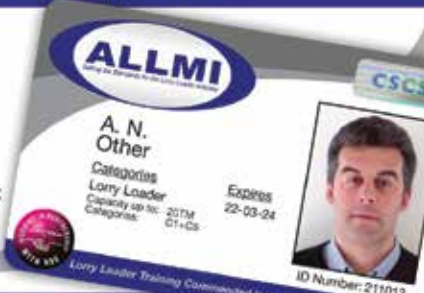
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RECORD DEMAND FOR THOROUGH EXAMINER TRAINING

The importance of ALLMI's Thorough Examiner course experienced further growth in demand this year, following record numbers trained in 2022.

ALLMI technical manager, Keith Silvester said: "The training provides an extremely high benchmark for Thorough Examination and Load Testing practices, which is essential given that these activities are fundamental to the safe use of lorry loaders. For managers and supervisors of engineers, we also provide an abbreviated version of the course, which assists companies in complying with PUWER 9.2 and improves understanding of this important subject throughout the business."



The ALLMI Thorough Examiner course contains the following modules:

- Legislation
- Safety considerations
- Documentation
- Visual inspection
- Function check
- Calibration check
- Overload test
- Stability test
- Dynamic test
- Post test examination
- Signing off
- Practical session
- Assessments

COMPETENCY REQUIREMENTS FOR THOROUGH EXAMINERS

Who can be considered competent to carry out a Thorough Examination?

The LOLER ACoP defines a competent person as having "such appropriate practical and theoretical knowledge and experience of the lifting equipment to be thoroughly examined as will enable them to detect defects or weaknesses and to assess their importance in relation to the safety and continued use of the lifting equipment."

Practical knowledge: This translates as 'hands-on' knowledge and experience of the safe operation, repair methods, common faults and/or product foibles of the machine being examined.

Theoretical knowledge: Knowledge of the relevant legislation and standards; knowledge/experience of the associated hydraulic, mechanical and electrical/safety systems, as well as calculations relating to test loads and calibration parameters.

ALLMI chief executive Tom Wakefield said: "ALLMI works hard to highlight the importance and legal requirement for Thorough Examinations to be carried out only by engineers who are correctly trained and competent. We have always said that one of the most effective ways for fleet owners to be confident of receiving this level of service is to use an ALLMI Accredited Thorough Examiner from an ALLMI member company, and these engineers are listed on our website as part of their employer's profile."

To find an ALLMI Thorough Examiner in your area visit: www.allmi.com/manufacturermembers



PART 2-4 REVISION CONTINUES

The revision of BS7121 2-4 'Code of practice for the safe use of cranes - Inspection, maintenance and thorough examination - Loader cranes' continues to take shape. ALLMI technical manager Keith Silvester is the convenor for a dedicated BSI panel of industry experts which recently held its fourth meeting on the project. Publication is aimed for the third quarter of next year, prior to which a two month public consultation will be held, allowing all those involved or with an interest in the subject to comment on the draft produced by the panel.



REPORT OF THOROUGH EXAMINATION CONTENT

What information is a Report of Thorough Examination legally required to contain?

Schedule one of LOLER clearly states the information legally required within the report. Visit: www.allmi.com/schedule1 for details.

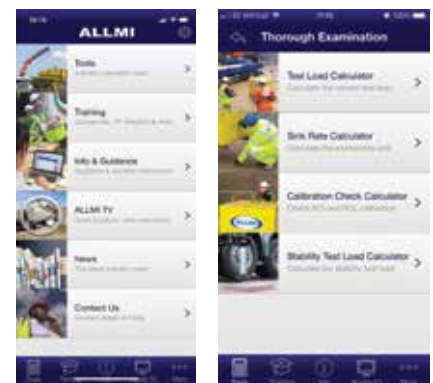
THOROUGH EXAMINER APP TOOLS



Six years on from its launch, demand for the ALLMI app continues to grow, with YTD downloads already 17 percent higher than in 2022.

Key to the app's popularity is its range of calculator tools, many of which cover Thorough Examiner duties, facilitating calculations for overload, stability and sink rate tests, as well as RC1/RCL calibration. Aimed at competent, experienced personnel the tools do not attempt to explain the required procedures, but rather provide a quick and simple way of calculating the applicable test loads or parameters.

Free of charge and compatible with iOS and Android, the ALLMI app contains an array of features that benefit those involved with lorry loaders, including good practice/safe use videos and documents, training provider/member directories, and a range of calculator tools designed to assist users carrying out various industry roles.



GNO10 REMINDER

ALLMI publishes a comprehensive **Guidance Note on the 'Thorough Examination & Testing of Loader Cranes'**. Topics covered include:

- Legal requirements
- The competent person
- Independence
- What to test and when
- Thorough Examination of attachments including hooks
- Defect-free ('clean') Reports of Thorough Examination
- LOLER Schedule 1
- Procedures to follow when booking a Thorough Examination
- Management training
- Monitoring of examiners
- Thorough Examinations performed by non-service/repair companies

For a complimentary copy, contact ALLMI.



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



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OR SCAN



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conference, networking, dinner, entertainment &
golf and spa options to celebrate IPAF's 40th anniversary.***

NEW SAFETY GUIDANCE ON RADIO FREQUENCY RISKS

IPAF has published new safety guidance addressing radio frequency (RF) risks for aerial work platform operators and occupants, aiming to raise awareness about RF radiation dangers and exposure symptoms. The guidance complements a 'toolbox talk' training resource focusing on radio antenna safety, promoting regular discussions to address site specific risks.

Radio waves pose health threats by inducing molecular vibrations and heat. Exposure symptoms encompass sweating, increased heart rate, nausea, headaches and in severe cases may lead to burns and tissue damage. Those working near antennas on rooftops or building sides face potential exposure risks.

IPAF's head of safety Brian Parker said: "Antennas are often situated at a height that generally prevents radiation exposure to members of the public. However, powered access platform users



can easily enter RF fields and become at risk once they start to ascend."

To promote the new guidance IPAF attended the Mast & Tower Safety Conference in September, which promotes all aspects of safety and best practice when working at height.

The new guidance - 'Radio Frequency (RF) risks to MEWP operators and platform occupants' - is available on the IPAF website.

IPAF SUMMIT AND AWARDS

Entries for the 2023/4 Powered Access Awards (IAPAs) are now open. The winners will be announced at the dinner following the association's annual Summit which will be held in Copenhagen next March.

Tickets for the evening event are also on sale now, with an early bird rate available until the 1st of December.

IPAF managing director Peter Douglas said: "The IPAF Summit and IAPAs are annual highlights of our calendar and a fantastic showcase of the very best of our industry. Everyone who wants to attend should book early and take advantage of our early bird savings."

A site visit will be offered for those arriving on Wednesday 13th March, the day before the Summit, and will be followed by an evening networking reception at Copenhagen's Planetarium. Thursday morning will kick off with the IPAF annual general meeting followed by the Summit Conference and the IAPA Awards dinner that evening.

IAPA award categories are as follows:

- The Sustainability Award
- Access Rental Company of the Year
- Contribution to Safe Working at Height
- IAPA Innovative Technology Prize
- Digital Development Award
- IAPA Equality, Diversity and Inclusion (EDI) Award
- IPAF Training Centre of the Year
- IPAF Training Instructor of the Year
- Product of the Year - Mast Climbing Work Platforms & Hoists
- Product of the Year - Scissor Lifts & Vertical Masts
- Access Photograph of the Year
- Product of the Year - Self Propelled Booms & Atrium Lifts
- Product of the Year - Vehicle and Trailer Mounted
- IPAF/Access International Lifetime Achievement Award

The awards are open for entries or nominations until the 1st December.

IPAF president Karin Nars said: "There is much to be proud of in our industry and these awards are an opportunity to celebrate our achievements and reflect on how we can continue to grow."

The IPAF Summit and IAPAs will be held at the Scandic Copenhagen Hotel. For more information and applications for the awards - www.iapa-summit.info



WOMEN IN POWERED ACCESS

IPAF's Women in Powered Access initiative held its first of three online seminars entitled - 'Women in Leadership' on September 20th. The initiative celebrates women's contributions to the powered access industry.

The presentation was hosted by leadership development consultant Ali Moore, who was joined by a panel of women from across the access industry, including Debbie Hameetman of JLG, Dana Samoila of AlmaCrawler and Vicki Allen the founder and owner of International Platforms. The panellists discussed their experiences, while highlighting issues that might prove useful to others.

IPAF president Karin Nars said: "The 'Women in Leadership' programme aims to focus on key issues for women in our industry, but they aren't just for women they also provide an opportunity for male colleagues to learn about experiences of women."

For those that missed it, it can still be viewed on IPAF's YouTube channel.

The second and third events will be held on 17th January and 10th April 2024.



Karin Nars (L) with Vicki Allen



IPAF SUPPORTS FIRST ANNUAL 'EUROPEAN RENTAL WEEK'

IPAF lent its support to the first annual 'European Rental Week' organised by the European Rental Association and its member associations from October 9th to the 15th. The event's theme, 'Investing in People,' showcased opportunities in the rental industry. The annual event offers valuable resources accessible at www.europeanrentalweek.eu

For more information email era@erarental.org.





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MORE INFO





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That includes their new AES Battery, an evolution of proven VRLA technology that breaks through the limitations of standard AGM batteries.

Standard AGM batteries should not be operated at a depth of discharge below 60% in most applications. They experience damage and possibly early failure when repeatedly used in a partial state of charge (PSoC) or opportunity charged, something that often happens in the heat of busy workdays. As a result, these batteries may deliver shorter-than-expected life and need frequent replacements.

Trojan's AES Battery solves these problems.

Available in 6, 8 and 12 volt models, they boost the performance of mobile elevated work platforms, aerial work platforms, material handling equipment, floor care machines, golf, personal transportation (PTVs) and utility vehicles.

The batteries are enhanced with a combination of technologies, including a proprietary carbon additive, to deliver all the benefits of standard AGM but also withstand both PSoC operation and opportunity charging. Unlike competitive products, they also feature Deep Cycle Series (DCS) technology and optimised active material to

prevent the degradation of the positive material. The batteries offer these competitive advantages over other models:

- Deliver up to three times the cycle life of standard AGM. The battery is validated at 1,200 cycles at 100% DoD. Competitive models only double the cycle life of standard AGM.
- Ensure robust performance in extreme temperatures ranging from -40°C to 71°C (-40°F to 160°F).
- Tested to withstand long-term PSoC, again and again. This ensures dependable high performance, helps prevent battery damage and extends life.

The maintenance free battery also has plug and play compatibility with standard AGM chargers and algorithms and is 99% recyclable.

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When purchasing batteries, it's also essential to consider the manufacturer's history, portfolio and support services.

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Learn more about the Trojan AES at www.trojanbattery.info/YesAES/ or visit www.trojanbattery.com



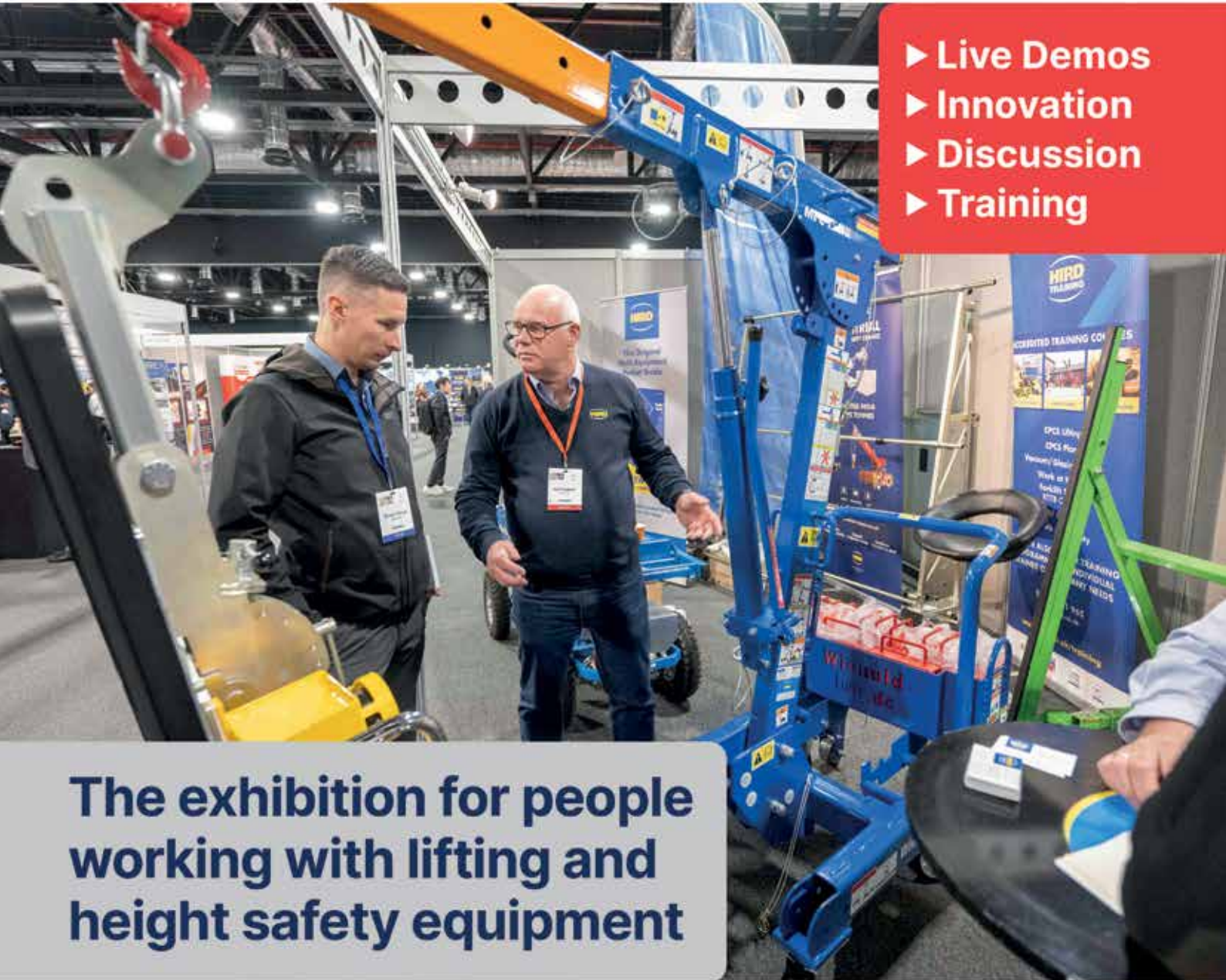
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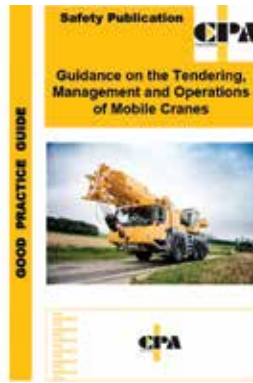


liftex.org #liftex2023

NEW CRANE INTEREST GROUP PUBLICATION

The CPA's Crane Interest Group - in collaboration with the Industry Lifting Lead AP Group - has released a guide titled 'Tendering, Management, and Operations of Mobile Cranes.' It offers guidance on the expected standards of operator and user responsibilities when renting mobile cranes.

The guide includes checklists for crane providers, contract lifting and on-site crane arrival information. It also covers legal requirements and encourages responsible sourcing of equipment and expertise from mobile crane suppliers. You can download it for free at www.cpa.uk.net.



INDUSTRY LEAD LIFTING AP GROUP

ILLAPG's annual open day in September was hosted by GGR at its Haddenham location near Thame. Attendees participated in presentations from a wide range of speakers and were supported by Emerson Crane Hire, Laing O'Rourke, ALLMI, NOCN Group, CITB, Liebherr, Radius, Speedy, Ainscough Crane Hire, Lloyds British, Select Plant Hire, the Metropolitan Police and Xwatch Safety Solutions.

There were also demonstrations from Ainscough Crane Hire, Flannery Plant Hire, Torquer Lifting Solutions, Crosby and Hoistech. Group chairman and founder David Borley said: "At the open day, we saw a real enthusiasm for products and ideas that will bring the industry into the future."

The ILLAPG was established to bring together construction industry professionals to encourage collaboration, communication and coordination. Its overriding goal is to enhance industry standards, particularly in technical and training aspects, to ensure safer and more efficient lifting practices. The membership now includes lifting professionals from contractors, manufacturers, rental companies, trainers and Appointed Persons of all levels. The CPA is acting as secretary to the group.



ECO TRAINING FRAMEWORK

The PSRO (Plant Sector Representative Organisation) and SCSS (Supply Chain Sustainability School) have launched their 'Eco-operations Training Delivery Framework'. This supports the construction industry's efforts to achieve net zero emissions by addressing the environmental impact of machine usage.

The framework identifies specific course content and delivery methods for various roles in the construction industry, aiming to ensure that participants achieve a solid understanding of reducing machine-based carbon emissions and take personal responsibility for emission reduction.

The framework is divided into three sections - Part one outlines the aims and principles of the framework, Part two identifies the delivery aspects for the relevant occupations and Part three specifies the learning outcomes and training specification. The framework can be downloaded for free from www.pсро.org.uk or at <https://www.supplychainschool.co.uk/>



TOWER CRANE INTEREST GROUP OPEN MEETING

The CPA's Tower Crane Interest Group will hold its next open meeting on Wednesday 22nd November at a location within the London area. Please contact Rob Squires at rob@cpa.uk.net to reserve a place.

CPA PRESIDENT TO JUDGE INTERMAT 2024 INNOVATION AWARDS

CPA president Brian Jones has been selected as a judge for the Intermat 2024 Innovations Awards. Other judges include Michel Petitjean of the European Rental Association (ERA), Maria Moreno of the Association of Infrastructure Construction Companies and Concessionaires (SEOPAN), Alessio Rimoldi, secretary general of the Federation of the European Precast Concrete Industry (BIBM), Massimiliano Ruggeri of Italian research institute Imamoter, Michele Levati of Lombardini 22 Civil Engineering and Heinz Rittmann of German export association Deutscher Auslandsbau Verband.

The judging panel will assess entries that provide a breakthrough in the areas of cost savings, technical design and technology employed, operation, usage and environmental protection across five categories along with four special awards.



Brian Jones

HS2 CANCELLATION

The CPA issued a formal response to the UK government's decision to cancel the northern leg of the HS2 high speed railway.

Chief executive Stu McInroy said: "The news that the Manchester leg of HS2 is to be cancelled is extremely disappointing and a significant blow to the UK construction sector. This decision shall undoubtedly further undermine confidence and impact future investment at a time when the economy remains fragile."

"Whilst in no way likely to offset the negative effect of cancelling the Manchester leg of HS2, it is imperative that Mr Sunak's commitment to completing the HS2 line to Euston and diverting Manchester leg funding to a plethora of other projects aimed at boosting transport infrastructure in the north, are actioned without delay. Construction is a key driver of economic growth and CPA members will now be watching very closely what the Government does next."

"Failure to follow through with current infrastructure plans has already damaged confidence in UK construction and impacted on the UK as a destination for international investment. We can ill-afford the government to repeat this failure again."

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 NEEDS YOUR SUPPORT SUBSCRIBE TODAY!**

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
- Rest of world \$31 plus \$10 shipping



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Impressive model in a small scale



Optional diesel pack on the side of the carrier



Tiny hand-rails are metal



Engine details inside

KONECRANES GOTTWALD ESP.8

The Konecranes Gottwald ESP.8 is a mobile harbour crane built to serve Post-Panamax class vessels. It has a working radius of up to 54 metres and lifting capacities up to 150 tonnes. This model is made by NZG and is 1:87 scale. The box has some information about the real crane, and a poster is enclosed. An excellent instruction leaflet in English describes the assembly and operation.

The undercarriage has tiny wheels which roll well, and each wheel group steers independently so crab steering is possible. Large metal spreader plates are hung off extendible metal outrigger beams. They can be lowered by unscrewing and easily hold the weight of the crane.

The real crane can have dual power modes and the carrier can have an electric cable reel fitted. Also, a diesel power container can be attached, secured by magnets which work well. The diesel container also features two opening doors, and these are also held shut by tiny magnets. With the doors open, excellent detail can be seen.

The ladders are modelled in metal and are very good for the scale. The crane superstructure and counterweight are in metal, and the graphics and paint have a good finish.

The tower and the upper cab and platform are modelled in metal and a seat is provided inside the crane cab. At the top of the tower the sheaves are modelled in metal, as are the platforms.

The large lattice boom is cast in two parts and connected with pins and clips which is an old fashioned system that is not as good as nut and bolt connections. The luffing cylinder works well to hold the boom with the extension being locked using an Allen key in a grub screw. A large range of boom movement is possible, although you cannot lower the boom fully. The hook is metal and provides good tension on the ropes.

This is a surprisingly large and impressive mobile harbour crane model and is very detailed for its 1:87 scale. It costs around €350 from model dealers.



Very good boom profile

CRANES ETC MODEL RATING

Packaging (max 10)	8
Detail (max 30)	25
Features (max 20)	18
Quality (max 25)	22
Price (max 15)	9
Overall (max 100)	82%

To see the full review, including a full unpacking and set up video, visit www.cranesetc.co.uk



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Let's Give Ukrainian Children Another Christmas This Year



Getting Involved:



SOURCE GIFTS

Collect toys and gifts both old and new and wrap them in Christmas paper. Use a removable label to show what the gift is, whether it is for boys or girls and the age range



SEND THEM TO OUR COLLECTION POINT

Our address is: Ardent Hire Solutions, 289 Felixstowe Rd, Ipswich, IP3 9BS. Please ensure your gifts arrive with us before 5th December.



ARTIC LOADER DEPARTS WITH PRESENTS ON 12TH DECEMBER

A fully loaded artic loader will depart from Ipswich on 9th December to Kosice, Eastern Slovakia. From here the presents will be distributed across Ukraine with the support of Rotary International and local volunteers.



Childrens Christmas Appeal

Children are the innocent victims in this horrendous war. Families continue to be split up, with many being killed, including children. Homes and livelihoods have been destroyed and millions of families face an uncertain future.

We want to try and bring a little bit of joy into children's lives this Christmas. **Last year we managed to collect, wrap and send 30,000 presents to the children of Ukraine.** Through the generosity of local communities, partners, suppliers, customers, families and friends, we are hoping to collect enough toys and gifts to give Ukrainian children another Christmas this year.

E: hello@aid-alliance.com

www.aid-alliance.com

Facebook: [@tpandhaidalliance](https://www.facebook.com/tpandhaidalliance)

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Linkedin: [@the-plant-and-hire-aid-alliance](https://www.linkedin.com/company/the-plant-and-hire-aid-alliance)

READERS LETTERS

PIET H. SAAN 1927-2023

We recently received the news - very belatedly - of the death of Dutch crane pioneer Piet Saan. He passed away at home on February 4th surrounded by his family, following a short illness he was 95. He leaves behind his wife of 68 years Willy and sons Joop and Piet. His brother Cor passed away in 2013.

Saan was born in Diemen, where the crane and transport company that bears his family name is still based. He was the eldest grandson of Petrus Hendricus Saan who started a one-man parcel delivery business in 1897. His father - also Piet - took the company into the crane market in 1934 when he built a small recovery type crane for a canal sheet piling contract. He purchased an aging Hispano Suiza car, removed the back end bodywork and replaced it with a short boom and hoist.

Piet junior, along with his brother Cor and sister Miiep, literally grew up in the business. Piet formally joined the business in 1942 at the age of 15 and in 1972, the two brothers officially took over from their father. Each brother took care of their specific areas of interest, Piet was largely responsible for purchasing and operations, while Cor handled the sales.

Unlike some second or third generation companies, Saan remained a very cordial and familial company with employees almost becoming part of the family. Their children also



Piet Saan



Saan's first 'crane' on a Hispano Suiza chassis



Piet and Cor Saan in 1937



Cor and Piet Saan in retirement preserving the history

found their place within the company. Employees still refer to the brothers as Uncle Piet and Uncle Cor. In 1991 a fourth generation of the family took over, with Piet's youngest son Joop appointed general manager.

Piet Saan was an optimist and considered himself blessed, always thankful that he was in good health, had a good life, a beloved wife, and sons Piet and Joop that he was proud of, along with grandchildren and great grandchildren. His secret was that he seemed to love people and enjoy their company. When he was active in the business he loved industry gatherings - open days, exhibitions and other events - always a character he was quick to laugh and enjoy a joke.

He retired from the business more than 30 years ago and yet remained active, taking a keen interest in the business and playing his part in the local community. In spite of being out of the industry for so long there will be many who remember him fondly.



Piet Saan

DARYL GLEN GASKINS 1970 - 2023

We have received the sad news that US/International rental executive Daryl Gaskins died. He passed away on Sunday, September 24th.

Gaskins spent almost his entire career with just two companies, Hertz/Herc Equipment Rentals and United Rentals. He leaves behind his wife, Claire and two daughters, Lillie and Maggie.

He began his career in 1995 when he joined Hertz, graduating to branch manager in 2001 and regional manager operations in 2009, moving to Dubai in 2014 as general manager of Hertz for the Middle East and North Africa. In 2016 he joined German portable toilet company Adco Holdings/Blu Site Solutions as chief executive of its North American business, leaving for United Rentals in 2020, initially as a district manager, before being promoted



Daryl Gaskins

to regional fleet director in 2021.

Friend and former colleague Norty Turner said: "Daryl was someone who lived without worry. His calm demeanour and easy-going approach defused many tense situations. That calm demeanour should not have been misconstrued as unambitious, because he was incredibly driven and achieved so much. So many people called him for advice and relied on his mentorship."

David Scot of United Rentals added: "Daryl made a lasting impression on all he met. We are grateful for the time we had with him as both friends and colleagues. He will be severely missed. Our deepest condolences to his loved ones during this difficult time."

The family would like to thank all the friends for reaching out with support during this difficult and unexpected time. In lieu of flowers, the family asks that you donate to Horne Memorial United Methodist Church. On line condolences may be made to the family at: www.mclaurinatpinecrest.com

KEVIN MILLER 1959 - 2023

We have only just been able to confirm the sad news that Kevin Miller, a longtime employee of UK crane and general rental company Hewden, has died.

We understand that he passed away on Saturday September 22nd surrounded by his family. He would have been 64 this month. He leaves behind wife Helen.

He was originally a crane operator with Hewden working in the Bristol and Scotland regions, later qualifying as an Appointed Person, before moving into training. In his time, he trained and assessed a great number of crane operators

and APs across the central belt of Scotland. After leaving Hewdens he became a fully qualified training instructor and NVQ assessor and worked with Sarens UK as training manager for a short time leaving last August. Since then, he has worked as a self-employed trainer under the M.T.S banner.

Speaking of his passing one ex-colleague said: "Sad news. Definitely someone who had a positive impact on a lot of people's careers. A big loss."

His funeral was held in Taunton last month.



Kevin Miller

ALAN FREDERICK RUSSON 1956 - 2023

We have received the sad news that UK powered access veteran Alan Russon has died. He passed away at home at the end of last month at the age of 67.

He leaves behind his wife Caroline and two children by previous marriages - daughter Vickie and son Christopher - along with four grandchildren.

Alan Russon began his access career in the late 1970's with a company called Walter Sommers, in Halesowen, which was a Genie dealer at the time. He also worked with Kato Cranes as it was then, selling Economy scissor lifts. Sometime in the mid-1980s he came across Skyjack which was making a big impact on the slab electric scissor lift market and was looking to enter the UK market. He set up the original Russon Access and started selling them.

The tough financial and market downturn of 1990 caused aerial lift sales to plummet, and in particularly RT scissors which were no longer wanted. This put paid to the business, but he moved on and after a brief spell with JLG joined Jim Daintith of Access Platform Sales who took over the Skyjack distribution in the UK.

When the market began to bounce back in the mid 1990s he set up a new company in Brierley Hill in the West Midlands, in partnership with the late Ian Gamble of Gamble Jarvis Plant and was appointed as the exclusive distributor of Skyjack products in the UK. He caught the market perfectly at the start of a period of strong growth and did particularly well with the big Skyjack Rough Terrain scissor lifts with dual deck extensions, as a new wave of industrial building construction got underway. As the company went into the new millennium Skyjack decided to set up its own UK operation in Oswestry, Shropshire.

Never one to be down for long, Alan Russon soon bounced back, taking on the Liftlux heavy duty, big scissor lift range, and achieved what many had thought was impossible, selling the high priced heavy scissor lifts to companies in the highly competitive UK rental market, which had always looked at these machines as being grossly overpriced for their height. Russon was however, very successful in finding applications and interested contractors and then persuading rental companies to add them to their fleets. Then out of the blue in 2004 Liftlux, by now part of Manitowoc's Grove/Manlift division was closed down as the crane company sold its access assets to JLG. Suddenly Russon had no product line and a good number of customer orders which were clearly not going to be fulfilled by Liftlux.

He quickly signed up Holland Lift, becoming its UK distributor, and did well with the new line. Having been hurt by the Liftlux decision, he looked to diversify his offerings away from a single product line, agreeing distribution deals with Matilsa and then Manitou becoming its UK rental company dealer. He did very well with its boom lifts. In 2008 he was appointed as the UK dealer for Iteco scissor lifts, which did not go as well. As the sales of Holland Lift platforms increased and more working capital was required, he persuaded the manufacturer to take a 40 percent stake in the business.

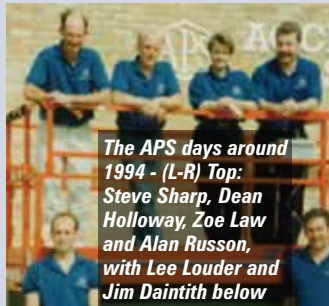
In 2008 the financial crisis arrived, and Manitou ended its contract. Russon began to dabble in the low level access market with a drill operated Power Scissor, and in 2012 Holland Lift, pulled out and appointed AJ Access as its new distributor, effectively closing Russon Access Platform Sales.

Russon was soon back in business, working with German heavy duty scissor lift manufacturer PB in a deal where he sold its machines for a commission and handled the installation, service and product support as a dealer. He also stepped up his low level platform sales and introduced his own range of spring assisted manually extended steps and platforms - the Skywinder and the Quickstep. He also began working with American scissor lift sales company GMG. The new business had some success, but as time passed and the market became more competitive, he decided call it a day and focus on his love of football with his lifelong team of Wolverhampton Wanderers, his family and renting out a number of villas he owned in the Canary Islands.

Alan Russon was a larger than life character who never failed to generate an opinion from whomever he met or had dealings with. Whether they loved him or hated him, they almost certainly noticed him, he always made an impression. He was a real character and a proud man of the Black Country, retaining his roots and strong regional accent and turns of



Alan Russon



The APS days around 1994 - (L-R) Top: Steve Sharp, Dean Holloway, Zoe Law and Alan Russon, with Lee Louder and Jim Daintith below



Alan Russon (L) with Menno Koel of Holland Lift

phrase which he sometimes used to great effect.

He was an out and out salesman, who traded on his strong personality and the wealth of relationships he developed over his career. He was driven to ruthlessly maximise an opportunity and set up Russon Access Platforms on nothing more than a handshake with Wolf Haessler the president and founder of Skyjack, without the necessity of a formal partnership agreement.

In 2007 he married Caroline, at a wedding in the Caribbean with several people from the industry attending, followed by a reception back in the UK for those that could not make it. He will be missed and fondly remembered by a great many people in the industry, both in the UK and overseas.

As one who knew him well said: "Alan had a keen eye for a deal and enjoyed a beer and a laugh and his sudden and untimely passing will be mourned by many in the industry."

The industry truly has lost one of its true characters.

Alan and Caroline Russon on their wedding day

**A few of the many comments received**

Really sad to hear the news - Alan and I shared many good times along our 'parallel' journeys in powered access over many decades. He will be missed by all who knew him, and I cannot imagine we'll see his like again. RIP Alan and Lechyd dda for the memories.

Paul Richards

I just can't believe that Alan is no longer with us. He was a fantastic character, a hard bargainer and so much fun to be with. Alan you will be missed. Sending heartfelt condolences to Caroline and all the family x Pam

Very very sad news. I got to know Alan when he was working with the Liftlux product. A great guy and always a lot of fun.

RIP Alan...

Steve Barnett

Alan was superb salesman, I remember our first meeting when he visited Altrex in the Netherlands. He stayed in Amsterdam and in the hotel bar he asked me to teach him some Dutch words in order to make contact with a girl. I told him the wrong words, so it ended up in a disaster. We always had a good contact after those days. He should have enjoyed a long retirement. Bill

Saddened to hear of the passing of Alan. I fondly remember a visit to the Skyjack factory with Alan back in the day, his hospitality was without equal, he was just a great guy to spend time with. In terms of business, he was a pleasure to deal with, no matter, small or large, was a problem. The industry has lost a genuinely, 'good man' Sincere condolences to his family. Richard J Harland

So sad. He deserved a long happy retirement. So sad. Malcolm Bowers

I am sat here choked with a tear in my eye as I write this.

I was informed of Alans passing on the morning he died and simply cannot believe he's gone. We first worked together on the Genie aluminium products in the late 70's when he worked for Walter Sommers. A friendship that has lasted 45 years.

I worked direct for him at Russon Access Platforms 2 in Brierley Hill on the Skyjack product alongside Ian Day who was also a lifelong companion and true friend to Alan. We travelled socially together on holidays and on many business trips especially trade shows around the world and the legendary factory visits to Skyjack in Ontario.

I was fortunate to be his best man when he married Caroline in Antigua in 2007.

We have laughed together and cried together. He was simply a superb salesman, and his sense of Black Country humour was infectious. He introduced me to Kranlyft formerly Kato who I joined to promote the Maeda products where he had previously worked selling RT scissor lifts before setting up Russon Access 1.

We lost contact over the past couple of years but I always knew what was happening with him and saddened hearing he was unwell. Joanne and I send our heartfelt condolences to his wife Caroline, daughter Vickie, son Christopher and his twin brother Paul and extended family.

R.I.P my friend I will have a Bacardi and Coke tonight and remember the good times.

Alan Peck

Sad to hear of Alan's passing. Always a pleasure to be in his company. Larger than life and full of enthusiasm. He will be missed by so many

Condolences to his family
Mike Evans

2023

IPAF Elevation

November 16-17, 2023
IPAF's Elevation conference and dinner.
The Belfry, Sutton Coalfield, UK
Tel: +44 (0)15395 66700
<http://em.ipaf.org/web/elevation-2023>

Liftex conference

November 21-22, 2023
Annual conference of LEEA Lifting Equipment Engineers Association
Liverpool, UK
Tel: +44 203 488 2865
www.liftex.org/

Smopyc 2023

November 22-25, 2023
Spanish construction equipment exhibition Zaragoza, Spain
Tel: +34 976 764 700
www.feriazaragoza.com/smopyc

2024

Swissbau

16-19th January 2024
Swiss construction exhibition
Basel, Switzerland
Tel: +41 58 200 20 20
www.swissbau.ch

The ARA Show 2024

February 18-21, 2024
The American Rental Association's annual trade show and convention
New Orleans, Louisiana, USA
Tel: +1800 334 2177
<http://www.arashow.org/>

Dach + Holz

March 5-8, 2024
Trade fair for timber construction, walls and roofing
Stuttgart, Germany
Tel: +49 89189 149140
<https://www.dach-holz.com>

Bbi Arbeitsbühnenforum 2024

March 7-8, 2024
Friedewald, Germany
Tel: +49 (0) 228 223469
<https://www.bbi-online.org/veranstaltungen/fachtagungen/fachtagungen-arbeitsbuehnen.html>

The IPAF Summit and awards

13-14 March
Annual Summit and IAPAs awards ceremony of the International Powered Access Federation
Copenhagen, Denmark
Tel: +44(0)15395 66700
www.ipaf.org



Mawev 2024

April 10-14, 2024
Austrian construction Exhibition
St. Pölten, Austria
Tel: +43 316 8088 216
www.mcg.at/events/mawevshow

SC&RA Annual Conference

April 15-19, 2024
Annual Conference of the US cranes and heavy transport association including the Jobs of the Year awards
Omni Barton Creek, Austin, Texas, USA
Tel: +1(703) 698-0291
www.scranet.org/SCRA/Events

Hanover Messe

April 22 - April 26
World's largest industrial exhibition
Hanover, Germany
Tel: +49 511 89-1
www.hannovermesse.de

Intermat 2024

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

Hire24

June 4-6 2024
The annual convention and exhibition of the Hire and Rental Association of Australia and the Elevating Work Platform Association
Sydney, Australia
Tel: +61 (0)2 9998 2255
www.hire21.com.au

Innovationstage der Höhenzugangstechnik

June 19-20, 2024
Innovation Days, informal event for innovative access equipment, mini cranes and telehandlers
Hohenroda, Hessen Hotel Park, Germany
www.borntolift.de/innovationstag

Crane Safety 2024

Date to be confirmed 2024
Crane safety conference organised by the Institution of Mechanical Engineers and supported by the Vertikal Press London, UK
Tel: +44 (0)207 973 1251
<https://events.imeche.org/ViewEvent?e=7624#>

Platformers' Days 2024

September 6-7, 2024
German Access and lifting exhibition
Karlsruhe, Germany
Tel: +49 721 3720 5096
<https://www.platformers-days.de/>



Vertikal Days 2024

September 11-12, 2024
Newark showground, Nottingham, UK/W/ Ireland Crane, access and telehandler event.
Venue to be confirmed
Tel: +44 (0) 8448 155900
www.vertikaldays.net



JDL Expo

September 25-27, 2024
French cranes and access exhibition/event
Beaune, France
Tel: +33 (0)1 45 63 68 22
<https://jdlexpo.com/>



CICA National Conference 2024

Date to be confirmed 2024
The annual conference of the Crane Industry Council of Australia
Perth - Western, Australia
Tel: +61 03 8320 0411
www.conference.cica.com.au



The Utility Expo

October 7-9 2024
Previously The International Construction & Utility Equipment Exposition / Demo Expo - is the US utility industry's largest show
Louisville, Kentucky, USA
Tel: +1 414-274-0644
www.theutilityexpo.com



Bauma China 2024

November 26-29, 2024
bauma in Shanghai
Shanghai, China
Tel: +49(0)89 9 4920251
Fax: +49 (0)89 9 4920259
www.bauma-china.com/



Bauma Conexpo India

December 11-14 2024
Preliminary dates for the bauma/Conexpo exhibition in India
Noida, Delhi, India
Tel: +49 89 949-20255
www.bciindia.com/en/



2025

Baumag

January 26-29, 2025
Swiss construction equipment show
Lucerne, Switzerland
Tel: +41 56 204 20 20
www.baumaschinen-messe.ch/htm/home.htm



Bauma 2025

January 23-26 2025
World's largest construction equipment show
Munich, Germany
Tel: +49 (0)89 51070
www.bauma.de/index-2.html



SC&RA Annual Conference

April 21-25, 2025
Annual Conference of the US cranes and heavy transport association including the Jobs of the Year awards
Arizona Biltmore Hotel, Phoenix, Arizona, USA
Tel: +1(703) 698-0291
<https://www.scranet.org/SCRA/Content/events/Annual-Conference.aspx>



GIS 2025

Date to be confirmed, 2025
Italian crane, access and heavy transport exhibition
Piacenza, Italy
Tel: +39 010/5704948
www.gisexpo.it



2026

The ARA Show 2026

February - Dates to be confirmed
The American Rental Association's annual conference and exhibition
Orlando, Florida, USA
Tel: +1800 334 2177
www.arashow.org



Conexpo-Con/Agg 2026

March 03-07, 2026
The leading US construction show
Las Vegas, Nevada, USA
Tel: +1 414-298-4133
www.conexpoconagg.com



Samoter

May, 6-9, 2026
International earthmoving and building equipment show
Verona, Italy
Tel: +39 045 8298111
www.samoter.it/it



SC&RA Annual Conference

April 20-24, 2026
Annual Conference of the US cranes and heavy transport association including the Jobs of the Year awards
Omni Amelia Island, Amelia Island, Florida, USA
Tel: +1 (703) 698-0291
Website: <https://www.scranet.org/SCRA/Events/>



Apex 2026

June 2026
International powered access trade show
Maastricht, The Netherlands
Tel: +31 (0)547 271 566
www.apexshow.com



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

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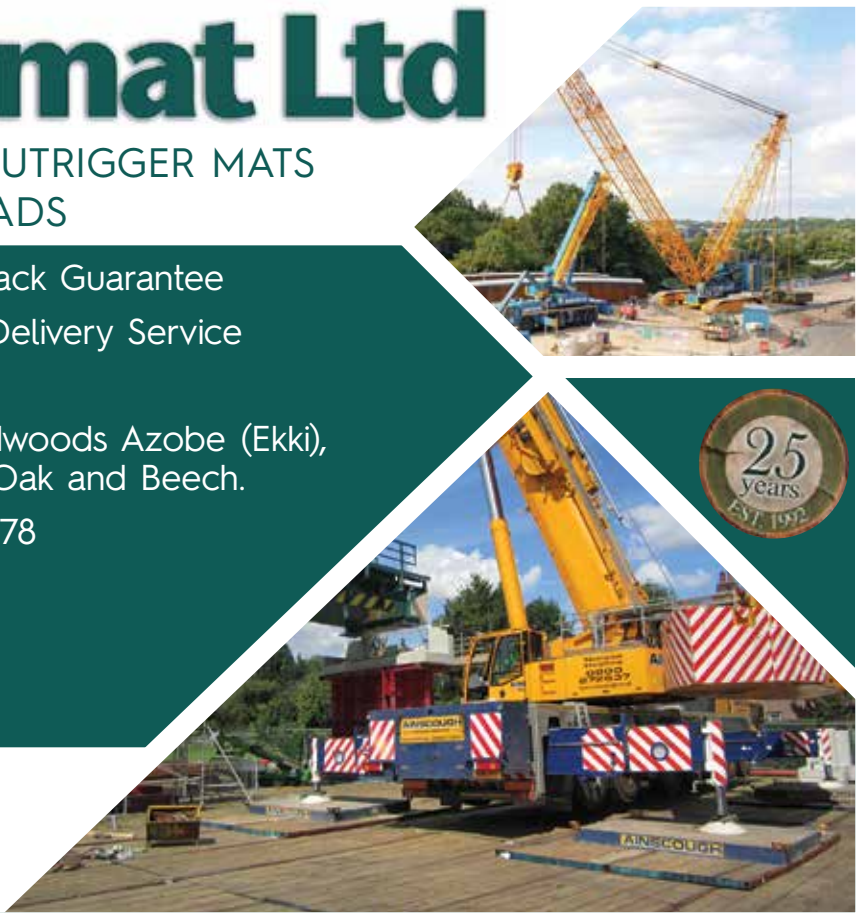
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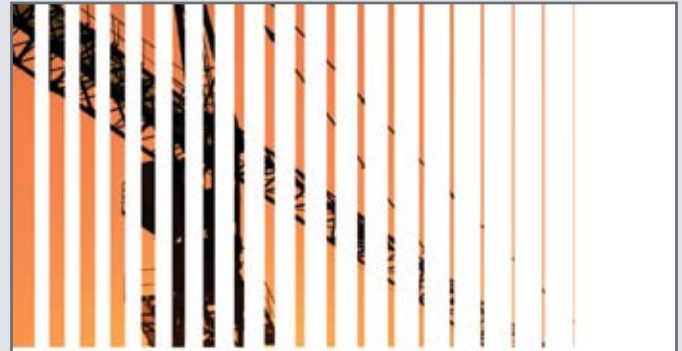
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