

cranes & access



April/May 2024 Vol.26 issue 2

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**CRAWLER
CRANES**

**VAN & SMALL
TRUCK MOUNTS**

**TRANSPORT
TRAILERS**

SOURCE GUIDE

Comprehensive Upgrade Fourteen Benefits

PERFORMANCE+

- 1 **Industry Leading Platform Capacity**
Maximum increase up to 40% compared to the original model
- 2 **Side and Rear Forklift Pockets**
Multiple choices for transport efficiency
- 3 **Lithium-Ion Battery with Long Duty Cycle and Fast Recharging**
High-density battery pack with five-year warranty
- 4 **High Strength Damage Resistant Tyres Compound**
Double the life compared to conventional tyres

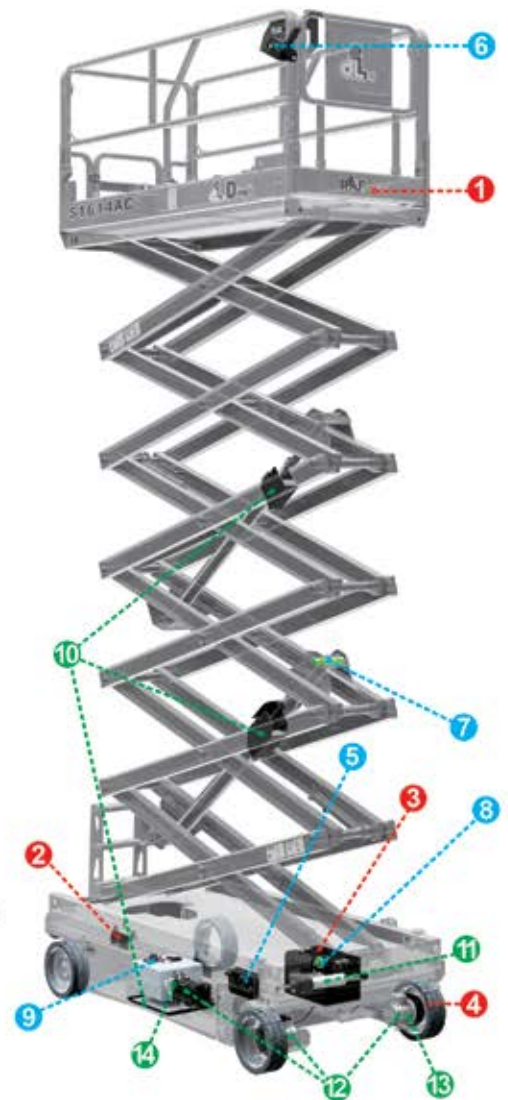


RELIABILITY+

- 5 **Integrated Four-in-One Motor Controller**
40% reduction in connections and harnesses
- 6 **New Platform Control Box**
The durability of the touch pad is greatly improved, the new surface cleans easily, and the display is three times larger
- 7 **Reliable Load Sensing System**
Less affected by temperature and friction
- 8 **Scissor Angle Sensor Reliability Improvement**
Limit switches are reduced by 60%
- 9 **Hydraulic Oil Heater (Optional)**
Applicable for cold environment

ENVIRONMENT+

- 10 **Hydraulic Oil Leak Containment**
For applications with zero leak tolerance
- 11 **Electric Actuator Steering System**
No hydraulic oil, faster steering speed and 66% reduction in energy consumption
- 12 **Gravity Down Energy Recovery System**
Battery charge regeneration during platform descent
- 13 **Highest Efficiency Electric Drive System**
15% decrease in energy consumption and higher power density
- 14 **Highest Efficiency Electric Lift Pump System**
20% decrease in energy consumption and higher power density



AC+

Working Height
Overall Width

Capacity	250kg	408kg	250kg	450kg	350kg	350kg	350kg	350kg
Working Height	8m	8m	10m	10m	12m	14m	16m	16m
Overall Width	0.7m	0.8m	0.8m	1.2m	1.2m	1.2m	1.2m	1.4m

AC+ Series Scissor Aerial Work Platform

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In recent years the term 'crawler crane' has been applied to a far wider range of cranes mounted on tracks than in the past. We take a look at the market and the latest products from manufacturers around the world.

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As a road going machine, van and small truck mounted lifts are caught up in the global push towards 'all-electric' vehicles. However, many buyers and users are not embracing the 'go electric' message...at least not yet. We take a look at what manufacturers are doing to straddle this divide. We also speak with Mark Sawyer of CPL, part of the Klubb Group and now a major producer of lifts in this sector.

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Transport trailers are critical items for the crane, aerial lift and telehandler rental companies and contractors. We take a look across all types and sizes of trailers and see what's new in the market.

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This year's C&A Source Guide 2024 lists all the crane, access and telehandler manufacturers that are active in the international market, detailing the specific model types they offer.

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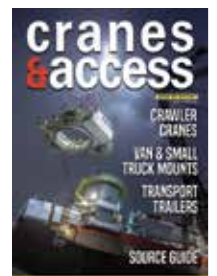
While not as grand as it was in the past, Intermat 2024 attracted more than 125,000 visitors, along with numerous manufacturers with new and interesting products on show. We bring you a few glimpses from the event in our photographic overview.

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ON THE COVER

A 5,000 tonne Mammoet PTC210-DS ring crane was used to install leg crane replacements on two jack-up vessels for offshore wind turbine installation - the Wind Orca and the Wind Osprey - for Danish company Cadeler. The all-electric leg cranes have a 1,600t maximum capacity and will install and service the next generation of 14MW and more wind turbines.



IN THE NEXT ISSUE Scheduled for publication in June, the next issue of Cranes & Access will include features on Low level access, Recruitment for the lifting industry, Telehandlers and All Terrain cranes. 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

COPYCATS

'Imitation is the sincerest form of flattery' or so the saying goes, implying that copying something is almost a good thing. It is certainly not the done thing when it comes to cranes or work platforms. Over the years there have been many legal battles over patent ownership and the right to a design - sometimes the originator triumphs but other times the infringer - especially one with the financial clout and willingness to spend it on lawyers - gets away with it and therefore wrongly wins.

A poll on Vertikal.net asks readers: "Would you buy from a company that has copied an existing product - assuming that it is at least as good, and you have confidence in the seller? Surprisingly, only 36% said Yes, 24% said Maybe, but 40% of respondents said No.

A follow up question might have asked: manufacturers of which country are more likely to copy? I would bet my house on China being top of the list - but is that true? Industry perception says yes, however over the years the companies most accused of infringing copyright or patents have been North American or European. Recent battles include Niftylift/JLG, JCB/Manitou, Magni/Manitou, Ahern Rentals/Equipment Share and Manitowoc/Sany to name just a few. At least one of them has been a serial offender for 30 years or more.

But when is a copy a copy? A spate of new European style telehandlers have been launched this year, and all have a very familiar design however, as far as we are aware, none of the new entrants have been asked to cease and desist. Perhaps because all manufacturers have copied off each other at one time or another... as occurred with slab scissor lifts... and early All Terrain cranes. There is after all, often only one

basic design. But copy another manufacturer's new 'gizmo' such as an outrigger pad stowage concept, or newfangled overload system and you will probably have a cease & desist notice on your desk quicker than a politician changes his mind.

LGMG's new 126ft boom for example, uses swing out legs to extend the width, very similar to a design unveiled by Genie in 2005. When JLG unveiled its 185ft 1850SJ with the same concept less than a decade later, it kicked off a legal exchange, the outcome of which is a mystery to all but those involved. Now all big booms employ it. It's the same for over-centre steering or swing out trays on small scissor lifts.

If you have the money and a team of lawyers to call on, you can often ride roughshod over a patent registration and get away with it - whether you are right or not. When both parties have the money and willingness to go all the way justice might be done - as in the case of Polaroid vs Kodak which took 14 years and cost billions. The big players know it and so do smaller companies. Is it right - No - but it is the way of the commercial world.

So, returning to would you buy a copied product? There are very few truly new concepts... most products involve some degree of 'imitation'. Would you avoid buying a machine that has partly been copied? I bet you probably wouldn't even know.

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

NEW 100 TONNE LOCATELLI

Italian crane manufacturer Locatelli has launched its largest Rough Terrain crane to date, the 100 tonne Gril 110.100.

The two axle crane features a five section 47 metre main boom, a new easy to use 'Locasystem' Load Moment Indicator with 10" touch screen, variable outrigger settings including asymmetric set up and a new generation wider and more comfortable cab with standard electric climate control system. The maximum travel speed is 30kph.



HAULOTTE HA20 RTJ UPGRADE

Haulotte has completed a substantial upgrade to its 60ft HA20 RTJ articulated boom lift, adding dual platform capacities and other features. The major change is the new overload and working envelope programme that increases the maximum platform capacity from 250 to 350kg and allows safe working on slopes of up to six degrees. The unrestricted platform capacity of 250kg remains for the maximum outreach of 11.9 metres at an up & over height of 8.6 metres on a four degree safe working slope.

The new HA20RTJ is now equipped with telehandler type axle drive, helping reduce the number of hydraulic hoses by almost 30 percent, while four wheel drive, oscillating axle and automatic differential lock are all standard, four wheel steer is available as an option.

The unit also employs a smaller engine, thanks to optimised drive train and hydraulics, helping reduce fuel consumption by 35 to 50 percent. Other features include Haulotte's Activ'Lighting system with 10 LED spotlights. Finally, the company says that the updated HA20 RTJ PRO boasts a "97 percent recyclability rate".

ALTEC TAKES TEUPEN

US based vehicle mounted and utility equipment manufacturer Altec has acquired the German spider lift manufacturer Teupen Maschinenbau from its owner Martin Borutta.

Prior to the deal Borutta repurchased the 24 percent stake in the business owned by Dingli since 2020. Borutta will remain on board and continue to manage the business, including its US operations.

The move follows a deal that has seen Teupen supply Altec with more than 100 Altec branded insulated spider lifts similar to the Leo 56AIC. A statement from Altec said: "This acquisition expands our footprint worldwide and provides a complement to our robust line of products and services for the utility, telecommunications, tree care and lights and signs markets."

Teupen was established in 1977 by Bernd Teupen to produce a range of furniture hoists, introducing a trailer lift the following year and adding its first tracked spider lift in 1987.



LGMG'S BIG ELECTRIC SCISSOR...

Chinese aerial lift manufacturer LGMG has launched a new, all-electric 65ft Rough Terrain scissor lift the SR2024E, the largest in the manufacturer's scissor lift range. The new machine is 2.49 metres wide and has a working height of 21.7 metres, with a platform capacity of 750kg/ four people on the 4.62 by 2.3 metre platform.

A 2.7 metre deck extension takes the platform length to 7.3 metres when fully extended. The unit can drive at full height but can also be levelled with the standard auto-levelling jacks. The overall weight is 14.6 tonnes.

...AND 126FT BOOM LIFT

LGMG has also launched its largest platform so far, a dual capacity 126ft T38J-H telescopic boom lift. The new model will be available with either diesel or battery power and employs a four section synchronised boom, topped by an articulated jib for a maximum working height of 40.2 metres. Maximum outreach is 23.5 metres, with the unrestricted 300kg platform capacity, while the 450kg maximum platform capacity is available at just over 21 metres.

The new model uses the X-type swing out legs introduced by Genie in 2005, and now the norm on larger self-propelled boom lifts. On this machine however, they feature a magnetostrictive displacement sensor which LGMG says enables smoother, more precise and reliable control when extending or retracting.

The overall width ranges from 2.49 metres when stowed to just over four metres when extended. Overall stowed length with jib tucked under for transport is 14.42 metres with a height of 2.92 metres. Total weight is 20,700kg. Four wheel drive, four wheel steer, cylinder bellows and anti-entrapment systems are all standard equipment, while power comes from a Kubota diesel. An electric model is also planned powered by a Lithium battery pack.





XCMG'S 4,000T TELESCOPIC

Chinese crane and aerial lift manufacturer XCMG has launched a new 4,000 tonne, 11 axle wheeled crane - the XCA4000 - the world's largest.

The XCA4000 has been designed for the installation of 10MW and larger turbines and can lift 230 tonnes to heights of 170 metres. The first unit was sold to Hebei Rongcheng Technology and went directly from factory to a wind farm in Jing County, Hengshui, China for its first job. The crane lifted a series of components, including a 130 tonne nacelle, a 40 tonne wheel hub and three 95 metre blades weighing 28 tonnes each, to a height of 162 metres. It was rigged with a superlift system, 300 tonnes of counterweight, all of its six section 85 metre boom extended, topped by an 85 metre heavy duty jib.



TWO NEW POTAIN LUFFERS

Potain has launched two new luffing jib tower cranes - the MR 309 and MR 329 - with a choice of 16 or 25 tonne maximum capacities. The regular jib length is 60 metres with a jib tip capacity of 3.4 tonnes. They follow the launch of the MR 229 at Bauma in 2022 which was the first Potain luffer equipped with the Manitowoc Crane Control System (CCS) and Potain Connect telematics.

The jib on the MR 229, MR 309 and MR 329 can be installed horizontally, section by section, which along with shorter windvane spans, makes installation on tight jobsites easier. The new cranes also feature a jib pivot height of 2.0 or 2.4 metres above the slew ring connection to the tower, as well as improved load charts. The out of service radius is 9.5 to 12 metres without the need for anchoring. The very first unit to be installed on a job - a 309 - has been erected at the Dorchester hotel in Park Lane, London by Bennetts Cranes.



SINOBOOM UPGRADES AB15J FOR EUROPE

Chinese aerial lift manufacturer Sinoboom has launched an upgrade to its 48ft AB15J - the AB15J Plus - the company's first diesel articulated boom with CE certification.

With a working height of 16.7 metres the AB15J Plus has a maximum outreach of 8.5 metres at an up & over height of 7.5 metres with an unrestricted platform capacity of 300kg. Four wheel drive, two wheel steer and a new active axle oscillation are all standard. Overall width is 2.26 metres and overall weight is 7,300kg.



JLG TO ACQUIRE AUSA

JLG and Hinowa owner Oshkosh has agreed the acquisition of Spanish mini telehandler, Rough Terrain forklift and dumper manufacturer Ausa. Based in Barcelona, Ausa was established by three families in 1956 to build cars, later switching to building dump trucks. Rough Terrain forklifts and small telehandlers followed sometime later, with exports getting underway in 1969.

The company is still privately owned, with a second generation of the family owning shares in the business. The company employs around 350 and builds about 12,000 units a year, with revenues last year of €132 million. It operates through around 600 independent dealers across 90 countries with roughly 70 percent of its sales coming from exports. Ausa will join JLG, Hinowa and Jerr-Dan in the Oshkosh Access division. Ausa has been working with JLG since 2020 when it started supplying a JLG branded version of its mini telehandler for the North American market.



LIEBHERR UPDATES LTM 1300-6

Among Liebherr's new product launches at Intermat was the 300 tonne LTM 1300-6.4, the latest model to incorporate the company's Liccon3 control system. The control system is the main change that converts the existing LTM 1300-6.3 to the 6.4 model. Boom lengths, load chart and all other performance parameters remain the same.

Other changes include a new chassis cab, more computing power and a larger touchscreen display in the superstructure cab, which is said to be more intuitive, informative and easy to use. Introduced in 2022, the LTM 1300-6 features an eight section 90 metre boom and a maximum tip height of 121 metres.



SKYJACK BOOMS GO ELECTRIC

Skyjack has launched all-electric versions of its 45ft SJ45 AJ+ and 60ft SJ60 AJ+ articulated Rough Terrain boom lifts - the SJ45 AJE+ and SJ60 AJE+. The electric models will initially be built in Hungary and only available in Europe and Australia.

Structurally they are identical to the diesel models, with working heights of 15.72 and 20.29 metres respectively. The SJ45 has a 300kg unrestricted capacity with 7.62 metres of outreach at an up & over height of 7.45 metres, while the SJ60 has a dual platform capacity of 300kg at maximum outreach of 12.06 metres or 454kg at up to 9.25 metres at an up & over height of 8.31 metres. The electric machines are marginally heavier than the diesels at 5,488kg and 8,888kg respectively.

The all-electric versions have a dual battery pack feeding an electric powered drive train and hydraulic system. Skyjack chose a 415AH AGM maintenance-free battery pack rather than lithium, said to be sufficient for at least a double shift with typical usage. Performance levels are as good or slightly better than the diesel powered models. The onboard battery charger takes around nine hours for a typical recharge and a hybrid version is planned for next year. Production starts in June with units on show at Vertical Days in September.



NEW TOWER CRANE BRAND

Dutch sales and rental company Bulten Bouwmaterieel has started assembling self-erecting tower cranes on wheeled and tracked chassis under the Giraffe Cranes brand.

The company works with Potain and Cataneo cranes and has a range that includes the 1.8 tonne 700.26-C on tracks and 700.26-4WD4S on a two axle four wheel drive chassis, the 2.2 tonne 900.30-4WD4S/900.30-C, and three, four tonne models - the 1100.30-4WD4S/1100.30-C, the 1000.35-C and the 1000.40-C.

Founded in 1985, Bulten Bouwmaterieel is based in Zelhem east of Arnhem and rents a wide range of cranes and equipment. In February it moved production to a new manufacturing division in nearby Baak.



DINGLI AC+ SCISSOR LIFTS

Dingli has introduced a new AC+ range of slab electric scissor lifts, basically a major upgrade of its current AC series. Eight models from 19ft to 46ft are included with four overall widths - 760mm, 830mm, 1.2 and 1.4 metres - and platform capacities ranging from 250kg to 450kg. The nomenclature is greatly simplified, with the JCPT prefix dropped, so that the JCPT1612AC becomes the S1612AC+.

The AC+ range includes higher platform capacities and electric actuator steering in place of a hydraulic cylinder leaving the platform lift as the only hydraulically operated function on the machine. The new range also comes with a full three year warranty.

Other improvements include new side and rear fork pockets located at the top of the chassis for improved stability when lifting and moving the machine, a new high capacity lithium iron phosphate battery pack with a five year warranty, a new control box with a high resolution dot matrix display and silicone function buttons.



Model number	Platform height	Working height	Overall width	Platform capacity	Overall length	Overall weight
S0807AC+	19ft	7.8m	760mm	250kg	1.83m	1,630kg
S0808AC+	20ft	8m	830mm	408kg	2.48m	2,160kg
S1008AC+	26ft	9.9m	830mm	250kg	2.48m	2,230kg
S1012AC+	26ft	9.9m	1.15m	450kg	2.48m	2,750kg
S1212AC+	33ft	12m	1.19m	350kg	2.48m	3,060kg
S1412AC+	40ft	14m	1.19m	350kg	2.48m	3,210kg
S1612AC+	46ft	15.7m	1.25m	350kg	2.84m	3,390kg
S1614AC+	46ft	15.7m	1.39m	350kg	2.84m	3,500kg

SCISSOR LIFT FOR AXOLIFT

Italian low level aerial lift manufacturer Axolift has launched a new five metre working height push around scissor lift, the P300, with a self-propelled version on the way.

The new machine - the company's first scissor lift - has a working height of 4.95 metres with a platform capacity of 240kg. The overall width is 765mm, the overall length 1.27 metres and a stowed height of just under 1.78 metres. Total weight is 390kg.



PALFINGER UPGRADES BIG TECS

Palfinger has introduced new versions of two of its heavy duty cranes. The PK 1350 TEC has a maximum capacity of 30 tonnes at a radius of just over three metres and can handle 23 tonnes at 4.4 metres or take 500kg to its maximum tip height of almost 42 metres.

The 10 section 21.9 metre boom can be extended with a 20 metre nine section jib, which can elevate 25 degrees above the horizontal. Overall weight is 10,170kg and the maximum outrigger spread is 10 metres.

The 32 tonne PK 1650 TEC has similar boom and reach characteristics to the 1350 but can handle 750kg at its maximum 37.7 metre radius or at full height. The new models are equipped with Paltronic 180 control electronics, and the LX-6 control valve along with high tech operator aids.



GREEN TECH TELESCOPIC BOOM LIFT



MODELS	WORKING HEIGHT MAX.	PLATFORM CAPACITY
T20JE	21.8m	UNRESTRICTED 300kg
T22JE	23.8m	
T26JE	27.9m	RESTRICTED 450kg
T28JE	29.8m	
T38JE	40.2m	

ZERO
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RELIABILITY IN ACTION

NEW HIAB HYBRID CRANES

Hiab has launched a new line of wspr - pronounced Whisper - electric/hybrid loader cranes that can be run from the chassis engine or a battery driven ePTO. The Standard ePTO is good for most models, while a Light Duty version is available for smaller cranes used on simple drop off duties. Both of these are installed within the base of the crane for easy mounting on the chassis, while a Heavy Duty pack for the largest cranes or applications is too big and is therefore mounted on the chassis.

Recharge time from empty is around four hours, but the cranes can also be operated while plugged into a mains outlet. When utilising electric power, the hybrid system provides comparable performance to a diesel powered PTO. Should the battery run low while working, the operator can switch to the engine powered PTO to finish the job. The Standard model can now be ordered globally, with the Light and Heavy Duty models due to be launched later this year.



MARCHETTI FOR CANADA

Italian truck and crawler mounted telescopic crane manufacturer Marchetti Autogru has launched its first crane for the North American market - the 25 tonne CW25.35 - with the first unit delivered to Powell Foundations of Stouffville, Ontario.

The CW25.35 has a five section 25.5 metre boom, topped by a 3.6 to 8.1 metre telescopic jib which offsets by up to 40 degrees - maximum tip height is just under 36 metres. The crane is rated at two metres, can handle 18 tonnes at three metres or 5.8 tonnes on the full boom. The overall weight is 25.5 tonnes.



The handover (L-R) Edoardo Meli of Marchetti with Neal Haughton and Bill Acton of Powell Foundations and Francesco Tagliaferri of Marchetti

NEW 'FALCON 330 WHEEL'

Danish spider lift manufacturer Falcon has introduced a new 33 metre all-electric wheeled spider lift, the 'Falcon 330 Wheel'. The new machine is based on the Falcon 290 Wheel and its predecessors the FS290 and FS320. It has a maximum outreach of 14 metres at an up & over height of just over eight metres with 100kg in the platform, while the maximum platform capacity of 200kg is available at an outreach of just over 13 metres.

The unit features a five section telescopic boom, topped by a long double jointed articulating jib, providing all manner of reach capabilities such as 'under & up' and 'over & down' etc. Below ground reach is approximately five metres.

The machine is just 800mm wide when stowed, with an overall height of 1.98 metres, overall length of 7.2 metres and an overall weight of 4,150kg.



INTERMAT 2024

While smaller than in previous years, Intermat 2024 attracted 127,500 visitors, 21% of them from outside France.

There was a reasonable number of new and interesting products to see. A full review of the show can be found in this issue on page 57 and will be followed by more in-depth product coverage in relevant features over the next few months.

FRENCH CONTRACTORS FOR SUSTAINABLE EQUIPMENT

A number of French construction companies have come together to create a community of sustainable equipment companies under the banner of CAMD - Communauté des Acteurs du Matériel Durable - with the aim to make the construction equipment sector more sustainable. The companies include Bouygues Construction, Colas, Eiffage, Haulotte, JCB, Kiloutou, Manitou, Haulotte, NGE, Salti and Volvo.

CAMD will represent equipment manufacturers, rental companies and contractors under chairman Olivier Colleau, chief executive of Kiloutou, and two vice chairmen, Michel Denis of Manitou and Patrick N'Kodia from Bouygues Construction.

The operational committee will identify and manage projects that address technological hurdles and monitor regulations such as CSRD (Corporate Sustainability Reporting Directive) and SBTi (science-based target initiatives) and organise events, such as the Sustainable Equipment Meetings scheduled for September 24th.



CAMD

Communauté des acteurs du matériel durable

MERLO TO SET UP IN IRELAND

Merlo is set to launch its own distribution organisation in the Republic of Ireland.

For the past 10 years the company has worked through its distributor McHale Plant Sales but has now decided to set up its own import and support operation which will work with a group of local dealers. The new operation should be ready to open later this summer.

NIFTYLIFT 'CLIPON'

Niftylift has introduced a new harness attachment sensor for its boom lifts. Dubbed the 'ClipOn' it is currently undergoing extended trials with UK rental company Speedy and is said to not interfere with the machine's design and is relatively easy to fit.

If anyone attempts to operate the machine without a harness attached, the device will emit a continuous alarm, not dissimilar to a car's seat belt warning.



NO CHARGE FOR 'HARNESS ON'

Nationwide Platforms, the UK division of Loxam will no longer charge its customers for the 'Harness On' device installed on the machines it supplies, as it continues to roll out the safety accessory across its fleet.

Nationwide began installing Harness On last May, while UK contractor, Willmott Dixon mandated the system across its sites at the end of last year. Loxam Spain has also started fitting the device to machines in its fleet.



SINOBOOM MOVES INTO TELEHANDLERS

Chinese aerial lift manufacturer Sinoboom has entered the telehandler market announcing a three model range, which includes two fixed frame machines - the 14 metre/4,000kg TH40-14 and the 18 metre/4,500kg TH45-18 - plus the 360 degree 5,000kg/TH50-18R. All feature hydrostatic transmissions and high basic specifications.

The fixed frame features include standard frame levelling, fold down outriggers, four wheel steer, four wheel drive, an overall width of 2.3 metres allowing transportation by container, real-time dynamic load monitoring and cut out, auto engine shutdown, an emergency power system, a 958mm wide cab with all-round visibility, a seven inch smart screen with real time status monitoring, fully proportional joystick controls and automatic engine speed control to match system demand. Maximum road speed is 35kph. Sinoboom says that it will only release machines for the overseas market, "after a stringent and systematic testing and debugging process."



Model	Lift height	Lift capacity	Forward reach	O/A width	O/AL length	O/AH height	G/V weight
TH40-14	13.6m	4,000kg	9.5m	2.31m	6.3m	2.57m	11,600kg
TH45-18	17.6m	4,500kg	13.1m	2.3m	6.34m	2.6m	12,500kg
360°							
TH50-18R	17.6m	5,000kg	14.3m	2.5m	6.9m	3.33m	15,415kg

OAL - length is without forks

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For 2024, we are heading to our new venue, Newark Showground in Nottinghamshire where professionals from the industry will see the very latest that the Crane, Aerial work platform and Telehandler market has to offer.

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FINANCIALS ROUND-UP

Herc Rentals in the USA reported a 9% rise in first quarter revenues to \$804 million. Pre-tax profit increased 8% to \$81 million. Capital expenditure fell 45.5% to \$181 million, while disposals increased from \$49 million to \$61 million. The plan remains to spend between \$750 million and \$1 billion for the full year. Net debt remained at \$3.7 billion.



Herc has also acquired Maryland based **Rental Works** which operates from five locations in Maryland, Northern Virginia and Delaware. Based in Annapolis, Rental Works was established in 2007 by David Graham and Ken Wagner and is managed by Ken's son Sam, who remains on board.



Genie/Terex AWP saw first quarter revenues improve 12.7% to \$772.7 million but order intake declined 11% to \$2.46 billion, leaving the order book 17% percent lower at \$2.43 billion. Operating profit increased 13.9% to \$107.3 million. The company says it is on track for full year sales of more than \$3 billion.



Terex as a whole reported revenues of \$1.3 billion up 4.3% while pre-tax profit was 2.5% higher at \$136.5 million. Net debt at the end of March was down 31% to \$359 million.



JLG/Hinowa reported a 3.7% rise in revenues to \$1.24 billion, driven by telehandler and aftermarket sales in North America. Order intake was \$940 million compared to \$1.26 billion in the same quarter last year leaving the order book 3.3% lower at \$4.23 billion. Operating profit jumped 54% to \$208.1 million. The full year sales forecast is \$5.4 billion but... the company has agreed the acquisition of Spanish company **Ausa** - see page 7 - which will add to that.



Haulotte reported a 20% fall in first quarter revenues to €157 million, due to lower new equipment sales in Europe and North America. The comparison is however, compared with an unusually high quarter last year.



Manitou achieved first quarter revenues of €685 million, up 3% on last year, driven entirely by new equipment sales. Order intake nosedived from €455 million last year to just €186 million, a drop of almost 60% leaving the order book 45% lower at €1.88 billion. After the quarter closed it announced the acquisition of **Dezzo Equipment**, one of its South African dealers covering Swaziland, the Northern Cape and the province of Mpumalanga.



UK rental group **Vp** - owner of telehandler rental company **UK Forks**, low level access specialist **MEP** and **Brandon Hire Station** - says it is on track to meet its full year forecasts.

Full year revenues at **Wacker Neuson** increased 18% to €2.65 billion. Pre-tax profit jumped 42% to €254.7 million, while net debt increased 56% to €365.8 million... However, in the first quarter sales dropped 11.1% to €593.1 million, while pre-tax profits nosedived, falling more than 60% to €32 million.



French rental company **Accès Industrie** has been acquired by **Delmas Investissements & Participations** - from majority owner **Equistone Partners**.



Liebherr broke another record in 2023, with revenue growth of 11.5% to €14.04 billion. Pre-tax profit for the year almost tripled to €668 million. **Mobile and crawler crane** sales were 14.7% higher at €3.45 billion with shipments from Ehingen exceeding 2,000 units for the first time. **Tower crane** sales fell 9% to €510 million, while **Marine crane** revenues jumped 20.3% to €977 million.



UK rental group **Hirepro Holdings** surprised the market by suddenly closing two of its companies - **Liftright Access** and **Upward Powered Access**. Their future as corporate entities remain uncertain.

Chinese rental company **Horizon** reported a 22% increase in 2023 revenues to RMB 9.6 billion (\$1.33 billion), with pre-tax profits up 37.2% to RMB 1,226,523 (\$135 million). The company claims its aerial lift fleet now numbers 176,600 units, with a utilisation rate of 80%. It operates from 489 locations in mainland China, one in Hong Kong and four overseas, and is in the process of opening a Turkish operation in Istanbul. Capital expenditure in 2023 was cut 37% to RMB2 billion (\$281 million).



France's **Loxam** reported full year revenues of €2.55 billion up 6.2%, a new record for the company. Growth came from all but the Nordic region. Pre-tax profits improved almost 11% to €102.2 million. The company also exceeded revenues of over €1 billion in France for the first time.



France's **Klubb** has acquired the refuelling equipment division of France's **Titan Aviation** in partnership with its minority shareholder **Yano**.



Manitowoc Crane, which also includes **Grove** and **Potain**, has reported a 2.6% fall in first quarter revenues to \$495.1 million. However, order intake improved 5.6% to \$554.1 million, with a backlog 3.5% lower at \$971.3 million. Pre-tax profit declined 69% to \$6.4 million.



Danish-Norwegian joint venture **BMS Stangeland** has acquired Finnish heavy lift company **Havator** from **CapMan Buyout**. Havator has revenues in the region of €100 million with 500 employees and 30 locations. It will continue to operate as a standalone company within BMS Stangeland.



CEM ADDS TO HOIST RANGE

Italian hoist, crane and aerial lift sales and rental company CEM Elevatori has launched three new modular hoists. The Castor hoist which can be used inclined or vertical, has a 20 metre lift height with 150kg capacity, making it ideal for roof tiles.

The Maxial Excellium 200/30 can handle 200kg, has a standard 10.5 metre lift height and can be extended to 30 metres. Both use a 220V electric motor and are manufactured in France by Haemmerlin. The cordless Tranzvolt G2 is made in Georgia, USA by Tie Down, has a maximum capacity of 113kg and a lift height of just over 13 metres.



NEW LIEBHERR L SERIES SELF-ERECTORS

Liebherr has launched upgraded versions of its L1-24 and L1-32 self-erecting tower cranes which include a substantial redesign of the structural elements, an improved hydraulic system and new modular drive system. Other changes include new crane control and operating systems, a modern telematics and remote assistance system and a move towards greater component commonality between models.

The jib lengths remain unchanged: 25 or 27 metres for the 25 L with jib tip capacities of 950kg and 800kg respectively, and 30 metres for the 33 L with a jib capacity of 1,050kg. They also use the same ballast and transport axle options.



INDEPENDENT HOLLAND LIFT SUPPORT

A new company has been established by three former Holland Lift employees to provide replacement parts, service and technical support for the 9,000 Holland Lift scissor lifts still in daily use.

The team is led by former engineering manager Tjaco Sussenbach, with service engineer and manager Tristan Riet and final inspection engineer Roel Loos. Holland Lift veteran Wim Roos is also helping out. The trio will initially work within Sky High BV but are considering setting up the Holland Lift operation as a separate corporate entity - 'Susco Service'. For those looking for Holland Lift product support email sales@skyhighlift.nl or use www.skyhighlift.nl

L-R) Roel Loos, Tristan Riet and Tjaco Sussenbach



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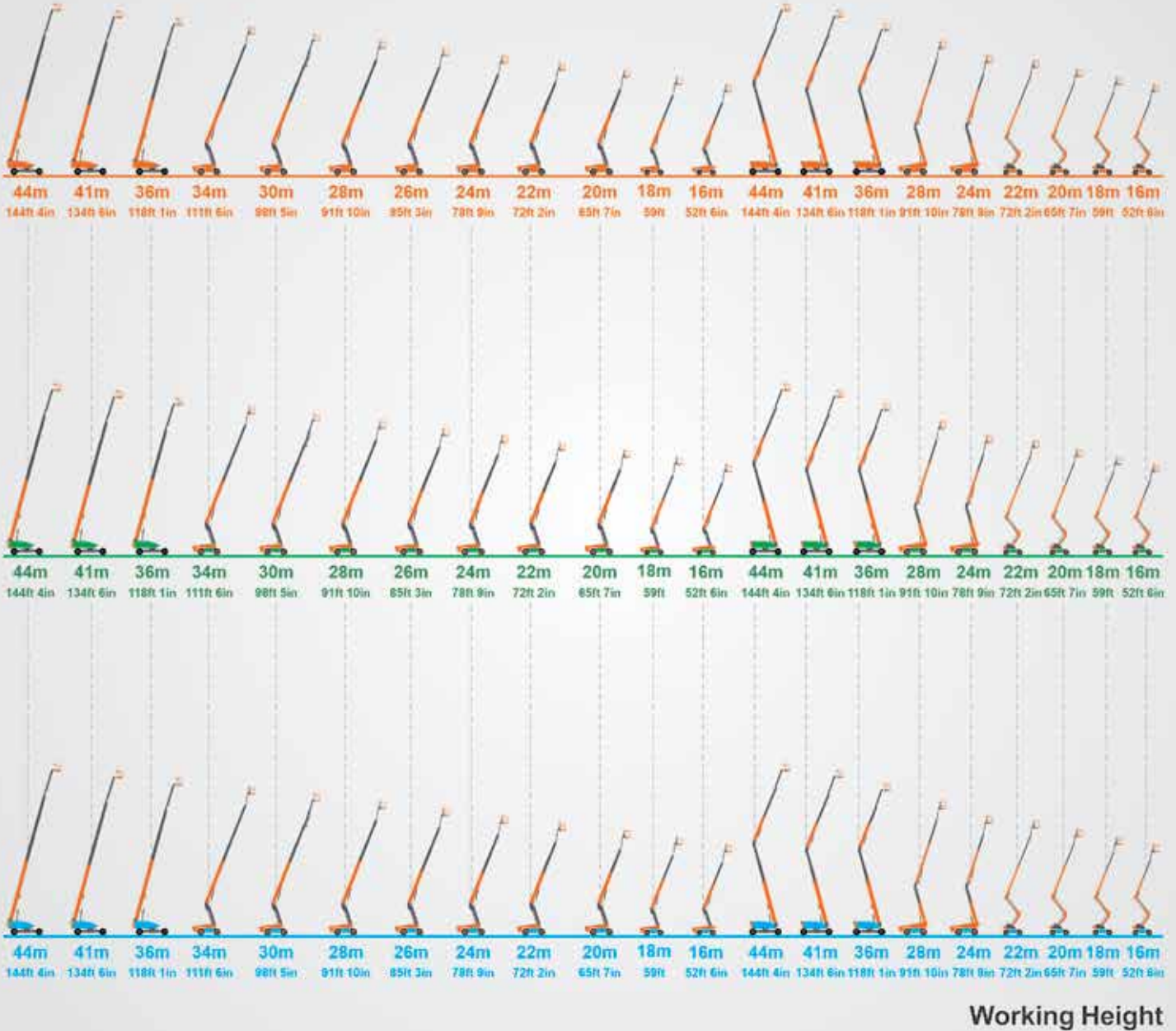


More information





Heavy Loading
250kg - 454kg
551lb - 1000lb



Working Height

Modular Boom Series

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NEWS HIGHLIGHTS

- Manitou is to acquire **Dezzo Equipment**
- GSR has joined the 'National Made in Italy Day'
- US based **Bragg** has installed the **Endeavour** space shuttle at the new Samuel Oschin Air and Space Center in LA
- US **Nichols Crane Rental** has taken a 230t **Liebherr** LTM 1230-5.1
- Andy Wright** has been appointed executive chairman of **Vital Power Group**
- Scotland's **Whyte Cargo Handlers** has taken two 150t **Liebherr** LTM 1150-5.3
- Terex Utilities** has promoted **Joe Caywood** to director commercial operations and **Jonathan Harlan** head of global sales & support
- Phil Cutting** of UK access rental company **PG Platforms** has died
- Czech **Radek Malina** has taken the country's first 450t **Tadano** AC 7.450-1
- US **Budrovich Contracting** has taken two 110t **Liebherr** LTM 1110-5.2
- UK's **Davies Crane Hire** has taken a 110t **Liebherr** LTM 1110-5.2 and 60t LTM 1060-3.1
- United Rentals** has added **Termaco** tower crane battery power packs to its fleet
- UK's **Orion Access** has taken several 20m 20D **Socage** Speed truck mounts
- MyCrane** has appointed **Syed Ahmed Salman** as VP sales ME, and **Syed Zulnoon Bukhari** as director of business development - Saudi Arabia
- Crane Norway** has purchased four **Kobelco** 250t CKE2500G-4 lattice crawler cranes
- Richard Collett**, chairman of **Collett & Sons**, has died
- Manitou** celebrated 40 years as a public company by ringing the opening bell on the Paris stock exchange
- UK's **Chippindale Hire & Sales** has celebrated its 75th anniversary
- Sinoboom** has opened a new sales and service hub in **Dubai**
- Jekko** has appointed **Correct Maskin** as dealer for Norway
- Norway's **LiftRoller** has appointed **4 Cladding Services** and **Industar** as UK distributors
- UK's **ABA Crane Hire** has taken a **Liebherr** LTM 1040-2.1 and LTM 1060-3.1
- The first 13t **Kato** 130 CR-130Rv city cranes have arrived in **Germany**
- Germany's **Steil Kranarbeiten** has taken a 300t **Tadano** AC 6.300-1
- MEC** has appointed **Ethan Waller** as national account manager N. America and **Joe Anthony** a regional sales manager
- UK's **Southern Cranes** has taken 10 **Grove** ATs from 60t to 250t
- Falcon** launched the 33m all-electric wheeled **Falcon 330 Wheel**
- Germany's **Böcker** has started phase 2 of its factory expansion
- Isoli** has appointed **Luigi Moretto** as general manager
- The municipality of **Zolling**, Germany has taken a 13m **Platform Basket** 13.80E spider lift
- Skyjack** has appointed **Andreas 'Andy' Stumpf** as VP sales & operations for Europe, the Middle East & Africa
- China's **Linglong** has launched the 'Crane Master' tyre for mobile cranes
- Germany's **Kranverleih Wilhelm** has taken a 250t **Grove** GMK5250XL-1
- UK's **TAH Access Platforms** has taken a 20m **Socage** 21DJ truck mount



Joe Caywood



Jonathan Harlan



Syed Ahmed Salman



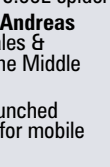
Syed Zulnoon Bukhari



Ethan Waller



Joe Anthony



Andy Stumpf

- Australia's **Skyreach** has taken two **AlmaCrawler** Jibbi 1890 Primos
- Germany's **Gerken** has acquired its first AT crane
- Liebherr USA** has appointed **Shane Kuhlmeier** as divisional director crawler and maritime cranes
- Sweden's **Sven Jinert** has taken its fourth 750t **Liebherr** LG 1750 lattice crane
- Germany's **Bruns** has taken a 100t **Liebherr** LTM 1100-5.3 on its 100th anniversary
- Maeda** has appointed **Cropac Equipment** as dealer for Ontario, Canada
- Germany's **G.A Neeb** has taken two **Groves** - a 100t GMK4100L-2 and 250t GMK5250XL-1
- SSAB** is to supply **Manitou** with 'fossil free steel' from 2026
- Germany's **Sönke Jordt** has taken a 100t **Liebherr** LTM 1100-5.3
- Maeda** is to adopt **Trackunit** telematics
- Kim Bach Jensen** of **Time Manufacturing Europe/Versalift** has left the company
- Virginia's **Netarus HoistCam** has appointed **Ingo Schiller** as CEO
- UK's **Crane Hire Solutions** has taken a 13t **Kato** CR-130Rv
- Pop Up Products** has appointed **Dan Meehan** as product management co-ordinator
- Switzerland's **Welti-Furrer** has taken a 70t **Tadano** AC 4.070-2
- Turkish contractor **YDA Group** has taken a 26m RA26HY **Easy Lift** spider lift
- Taiwan's **Xin-Hong Crane Engineering** has taken a 300t **Liebherr** LTM 1300-6.3
- Techno West Services** has taken the first 223ft **XCMG** XGS70K boom in the Netherlands
- Germany's **THW** has taken 12 **Liebherr** LTC 1050-3.1
- Jörn Henselmans** has been appointed GM of the **Grove** plant in Wilhelmshaven, Germany
- Marsden Crane Hire** has taken the UK's first 13t **Kato** CR-130Rv
- Raimondi** has appointed **Tecno Edicasa** as dealer for Italy's Veneto region
- Finland's public prosecutor is to press criminal charges against **Hiab** board member **Tapio Kolunsarka**
- Dutch company **Stravers Torenkranen** has taken 10 **Terex** CTT flat tops
- Germany's **Kran Maurer** has taken six **Liebherr** ATs
- Dutch outrigger mat supplier **Nolim** has appointed **Ludo Maenen** as sales manager Benelux
- UK's **Thanet Crane Hire** has taken a 150t **Grove** GMK 5150XL
- Germany's **Jandt** has taken a second 250t LTM 1250-5.1
- UK's **3b Crane Hire** has taken a **Liebherr** 110t LTM 1110-5.2 and 60t LTM 1060-3.1
- Frances **LVM Nacelles** has taken four **Easy Lift** spider lifts
- Qatar's **Galfar Al Misnad Engineering and Contracting** has taken seven **Tadano** truck cranes
- Terex Rough Terrain Cranes** has appointed **TSM Global** as distributor for Turkey
- Boels Rental CFO Jan Piet Valk** is to be replaced by **René Olsthoorn**
- Manitex Valla** has appointed **Kranlyft** as distributor in Sweden
- Sweden's **Aros Lift** has taken its first **JLG** HC3 booms
- Jekko** has appointed **Young Mood Enterprise** as distributor for Taiwan
- Marcor Stevedoring** has taken a 308t **Liebherr** LHM 800 harbour crane
- Suneeta Johal**, CEO of the UK's **CEA**, has left the organisation



Shane Kuhlmeier



Dan Meehan



Jörn Henselmans



Ludo Maenen



René Olsthoorn



Suneeta Johal

- UK's **Hire Safe Solutions** has taken Europe's first 223ft **XCMG** XGS70K boom lift
- Germany's **Luibl Rental & Sales** has taken 30 telehandlers from **Merlo**
- US **Engineered Rigging** has taken its second 585t **Enerpac** SBL500
- Snorkel** has begun producing CE versions of its 13ft S3013 mini scissor
- UK's **Chippindale Plant Hire** has appointed **Paul Blake** as joint MD
- Canada's **Cooper Equipment Rentals** has acquired **Action Equipment Rentals** of Alberta
- Jekko** has appointed **Simeri** as distributor for Finland & Estonia
- Arabian Machinery & Heavy Equipment Co** has ordered 55 **Liebherr** ATs
- Italy's **Gianfranco Savani** has taken a 37.5m **Multitel** MJ375 truck mount
- UK's **Braddan Plant Hire** has promoted **Nick Taylor** to business development manager
- Grúas Romani** has taken the first 70m **Ruthmann** T700 HF truck mount in Spain
- Netherlands' **Van Ginkel** has taken three **Hyrax** tracked boom lifts
- UK's **Nationwide Platforms** has appointed **Phil Ross** as HSE director
- Spain's **LoxamHune** has adopted **Nationwide's** 'Harness On' system
- Netherlands' **Kwak Hoogwerker** has relocated to new premises
- US **Boss Crane & Rigging** has acquired the haulage fleet of **Cowboy's Services**
- Loxam Brazil** has promoted **Marcelo Teixeira** to CEO of **A Geradora**
- UK rental company **Bronzeshield** has taken a 150t **Grove** GMK 5150XL
- Germany's **Haslach** has a new flagship - a 300t **Liebherr** LTM 1300-6.3
- US manufacturer **Caldwell Lifting Solutions** is celebrating 70 years in business
- Geda** has launched its Machine Management tool telematics suite
- Palazzani** has appointed **Paola Palazzani** as president and **Francesco Zola** as CEO
- Germany's **Gräser-Eschbach** has taken a 300t **Grove** GMK6300L-1 and a 250t GMK5250XL-1
- Palfinger Marine** has opened a new facility in Perth, Western Australia
- Bigge Crane and Rigging** has been appointed **Kobelco** crane dealer for Colorado and Utah
- Germany's **Schares** has taken a 100t **Tadano** AC 4.100L-1
- Cork Crane Hire** has taken its second 120t **Liebherr** LTM 1120-4.1
- Germany's **Gerken** has taken two **Magni** boom lifts
- Jekko** has appointed **Marco Piccin** as area manager for UK & Ireland
- Germany's **Flossdorf** has taken two **Liebherr** ATs - a 700t LTM 1650-8.1 and 100t LTM 1110-5.2
- France's **Aurama** has taken a 22m **Multitel** MT222 truck mount
- Australia's **Height 4 Hire** has taken its 1,000th platform - a 19ft **Haulotte** Optimum 8
- Italy's **Co.me.t** has launched its 'Euroflag' fire/emergency rescue platforms
- The **NCCCO** and **NSC** have produced a report on safety hazards in the crane industry
- Dingli** has appointed **Giovanni Ponti** as district manager - Nordic region



Paul Blake



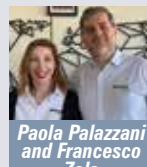
Nick Taylor



Phil Ross



Marcelo Teixeira



Paola Palazzani and Francesco Zola



Marco Piccin



Giovanni Ponti

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- Sany
- Manitowoc
- Kobelco
- Spierings

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- Global Crane Services
- Allelys Installations Ltd.
- DM Cranes Ltd.
- G. O'Brien Crane Hire Ltd.
- Kavanagh Crane Hire Ltd.
- Osprey Marine Ltd.

Transport service

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Recent projects

Liebherr LTM 1250-6



• Before

Manitowoc GMK 6300-L



• Before

Liebherr LTM 1150-5



• Before



• After



• After



• After



Phone number

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Visiting address

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A WIDER RANGE OF CRAWLER CRANES

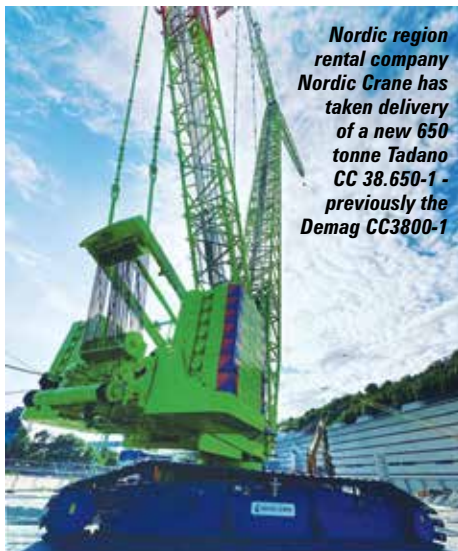
Say 'crawler crane' and most crane people will automatically picture a lattice boomed crane as seen on many roadside job sites, or maybe a larger lattice crawler crane erecting wind turbines. However, in recent years the term has been applied to a wider range of cranes mounted on tracks including telescopic crawler cranes, tracked self-erecting tower cranes and various types of spider crane.

Concentrating on the traditional lattice crawler cranes first, the last few years have seen Chinese crane manufacturers making slow but steady market share gains internationally, supported by a massive domestic market which over the past decade or so has frequently been the world's largest - in some years as large as the rest of the world combined.

The first Chinese built lattice crawler cranes began to pop up in international markets from the late 1990s, initially in developing markets and often where Chinese contractors were working. Since then, the products have dramatically improved in terms of design and quality and are now having a greater impact in western markets initially with cranes up to about 100 tonnes but are also making inroads in the 200 tonne plus market and are regularly employed on some of the world's largest infrastructure projects.

North America is the second largest market for lattice crawler cranes dominated by Manitowoc, Link-Belt, Kobelco, Liebherr and Tadano. Liebherr claims that its 300 tonne LR 1300 is the most popular in its class with between 80 to 90 percent of its production sold into the USA.

Link-Belt also has a sizable share of the small to mid-range market, while Tadano does well with its locally built Mantis telescopics but has yet to recover Demag sales in the big lattice market following the disruption caused with the acquisition and transfer of the product line.



Nordic region rental company Nordic Crane has taken delivery of a new 650 tonne Tadano CC 38.650-1 - previously the Demag CC3800-1



Link-Belt Cranes' new lattice crawler cranes are equipped with Tier III engines for Latin American markets



The new Manitowoc ML350 rigged with VPC-Max, full boom and extended boom point



Jay Dee Contractors in the US has a 250 ton Link-Belt 298 Series 2

CRAWLER CRANES

Kobelco launched the the 100 tonne CKE900G-4, the 150 tonne CKE1350G-4 and the 250 tonne CKE2500G-4 at the end of last year



KOBELCO UPGRADES

After upgrading three new G-3 models at Conexpo last year, Kobelco - a key player in the North American market - launched three new G-4 models at the end of last year. These included the 100 tonne CKE900G-4, the 150 tonne CKE1350G-4 and the 250 tonne CKE2500G-4.

With all boom and jib configurations remaining the same, the main changes centre around the updated engines, which have changed from Hino to new six cylinder Isuzu Stage V power units, along with a new cab and updated controls. The upgrade is more significant for the two larger models which were still G-2 models and using Stage IV diesels. The changes effectively allow Kobelco to return to the European market.

The new cab offers improved visibility, redesigned directional air conditioning outlets, a wider seat with greater adjustment, a lighter touch sliding door, Bluetooth and a handsfree mobile phone mount. The cranes also feature Kobelco's G Mode environment/fuel efficiency with features such as the G Winch which provides a high winch speed without raising the engine speed, G Engine to improve fuel consumption by at least 10 percent and an Auto Idle Stop function.

NEW EURO TELESCOPIC CRAWLER

Kobelco is also re-entering the European telescopic crawler crane market with the 75 tonne TK750G telescopic crawler crane at Intermat. The TK750G is a foundation and duty cycle crane with an extremely rugged four section 30.1 metre boom. Rated at three metres it has a maximum counterweight of 17.2 tonnes, an overall width with the tracks fully extended of 4.83 metres, and 3.2 metres when retracted for transport.

Boom length	Capacity @ radius
10m	75t @ 3m
16.7m	36t @ 4.5m
23.4m	29t @ 6m
30.1m	18.5t @ 8m
Aux boom nose	7t - single line

Capacity on the TK750G's fully extended boom is 18.5 tonnes at an eight metre radius.



Kobelco is re-entering the European telescopic crawler crane market with the 75 tonne TK750G telescopic crawler crane at Intermat

Capacity on the fully extended boom is 18.5 tonnes at an eight metre radius, while capacity at the maximum radius of 27.8 metres is 2.7 tonnes. The crane also has load charts for 8.2 tonnes or no counterweight. The boom is reinforced and features increased overlaps between boom sections in order to make it suitable for foundation and cycle work.

Power is provided by a larger capacity Stage V Mercedes-Benz E9H01 diesel than would be found in a straight lift crane in order to drive foundation equipment such as augers and higher capacity hoists and the 22mm heavy duty wire ropes. The new crane also includes features found on Kobelco's latest G series lattice boom crawler cranes.

Overall weight is around 70 tonnes but this can be reduced to 52.4 tonnes with the counterweight removed and 37.4 tonnes with tracks removed which also reduces the overall width to 2.99 metres. Each track weighs 7.5 tonnes so it is feasible to transport the tracks and counterweight on a single load in some markets. Kobelco's KCROSS (Kobelco Crane Remote Observation Satellite System) telematics system is available on the TKE750G allowing the crane to transmit working conditions, locations and maintenance history globally.

Competition includes Sennebogen with its 70 tonne 673 which has almost six metres more boom and a choice of jibs and extensions. The crane can be used for foundation work but is not a real match for the 'heavy duty' Kobelco which is based on the reliable and well proven TK750 and TK750G models which have chalked up millions of hours of real work experience. Liebherr has 40, 60 and 100 tonne telescopic



The 70 tonne Sennebogen 673 E telescopic crawler crane

crawlers but all are lift cranes, while Tadano does not yet market this size of crane from its Mantis range in Europe.

LIEBHERR ADDS TELECRAWLERS

Liebherr also recently introduced a 150 tonne telescopic crawler - the LTR 1150 - which is positioned midway between its 100 tonne LTR 1100 and 220 tonne LTR 1220. The company claims that while the new crane offers capacity improvements over the LTR 1100 of around 50 tonnes, it is just as easy and economical to transport as the smaller model.



Liebherr's new 150 tonne telescopic crawler - the LTR 1150

The boom and extension configuration is the same as the LTR 1100, with a six section 52 metre main boom, topped by a 10.8 to 19 metre bi-fold lattice swingaway extension. This can be further extended with two seven metre lattice extensions for a maximum tip height of 88 metres.

The overall weight of the LTR 1100 with counterweight removed but tracks left in place is 60 tonnes with an overall transport width of 3.5 metres. If the tracks are removed the overall weight is reduced to 38 tonnes with a three metre overall width.

This is also the first Liebherr telescopic crawler crane in which the variable track widths and slew position are automatically monitored in



With counterweight removed but tracks left in place the LTR 1100 weighs 60 tonnes and is 3.5 metres wide

Compact and strong, transport in one

LTR 1150

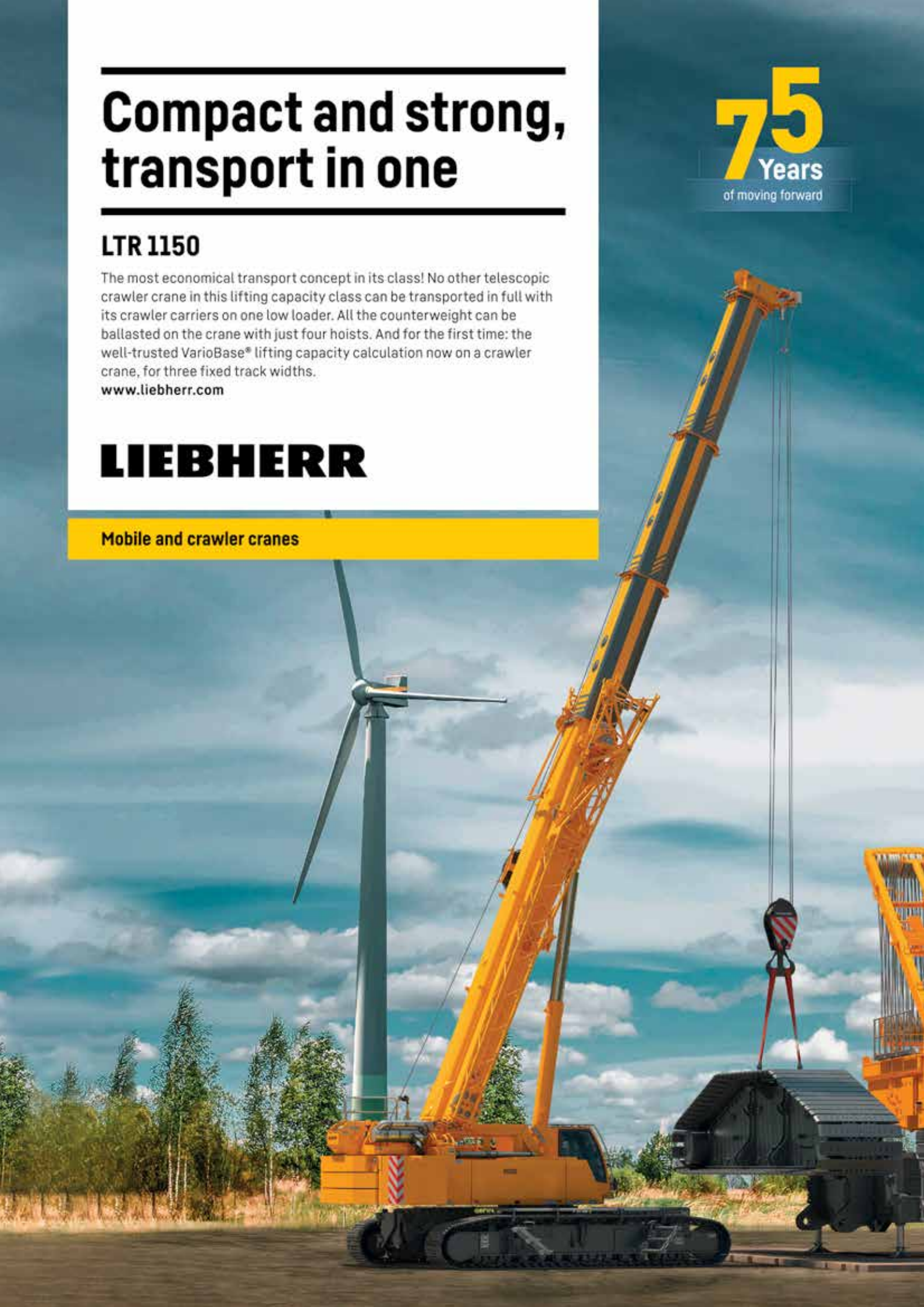
The most economical transport concept in its class! No other telescopic crawler crane in this lifting capacity class can be transported in full with its crawler carriers on one low loader. All the counterweight can be ballasted on the crane with just four hoists. And for the first time: the well-trusted VarioBase® lifting capacity calculation now on a crawler crane, for three fixed track widths.

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Mobile and crawler cranes

75
Years
of moving forward



CRAWLER CRANES

Franz Bracht's 200 tonne Tadano GTC-2000 telescopic crawler crane



real time along with the data fed into the crane's control system to calculate the optimum load chart for the actual set-up, ie 'Variobase' for crawler cranes. The overall width with the tracks fully extended is 5.8 metres, with alternative widths of 3.5 and 5.0 metres.

The tracks weigh 11 tonnes each and can be transported side by side on a standard semi-trailer with an overall width of 2.55 metres.

The counterweight can be installed in four lifts with two 11 tonne central weights and two 9.5 tonne side cheek weights for the maximum superstructure counterweight of 41 tonnes. The counterweight installation system is new and includes 'Liebherr-AutoBallast'.

The LTR 1150 is also equipped with load charts for slopes of 0.3, 0.7, 1.5, 2.5 and 4.0 degrees. This is also the first Liebherr telescopic crawler crane with 'Wind Speed Load Charts' allowing work to continue at higher wind speeds - up to 15.6 metres a second - while retaining the crane's full capacity in many boom positions. Liebherr says that the crane is suitable as an assist crane for lattice crawlers up to 1,000 tonnes and can pick & carry loads of more than 60 tonnes. The LTR 1150 is aimed at jobs beyond the capability of the LTR 1100, but for which the LTR 1220 is an overkill.

TADANO HARMONISATION

In mid 2022, Tadano harmonised its telescopic crawler crane range and upgraded its German-built 180 tonne GTC-1800EX to the 200 tonne 'class' GTC-2000. New operating software with new load charts for a fixed position with no slew, and one for up to 180 degrees slew was all that was needed.

The rest of the telescopic crawler crane line - which are all built in the USA - adopt the North American nomenclature which uses US tons rather than tonnes and the EX suffix will be dropped.

The GTC-2000 has achieved some sales success with US crane sales and rental company Bigge placing a substantial order at Bauma 2022 which included the GTC-2000. German companies Schmidtbauer and Franz Bracht have also taken delivery of the 200 tonne telescopic crawler.

The crane features a six section 60 metre boom plus a five to 23 metre hydraulic luffing extension for an 85 metre maximum tip height. Its tracks can be extended asymmetrically to any position,

with the crane's intelligent control system, automatically calculating the load chart to suit the actual track configuration, slope and slew angle. It can also pick & carry its full load chart and has load charts for working on slopes of up to four degrees. For example, it can manage 34 tonnes at 12 metres radius on a 30 metre boom while working four degrees off level.

SANY CRAWLERS

One of the Chinese manufacturers having export success is Sany with products such as its 80 tonne all-electric telescopic crawler and its 135 tonne lattice crawler.

Earlier this year Dutch foundation specialist Kantt took delivery of its first all-electric crawler crane, an 80 tonne Sany SCE800TB-EV. The new crane features a five section 47 metre main boom topped by 10.2/17.5 metre bi-fold swingaway extension with up to 30 degrees of offset and a maximum tip height of just over 66 metres with a capacity of 2.7 tonnes. The unit has up to 26 tonnes of superstructure counterweight plus six tonnes of carbody counterweight - three tonnes at the rear and three at the front. The all-up weight is 91.9 tonnes, while the overall retracted width is 3.49 metres with 850mm track pads, extending to 5.1 metres with an intermediate setting.

The crane is rated at three metres and can manage just over 11 tonnes on full boom at a radius of up to 12 metres. Capacity at the 36 metre maximum radius is 1.1 tonnes.

Kandt was established as an earthworks business in the Netherlands in 1978. It designed a homemade vibrating plate/hammer to replace the excavator bucket for the installation of wooden sheet pile walls, moving on to specialist machines for foundation work, including several crawler cranes. The company claims to be one of the first companies to install a sheet piling hammer on a telescopic crane.

FINNISH FIRST

Last summer Finnish crane and access rental company J. Helaakoski took delivery of the first 135 tonne Sany SCE 1350 A lattice crawler crane to arrive in Finland. The SCE 1350 is rated at four metres and features a maximum boom of 76 metres at which it has a capacity of 22.6 tonnes at a 12 metre radius. A fixed jib can be set with an offset of 10 to 30 degrees with a maximum system length 92 metres - 61 metres of main



Dutch foundation specialist Kantt has taken delivery of its first all-electric crawler crane, an 80 tonne Sany SCE800TB-EV



Finland's first Sany SCE 1350 A

boom plus the maximum 31 metre jib - with a capacity of six tonnes at 24 metres radius.

The crane has 54 tonnes of superstructure counterweight, but 20 tonnes of carbody counterweight. It has an extended working width of 6.6 metres with the standard 950mm track pads. The crane can be shipped using six trucks, the heaviest load being 37.5 tonnes - the base crane without tracks. Once on site it can fully self-assemble.

80T SENNEBOGEN

Early last year Sennebogen launched its own branded version of the 80 tonne crawler crane, which, unusually it initially built for Manitowoc as the Grove GHC85. The Sennebogen 683 E has virtually the same specification, with a five section 42 metre full power main boom topped by an eight to 15 metre solid construction bi-fold swingaway which takes the maximum tip height



The new Sennebogen 683 E



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CRAWLER CRANES



Marchetti's first crane for the North American market - the 25 tonne CW25.35



Sarens took delivery of the first 2,500 tonne Liebherr LR 12500-1.0 crawler crane

to 59 metres and with up to 40 degrees of offset. The new crane fits into the product line between the 673 E and the 6103 E.

The undercarriage has a maximum overall track width of five metres, retracting to 3.48 metres with standard 800mm track pads. The overall transport width can be reduced to three metres if the tracks are removed. The tracks can be extended asymmetrically with the load charts being calculated automatically to reflect the track width and slope angles of up to four degrees. The crane can also self-load/unload with the aid of the radio remote control for the jacks, and the counterweight installation/removal. Power is supplied by a Stage V Cummins. Total operating weight is 90,500kg which includes 34.3 tonnes of counterweight - six tonnes of carbody/chassis counterweight and up to 28.3 tonnes on the superstructure.

Both winches are driven by high-pressure piston motors which offer single line speeds of up to 120 metres a minute. The manufacturer's extra wide Maxcab is standard together with up to 20 degrees of cab tilt. It can also be equipped with a hydraulically elevating cab with up to 30 degrees of tilt and an eye level height of 5.55 metres. Cameras and a large monitor extend the operator's field of vision to the rear and right side and also monitor the winches. Alternatively, a radio remote controller can be used for all crane functions.

MARCHETTI HYBRIDS AND N. AMERICAN MOVE

Italian truck and crawler mounted telescopic crane manufacturer Marchetti Autogru introduced a new hybrid version of its popular 25 tonne CW25.35 - the CW25.35HY - last October. It has built and shipped its first American unit, rated as a 35 tonner under Ansi and Canadian standards.

The CW25.35HY is essentially a battery electric model with a diesel powered 'range extender'. Power comes from a 210Ah lithium battery pack with 400 volts DC 340 Amp output driving a 110 kW motor which powers the hydraulics. The range extender/generator is powered by a three cylinder Kubota diesel which tops up the battery pack. The crane can also be plugged in to recharge or keep the batteries topped up.

Marchetti has also launched its first North American crane - a standard version of the CW25.35. The first unit was purchased by Powell



The 4,500 tonne capacity Sany SCC45000A

Foundations of Stouffville, Ontario, Canada and features a five section 25.5 metre boom, topped by a 3.6 to 8.1 metre telescopic jib which offsets by up to 40 degrees - maximum tip height is just under 36 metres. The crane is rated at two metres and can handle 18 tonnes at three metres or 5.8 tonnes on the full boom. Overall width ranges from 2.5 metres retracted for transport to 3.9 metres fully extended with 600mm track pads.

HIGH CAPACITY CRAWLERS

With the increasing size and weight of components, many of the big global heavy lift contractors prefer building their own modular lifting machines or jacking systems and gantries. This has tended to restrict the maximum capacity of 'normal' lattice crawler cranes to around 4,500 tonnes, with the largest production cranes being manufactured by XCMG and Sany in China and used primarily for large domestic infrastructure projects. XCMG is also responsible for the largest telescopic crawler crane - the 2,000 tonne XCC2000 'Windflex 4' - designed for wind turbine installation. Rapid set up and breakdown are the main features of this crane with the manufacturer claiming three hours being a reasonable time from completing a lift to moving off site.

In last year's feature we covered the launch of Liebherr's all-new 2,500 tonne crawler - the LR 12500-1.0. Since then, the first has been sold to Belgian international crane and heavy lifting company Sarens. The new crane was handed over formally last April at the Port of Rostock. Sarens plans to use the new crane mainly in the renewable energy sector, including offshore wind turbines.

Technical solutions, projects & engineering director Carl Sarens said: "The capacity of the LR 12500-1.0 is enormous. Operations in the renewable energy sector, such as here in Rostock, are a particular focus for the crawler crane. The handling of offshore wind turbines in ports is becoming more and more important and the individual weights of the components are constantly increasing. The initial assembly of the new crane worked very well."

PVE CRANES

Dutch company PVE Cranes - known for sales and rental of mobile and crawler cranes - developed the 70 tonne DCT70 diesel powered telescopic crawler crane mid last year. The venture was with its sister company PV-E Crane, which has been developing electric crawler cranes since 2021. Power for the DCT70 is supplied by a Stage V Cummins diesel engine with 168kW at 2200 rpm. The five section 38 metre boom has optional six and eight metre jibs giving a total boom length of 52 metres. Standard equipment includes the self-erecting counterweight system, two winches, and a camera system to monitor the load. Additional LED working lights, custom paint, and a tilting or pressurised cabin can also be specified.



PVE Crane has been developing electric crawler cranes since 2021



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WHATEVER THE CHALLENGE.

THE CC 38.650-1

You may think wind turbines when you hear about the Tadano CC 38.650-1. And you're right - it is one of the most used cranes for wind turbine erection. But did you know it can do so much more? With different boom lengths, Boom Booster, Superlift system, Flex Frame, Split Tray or as a pedestal crane, it is ready for any challenge in bridge construction, large infrastructure projects and much more.

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Dutch crane rental company Verschoor has recently taken delivery of a 1,000 tonne Liebherr LR 11000

ANOTHER LARGE LIEBHERR

However, for most contracts a 1,000 tonne crawler is normally more than enough to carry out most lifting duties, coupled with the resurgence of onshore wind turbine erection. Dutch crane rental company Verschoor has recently taken delivery of a 1,000 tonner - a Liebherr LR 11000 - which is now the largest in its fleet usurping a recently acquired 750 tonne LG 1750 lattice truck crane.

The crane - used primarily for wind turbine installation - can be rigged with up to 168 metres of main boom and fixed offset jib of up to 24 metres for a hook height of 192 metres with a capacity of 110 tonnes. It also features the company's VarioTray and V-Frame ballast systems. The transport width is 3.5 metres with a transport height of 3.2 metres.

SMALLER TRACKED CRANES

At the opposite end of the capacity spectrum there are an increasing number of small, tracked cranes. Italian manufacturer Almac is finding a substantial niche for its dynamic self-levelling platforms and has now employed the technology on what it calls its T-Crane.



The T-Crane has a retracted width of 1.35 metres extending to 2.45 metres

The first model, the T-1060, is a self-levelling pick & carry crane with a maximum capacity of 990kg at a 3.5 metre radius, and a maximum tip height of 7.7 metres at which it can still handle 990kg. The maximum radius is 6.1 metres with a capacity of 450kg. The winch comes with 30 metres of wire rope and charts are provided for all slopes, track widths and slew angles - with or without counterweight.

The crane is mounted on rubber non-marking tracks with a retracted width of 1.35 metres extending to 2.45 metres for maximum stability. If one track is fully retracted while the other is fully extended the overall width is 1.9 metres. The overall length is 4.32 metres - slightly shorter if the 1,000kg counterweight is removed - and overall height is 1.91 metres. Power comes from either a Yanmar diesel or a 300Ah lithium ion battery pack. Total weight is 3,850kg or 2,850kg without counterweight - the battery machine is around 60kg heavier.

A key feature of the crane is its self-levelling ability with automatic dynamic levelling of plus or minus 15 degrees in both axes. The crane is operated via a compact remote controller, complete with information screen.



The T-1060 is a self-levelling pick & carry crane with a maximum capacity of 990kg



AlmaCrawler T-1060

A SMALLER JEKKO JF

Falling between crawler and spider cranes are the big articulated loader cranes mounted on tracks, such as those built by BG Grue, Palfinger and Jekko. Jekko has started building its new 6.15 tonne capacity JF235 articulated spider crane, the smallest model of this type in its range. The new model is a development of the existing 15.5 tonne JF545 and is rated at 2.6 metres. As with all Jekko JF models it uses a standard Fassi crane, this one features a five section boom with a maximum tip height of just over 15 metres, at which point it can handle 5.4 tonnes. The maximum radius with the boom horizontal is 12.7 metres with a capacity of 1,280kg. Capacities are slightly lower when the winch and hook block are used, rather than the boom nose hook.

A five section hydraulic luffing jib can be installed to take the maximum tip height to 25 metres with a capacity of 485kg, or a maximum radius of 22.7 metres with a capacity of 235kg. The jib can also be raised 10 degrees above the horizontal. A work platform attachment offers a maximum working height of 27.3 metres, or a working outreach of 22.4 metres with 120kg, or 20 metres with the maximum platform capacity of 200kg.

The unit is relatively compact, with an overall length of 4.74 metres, overall width of 1.6 metres with 406mm track pads and a stowed height of 2.6 metres. The overall weight of the crane is 9,470kg with the jib adding 770kg. The two stage beam and jack outriggers have a maximum footprint of 5.63 metres by 5.65 metres, with the outriggers at 45 degrees. They can be set fully in, half way or parallel with the chassis for a longer but narrower footprint.

Power comes from a Stage V diesel with intelligent electronic system that adapts engine speed to the demands of the hydraulic system, helping reduce fuel consumption. An AC plug-in motor provides quiet clean operation where needed. Accessories include a 1.5 tonne winch, mechanical extensions, lattice jibs, a range of man baskets and manipulators. ■



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READY OR NOT?

In spite of massive efforts from national and local governments and manufacturers, buyers of van and small truck mounted lifts are just not embracing the 'all-electric' message...apart from when they are left with no choice.

Most buyers say that they are put off by the high initial cost of the vehicle/chassis which still sells for a substantial premium over a standard diesel, and has, if anything, increased further in recent years for various reasons. Long lead times and ready availability of all-electric chassis has also not helped the cause.

The cost of an average all-electric van mounted lift is now typically €85,000 or if sterling is your currency £70,000. In the UK, the Government's decision to shift the vehicle Zero Emission target from 2030 to 2035, has also encouraged more buyers to kick the can down the road, given their five, six or seven year product life cycles, so are able to put off the decision to 'go electric' for a few more years.

The hybrid concept on the other hand is generally proving more popular, both across Europe and North America. Typically, the superstructure is powered by a lithium battery pack - not too heavy - which can be charged up from the chassis engine as the machine travels to or between jobs, as well as working when plugged in. In the USA and Europe, utilities are choosing them for their quiet operation, as well as fuel saving benefits.

In spite of their slower than anticipated sales growth, manufacturers continue to launch more all-electric models, as they try to tempt buyers away from diesel or hybrid alternatives. New models are appearing from the likes of Versalift,

Multitel, Terex Utilities, Ruthmann, CTE, Palfinger and Klubb and many others.

MULTITEL AXON

Multitel's latest model is the 16 metre MT 162 Axon mounted on a 3.5 tonne Iveco e-Daily 35S10 Full Electric chassis, offering a working height of 16.2 metres, a maximum outreach of 11.2 metres with 80kg or 7.4 metres with the maximum platform capacity of 250kg. It offers the same performance as the diesel but is powered by a lithium battery pack providing a range of 120km and is easily recharged from a domestic or industrial network. The superstructure has its own 5kWh lithium battery driving a 48V system and the platform goes into standby after a few minutes of non-use, helping cut energy consumption. The platform battery is recharged at the same time as the vehicle battery, without the need for other cables. Should the upper battery become fully discharged, the operator can continue working by taking energy from the vehicle battery.

As an alternative solution Multitel has also launched a new 16.9 metre MXE 170 articulated platform on a compact Piaggio Porter NP6 Long Range, chassis powered by propane gas (LPG) or petrol/gasoline. Maximum outreach is 8.67 metres over the rear at an up & over height of 5.5 metres or 7.5 metres over the side. Maximum platform capacity is 250kg/two people at an outreach of six metres. The lift has an overall



A Terex Utilities all-electric bucket truck



Versalift V135F with 8.4m outreach



Multitel's latest model is the 16 metre MT 162 Axon mounted on a 3.5 tonne Iveco e-Daily 35S10 Full Electric chassis

VAN & TRUCK MOUNTS



Multitel's 35 metre MZ 350 hybrid mounted on a 12 tonne, two axle Volvo FL 240 chassis

length of 5.85 metres, an overall chassis width of 1.8 metres with fixed inboard jacking and an overall height of 2.55 metres, while the overall weight is 2,800kg. The new machine has been designed for use in the narrow urban streets of historical town centres and other areas with limited space.

FIRST MZ350 HYBRID

Multitel Pagliero has also started shipping its 35 metre MZ 350 hybrid articulated truck mounted platform mounted on a 12 tonne, two axle Volvo FL 240 chassis. The MZ 350 features twin three section telescopic booms and an articulating jib giving a maximum working height of 35.3 metres and a maximum outreach of 20 metres with 80kg, while the outreach with the 360kg maximum platform capacity is just under 15 metres at an up & over height of 17 metres.

Power is from a 210Ah lithium battery pack feeding a 12kW electric motor which can run for a full working day on a single charge, while also being able to operate on the regular PTO.

RUTHMANN AMPERO

Last year, Ruthmann unveiled the 26 metre Ampero TBR 260 E all-electric truck mount on the new Iveco eDaily battery powered 5.2 or 7.0 tonne chassis. The TBR 260E is much the same as the standard TBR 260, offering up to 17 metres of outreach over the rear with 100kg in the platform, or 14 metres over the side. The maximum platform capacity is 250kg with the 1.4 metre by 700mm platform, or 300kg with the optional 1.6 metre by 700mm platform, both of which are available at an outreach of between 11.5 and 13 metres. The new all-electric truck mounted lift is powered by a chassis mounted 74kWh battery pack, offering a combination of up to 150 kilometres of travel and 30 full working cycles on a single battery charge. The battery pack can be fully recharged from zero in an hour when using an 80kW fast charger, or four hours on a standard 22kW charger.

KLUBB XTENSO 4

At Intermat Klubb unveiled the Xtenso 4 all-electric truck mounted model, on an 18 tonne



CTE's latest truck mounted lift is the 24 metre articulated Zeta 24 J

Renault D18 ZE chassis. The lift has a claimed range of up to 180km and offers a working height of 21 metres and an outreach of up to 16.4 metres. Featuring a low voltage insulated basket, the lift is aimed at electrical network and telecommunication contractors.

CTE ZETA

CTE's latest truck mounted lift is the 24 metre articulated Zeta 24 J. The new model joins the Zeta 22 which was shown at Bauma in late 2022. As with the Z and Zed models of the past, the new machine employs the same dual sigma type riser, three section telescopic boom but utilises a two metre long articulating jib which attaches to the front of the basket for 24 metres working height, 10.5 metres outreach with 100kg at an up & over height of 10 metres. Maximum platform capacity is 250kg, available at just over eight metres outreach.

If the pace of development continues, then pure diesel machines will be phased out before the European deadline in 2035. This will be helped along if prices become more realistic as new developments in technology and greater production volumes make their impact.

TUNNEL MAINTENANCE LIFT

One of the growing specialised areas within the small truck and van mounted sector is tunnel maintenance lifts. An early manufacturer producing a specific machine was Italian company Sky Aces which was acquired by Palfinger in 2013 just two years after it was formed. More recently, Italian aerial lift and mastclimber manufacturer Safi has produced a 3.5 tonne truck mounted scissor lift for tunnel maintenance work.

The lift has an eight metre working height with a 400kg unrestricted platform capacity. The platform is 3.2 metres long by 2.2 metres wide and has a traversing deck with up to 500mm of lateral extension on either side of the chassis. The unit can be used with or without the four inboard levelling jacks.

The tunnel lift can work on grades of up to seven degrees and be driven at creep speeds from

the platform. Power comes from a regular PTO driven hydraulic pump on the chassis or an onboard battery pack for zero emissions and low noise levels.

The company says the concept can be customised to meet specific needs with working heights up to 10 metres and platform capacities up to three tonnes when mounted on larger trucks. The units delivered so far have been mounted on a Mercedes chassis, but can also be installed on Iveco, Maxus, Isuzu or VW trucks.

UNDERBRIDGE DEVELOPMENTS

Underbridge inspection is something that has to take off as the western world's infrastructure ages. While most underbridge inspection platforms are mounted on larger trucks, there are some niche models that have proved highly profitable for the few companies that added them to their rental fleets. Until now Barin was one of the few that offered a 3.5 tonne model, but a new addition was spotted at the Italian crane and access exhibition GIS in Piacenza last October. Displayed on the Oxley stand was the new Cela made? TB22-9 underbridge inspection platform on a 3.5 tonne truck mount. The unit features two telescopic booms topped by a special articulated jib and regular inspection platform. So far it has yet to be marketed as a standard machine. ■



On the Oxley stand at GIS, the TB22-9 underbridge inspection platform on a 3.5t chassis



Ruthmann Ampero TBR 260 E



Klubb's all-electric Xtenso 4 seen at Intermat



Safi's new truck mounted scissor lift

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Platform Capacity	250/360kg	300/454kg	300/454kg	300/454kg	300/454kg
Range Extender	6kW	6kW	6kW	18.2kW	18.2kW
Hydraulic Tank Capacity	75L	75L	120L	245L	300L

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THE NEW NORM

Kettering, UK based CPL has transformed its operations since it was established in the Spring of 2011. Part of French international manufacturer Klubb since 2018, the company has developed and grown into a leading producer of vehicle mounted lifts as well as being the UK distributor for Klubb, Palfinger Platforms, Almacrawler, Dinolift, Isoli and now Palazzani. Mark Darwin spoke with commercial director Mark Sawyer following a company Open Day last month.

“Open Days are interesting because they allow visitors to find out more about the equipment and whether we are the right partner for their needs,” says Sawyer. “We had a variety of people attend - from a small arb company with two employees right up to one of the major Utility companies which ordered an additional 65 units. There are still people out there that think CPL is just about 4x4 pickup lifts, almost operating out of a shed. They should visit us now and find out what we are really all about.”



Mark Sawyer

The company has opened a fifth facility - Site 5 - in the nearby village of Burton Latimer, and last year produced and sold over 650 CPL/Klubb vehicle mounted lifts and hopes to improve again this year, as well as selling more machines from Palfinger, Isoli and Almac.

“The wide product mix helps provide alternative solutions for working at height for our existing customers”, says Sawyer. The company plans to add the Isoli recovery trucks to its range this year, possibly along with refuelling tankers from Titan Aero, which Klubb acquired a few months ago.

HOW INVOLVED ARE YOU IN KLUBB GROUP OPERATIONS?

“I am employed by CPL but over the past 18 months I have become more involved in some group activities. I recently took over a major project - implementing a CRM system - that will be applied to all group companies aiming for a consistency in language, reporting metrics and Key Performance Indicators. While Klubb is made up of individual companies - Klubb in France, CPL in the UK, Isoli in Italy, Hematec in Germany and Mondia in Belgium etc - it is looking to become a fully connected and interlinked group. For example, CPL managing director Paul Murphy and finance director Michela Murphy have been working within Isoli since its acquisition just over a year ago. In areas where CPL has become particularly good, we are leveraging that to benefit the group as a whole.”

HOW INDEPENDENT IS CPL WITH REGARD TO THE KLUBB PRODUCTS IT OFFERS?

“We have absolute ownership on this - We evaluate which is the right product or suite of products for CPL,” he says. “There are companies in the group with equipment that is simply not best suited to the UK and sometimes we offer a choice, for example we sell a full range of 20+ metre truck mounted platforms from Palfinger as well as from Isoli, we also have the flexibility of products from Almac, Dinolift



CPL pickup mounted lift



Almac Jibbi 1570

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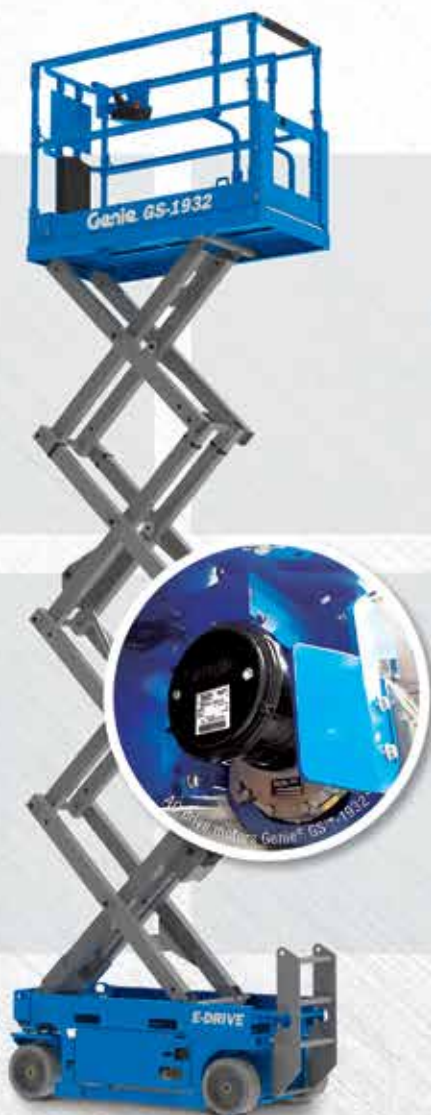
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Palazzani XTJ52



Palfinger P200

among companies to keep equipment longer, so users are more interested in the service and maintenance support. This is why we partner with the chassis manufacturers and push for full UK/EU approval, so they are fully supported by the manufacturer."

ARE YOU LOOKING FOR OTHER PRODUCTS?

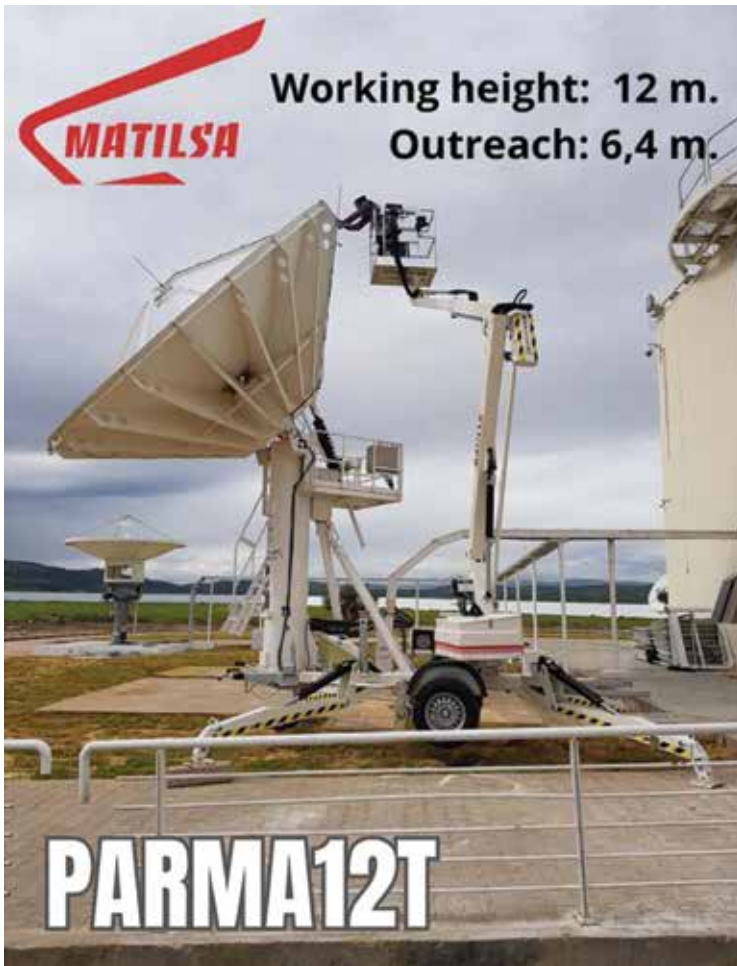
"We are not looking right now as we need to concentrate on the partnerships that we already have. There is also uncertainty over the number of Chinese entrants coming into the market and a lot of interest in the EU anti-dumping case. As a group we are looking further afield such as exploring India, Vietnam and South America where there are plenty of opportunities. In the UK we took on Dinolift last year and recently added Palazzani spider lifts, while we are only just starting to get traction with Almac scissor lifts after two years. This year we need to get Palazzani up and running and then look at the Isoli recovery equipment."

and Palazzani to ensure the customer gets the machine that is right for their business need rather than what we have to sell. It's a total solution approach."

"International sales are a group function, I therefore need to offer a portfolio of products that will help CPL solve any working at height challenge, whether the customer wants it for roofing, cladding, trees, utilities, substations, wind turbines or city centre window cleaning. We not only sell the equipment but can manage the whole product lifecycle. This is very much the

CPL/Klubb message - it is not about selling metal it is about building relationships and offering the right solution to safely work at height."

"Customers invest a lot of money in the equipment - a van mount that used to cost £45-50k a few years ago is now £65-70k - so we want to make sure it is the right machine for the job and can perform over three, four or five years. We also want to keep that asset running because we recognise the risk customers' take with financing and the need to show a return on investment. We are seeing a trend





Dino 220XTCII



Dino lift machines on display at the Open Day

"Having said that, we have had approaches from seven other manufacturers already this year, we look into each one, so we are not saying no, but are not actively looking. From a CPL and group perspective building our own equipment is the most profitable. Buying and selling another manufacturer's equipment is fine and helps iron out the wrinkles and gives us the flexibility to help companies with a range of equipment from eight to 100 metres working height. In the larger truck mounted lift sector dominated by Palfinger, Ruthmann and Bronto, there are fewer than 100 units a year sold in the UK, Palfinger's market share is around 25 percent which feels about right."

"Similarly, with Almac, there are plenty of companies making competitive products for the height, but none with the unique bi-levelling system. But it will take some time for that technology to be adopted. We are starting to see Tier 1 companies adopt it which will then cascade down to other contractors and rental companies."

"Looking at our three to five year sales strategy, I see a saturation point coming, so we may start to see the market stabilise to a new 'normal'. With elections in the UK and US, the continuing conflict in Ukraine and the Middle East etc, the world could be in a very different place in 2025. Even though we are planning for a slight plateau, the market over the next three to five years for van and pick up mounted lifts looks good. Come 2026 we will be in the renewal phase of orders placed in the mental Covid and Brexit years!"

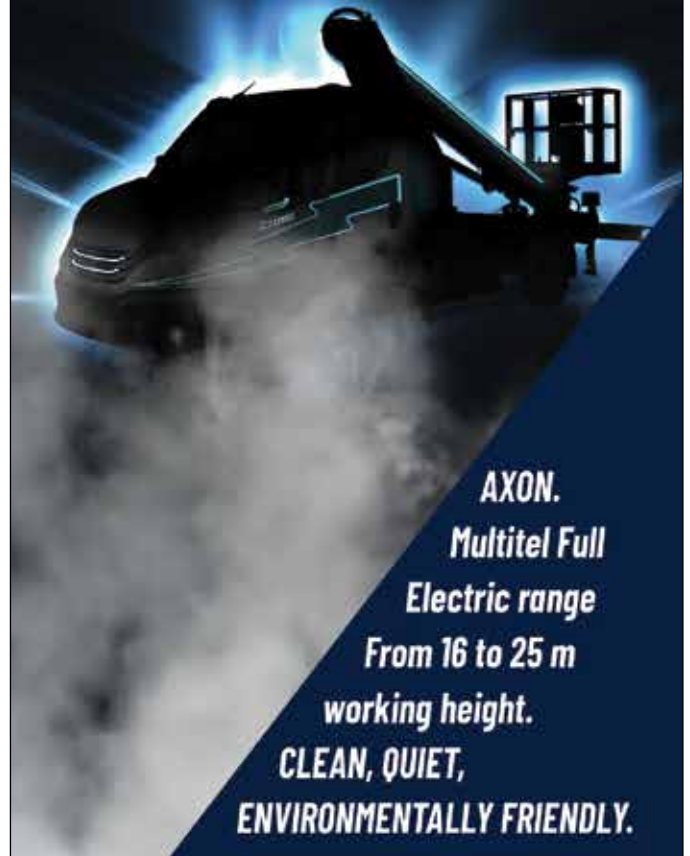
HOW HAS BREXIT AFFECTED THE COMPANY?

"Post Brexit there are challenges, the systems and processes are more complicated but if you can get those right, it becomes a bit more normal. After Brexit we had Covid and then faced microchip shortages and chassis delays. As a result, customers figured out the need to be more prepared and plan ahead. We saw a massive leap in orders with customers pre-booking build slots a year to two in advance."

"Prices have now calmed down and while they are still very high, the volatility is not there - and prices for steel, aluminium, electronics and rubber are not going up and down like a yo-yo. This has allowed people to ease back and relax a little, as a result we are starting to see the market calming following a period of accelerated, almost false growth."

"The sales numbers are still there, last week I took an order for 200 units, but they are for delivery next year, whereas we still have a few build slots available in June. Until recently we were booked solidly for 18 months however, I think the new order book norm for us is four to six months which means you are agile enough to go with demand but not so hamstrung to not know prices or when components might turn up."

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Palfinger P280



Klubb KL26 Renault Master Cutaway

WHAT IS YOUR USP?

“How have we gone from a start up to number one in the UK against competitors that have been around for 30 years or more? We are working hard to identify why companies buy from us and why have we been as successful as we have.”

“Being honest is a part of it - our machine can do this, and these are its limitations, this is when we can build it, and this is how much it costs - and we will stand on those promises. Have we been late for some customers? Yes of course we have, but we have been in exceptional times recently and we all have challenges where the vehicle doesn't turn up or components arrive late etc... but generally speaking the vast majority of customers buy from us because they trust us, and we position our product at a fair price. We are not the cheapest and never will be, but we can support the product through its life and are open and happy to show people around the facilities and learn from them. We also have the spread of products providing a range of solutions.”

“Many customers think they should buy a particular size of machine because that is what is popular, such as a 20 metre truck mount, while a metre or two less might work just fine for them, providing a substantial reduction in price. Value is also an issue - there are some machines on the market that will only last five to seven years whilst a Palfinger may initially seem expensive but will last 10 to 15 years.”

“We are actively spending more time finding out what customers really need, for example councils that bought van mounts seven to 10 years ago are coming back and expecting the new 3.5 tonner to have the same 600kg of payload and are horrified to find that 200 to 300kg is now the norm. Technology has changed. Buying a vehicle mount in 2024 means it will likely be resold in 2031, so the discussions are very much on how to be compliant with the changing rules.”

IS THE SALES PROCESS CHANGING?

“The days of the door-to-door salesman is diminishing. We still need a sales professional, however, as technology has advanced, we have seen the people that started companies 15 to 20 years ago coming to retirement age, with a new generation of decision makers/buyers coming through. 57 percent of the purchase decision is now done presale with internet research long before a company wants to engage with

a salesperson and the expected trend over the coming years will see that rise to 80 percent. We are gearing up to utilise new technologies to assist in that. We have three salespeople plus myself and Paul Murphy, all active each day, and we do a lot of research and data mining enabling us to have more accurate data points so we can tailor our message.”

“No one yet has ever purchased online without any contact - but it is coming. If you look at other industries - Mercedes cars in the UK for example - it does not want you walking into a dealership, it wants you to buy online where you can spec it, pick a colour and arrange to collect.”

GROWING WITHIN THE GROUP

“We are gaining a bigger voice within the group on alternative ways to look at things. I am looking at two, five and 10 years in the future, investing in processes and systems so that we are future proof and ready, and customers come to us because they want the whole experience. Other companies are having similar thoughts, and some are possibly further advanced than us and even engaged in AI already, that is the logical next step.”

ARE YOU TECHY?

“I like to stay abreast of new technologies and explore the ‘what if’ but I am not an expert - I couldn't tell you how it works, but I can tell you why it would work for us or for you as a customer. There are still manufacturers talking



“CPL has a spread of products providing alternative solutions”



CPL 20m lift

about this new thing called ‘telematics’ which has been on machines for at least 15 years. Developments such as AI is moving technology on so quickly - remote surveys and operator-less platforms are all possible now but will take time to refine and be accepted. I find all this future technology exciting.”

SIZE MATTERS

“Our growth is a result of asking the customer what they really need. For example Telecoms companies have hundreds of 15 metre, five tonne van mounted lifts, however 99.9 percent of their poles are only 12 metres long, two metres of which is below ground, so a 10-12 metre lift would be fine. This is why we have built lots of 12.5 metre van mounts, which gives them a one tonne payload. It also knocked around £20k off the price of each unit.”

“I love this job but there is so much to do,” he says. “We are flat out which is great, but I do wish there were 48 hours in a day, not because we are understaffed or under resourced but because there is so much going on and we have to take advantage of it while we can. It's what gets me out of bed each day and I think ‘today is going to be epic and it is full of good things’.” ■

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- ACCESS SPEC VEHICLES IN STOCK -



City Hire Recently Bought x2 Access Spec 6x2 26T's



SCAN ME

DAF (2024) CF450 8x2 F710 + FLYJIB



32T

EURO 6

Rear lift and steer - 9T front axles with super single tyres - Auto - Rear air suspension - Mac's Cabin spec body - Fassi F710RA.2.27 with L426 fly jib - V20 winch - OVER 30M reach - Mac's patented front leg system - VBG drawbar spec - Hydraulic rear greddy bar - IN STOCK

Volvo (2024) FM420 8x2 Access Spec



32T

EURO 6

2024 - Volvo FM420 - 8x2 - Rear lift and steer - Front and rear air suspension - Three star rated - 1 shift gearbox - Air con - Fitted Sterling full specification access plant body - Walkways - Winch - Front and rear strobes - Side scan - Side camera - Alloy wheels - Top

Volvo (2024) FH 8x2 F820 Cabin Spec



32T

EURO 6

Globetrotter sleeper cab - 8x2 - Rear lift and steer - Alcoa durabrights alloy wheels - Fassi F820RA.2.27 with L426 fly jib - Mac's front legs set up - Full RC - Stainless toolboxes, trays & wings and chain wells - Twist locks in the floor - Hydraulic rear greddy bar bar - More!

Volvo (2024) 8x2 F710 Cheesewedge



32T

EURO 6

FH500 - Globetrotter sleeper - Rear lift and steer - Fassi F710RA.2.27 + L426 fly jib - Full RC operation - Mac's front legs system - Mac's Cheesewedge body - Full width hydraulic ramps - Rail lines - Stainless chain wells, toolboxes & mud wings - Rear light guards - More!

DAF (24) Mac's Full Access Beavertail



32T

EURO 6

CF450 with Mac's full access spec beavertail body - Hydraulic double flip toe ramps - Hydraulic landing legs - Full width ramps inc gate in the middle - Gridlock mesh style flooring - Lashing points in the side raves and down the middle - Patented side Rave

Volvo (2024) 8x2 Cheesewedge



32T

EURO 6

2024 VOLVO FM460, SLEEPER CAB, 1-SHIFT, AIR CON, ELECTRIC WINDOWS, REAR LIFT AND STEER, 9 TON FRONT AXLES, FITTED FASSI F545RA2.25 REMOTE CONTROL CRANE WITH 5x HYDRAULIC EXTENSIONS - NEW MACS CHEESEWEDGE BODY - AVAILABLE NOW

Scania (2024) L360 Tridem Beavertail



32T

EURO 6

Scania L360 5* star DV5 rated - Tridem 8x4 with rear lift and steer - Front and rear air suspension - 9T front axle - Opti cruise auto gearbox - Sterling access beavertail - Hydraulic flip toe ramps - Mesh up the rear and back end - Full width ramps with gate -

DAF (24) LF210 12T Access Beavertail



12T

EURO 6

DAF LF210 - 12T GVW - Auto gearbox - Air con - Mac's Access spec beavertail body - Hydraulic flip toe ramps - Full width ramps - Mesh up the rear and back end - Lashing points in the floor - Stainless toolbox - Winch - IN STOCK NOW.

DAF (24) CF320 6x2 Access Beavertail



26T

EURO 6

Day cab - Rear lift and steer - 9T front axle with super single tires - Auto gearbox - Mac's heavy-duty beavertail body - Hydraulic flip toe ramps - Hydraulic landing legs - Stainless toolboxes with trays on top - Mesh up the rear and ramps - Full width ramps - More!



TRAILERS FOR SALE OR RENT ...

Transporting equipment and components to and from its point of use safely and efficiently is a major factor in the rental business. Over recent years trailers have evolved to cater for heavy or bulkier loads, or tailored to suit specific applications, such as delivering aerial work platforms, in the most efficient manner. We take a look at what to look for in a trailer as well as reviewing several new products.

Trailers come in all shapes and sizes from the smallest single axle equipment trailer to the monster 40 or more axle specialist girder frame trailers and everything in between. But whatever the size, a trailer has to do the job you need it to do. Not all trailers are created equal, and that is usually intentional. For example, a trailer aimed at transporting slab electric scissors will often be different to one carrying telehandlers. Essential questions to ask include:

- What items need carrying - general rental equipment, aerial lifts, accommodation units etc
- What ground clearance does the equipment have
- What size are the items, are there desirable break points - such as two 60ft booms etc.. or a 2,900kg spider lift.
- What sort of product mix makes a typical or ideal load? - eg two slab scissors and a boom?
- What sort of ground bearing point loads do the machines apply
- What type of site or drop off point is typical

"A trailer is never just a trailer," says Troy Geisler, vice president of sales and marketing of Talbert Manufacturing based in Indiana, USA. "It can be manufactured to many different specifications,

but the end result should always be an ideal trailer for an operation's specific loads. To select a trailer that will require the least amount of maintenance, provide the greatest lifespan and deliver the highest possible return on investment, it is vital to understand the trailer's true capacity."



Troy Geisler

Talbert has been building heavy haulage and specialised trailers since 1938. The company offers a wide range for the commercial, industrial, military and government sectors used in applications including renewable energy, aerospace, heavy construction, in-plant material handling, manufacturing and processing systems. According to Geisler there are five contributors to capacity ratings, and each can be varied to meet a carrier's specifications. Operators should consider load concentration, load distribution, speed, safety and materials.

"There are no industry standards when it comes to determining capacity ratings. To ensure maximum utilisation, operators need to pay special attention to load concentration, or the length of the deck that can handle the rated weight. Obviously, a 50 ton lowbed can haul 50

Not all 50 ton lowbeds are created equal



tons. But how much of the deck those 50 tons occupy is just as important as the weight itself. While one trailer might need the entire 26 feet/8m to be rated at 50 tons, another can handle that same weight in half the deck length. Since loads are rarely 26 feet long, these ratings give a more realistic indication of the concentrated loads the trailer will be able to handle safely and without structural failure."

How a load is distributed over the deck and the number of required axles is also an important consideration when selecting the right trailer. "In the US, axle weight laws and regulations vary from state to state, so fleet managers and operators need to work with manufacturers to define the best trailer for the cargo and the best

axle configurations to maximise the load in their area of operation."

"There are many options for achieving the best possible weight distribution over the axles, depending on the local regulations and the nature of the load. For example, carriers can vary gooseneck lengths in the front, alter the distances between axles and axle groups, move the load closer to one end or the other, or use a jeep dolly to add extra axles. However, these options must be included in the initial trailer design - simply adding them afterward risks the structural integrity of the trailer and the safety of operators and the public."

SPEED AND SAFETY

"Another capacity determinant is speed. While some manufacturers rate their trailers at 55 mph, others rate them at 65 mph. The slower a rig travels the less added weight or stress is placed on the trailer. This is because, while road dynamics such as potholes, railroad tracks and so on still have an effect, the impact on the trailer decreases along with the speed."

A trailer's safety rating also comes into play when discussing capacity. A safety rating is an indicator of how much stress a trailer can safely handle. It encompasses factors such as the strength of the raw materials used in the trailer's construction and how the beams and cross members are configured.

"The widely accepted average magnification of payload weight on a trailer due to road dynamics is a 1.8:1 ratio. However, on any given haul, stress on the trailer can go above that level multiple times. If no cushion is built in to handle those spikes in stress, there is potential for long term, progressive structural damage. That is why some manufacturers use a ratio of 2.5 to 1, which is considered an ample cushion for even the most extreme road dynamics a trailer might encounter."

Not only does the safety rating tell an owner how strong their trailer is, but it's also a very good indicator of potential life. Typically, the greater the difference between the static design safety factor and the dynamic 1.8 average multiplier, the longer a trailer's useful life expectancy.

MATERIALS

Safety factors are strongly related to the quality of the components incorporated into the trailer, such as the steel and deck material.



For the most capacity and smallest impact on the trailer weight, some manufacturers use a T1 steel

"There are several options when choosing steel, but for the most capacity and smallest impact on the trailer weight, reputable manufacturers use a T1 material which offers maximum strength versus ductility and equates to a lighter, stronger



Yalcin Trailer - based in Turkey - has been producing specialised semi-trailers capable of handling loads from 20 to 150 tonnes since 1978 and exports about 80 percent of its production to 85 countries around the world



Apitong decking provides a tougher, longer-lasting wood compared to oak or pine

trailer frame. A trailer's decking is continually exposed to the elements, making durable decking with a long wear life crucial. Tightly woven and incredibly dense, apitong decking provides a tougher, longer lasting wood in comparison to other varieties such as oak or pine. It's also less susceptible to chipping and cracking and provides some traction in comparison to a smooth metal surface."

Specialist UK manufacturer Sterling GP has almost 30 years' experience in this sector, producing its first truck body for transporting construction related equipment - a 7.5 tonne beavertail - in 1996.

PAYLOAD

To calculate payload, simply deduct the vehicle weight and associated items from the legally determined overall weight. For example, a four axle rigid truck chassis has a GVW of 32,000kg. Then take the following into consideration:

ITEM	WEIGHT
Chassis	9,500kg
Fuel	250kg
Ad-Blue	110kg
Driver	95kg
Body/bodywork	3,300kg
Total	13,235kg

The total unladen truck will weigh 13,235kg, leaving up to 18,765kg available for the load - i.e. its payload. Payload will vary from truck to truck but typically most beavertails can expect to achieve 18.5 tonnes on a 32 tonner, 14 tonnes on a 26 tonner and 9.5 tonnes on an 18 tonner. These figures are for trucks with equipment bodies only. If a loader crane is fitted, this will of course, reduce the available payload.

As with any capital expenditure, the initial purchase price of a trailer or truck body is only half of the equation. When comparing quotations consider the specification, even when they appear equal - same dimensions, same ramp styles, same quantity of lashing points - as well as other factors not necessarily detailed in the spec, such as build quality and aftersales care?

A beavertail truck body has moving parts and experiences strains unlike other bodies so it's important to ensure reliability and longevity. When there is a breakdown, remember that it is not just the cost of the body repair but the downtime and the cost of letting customers down.

Also, how much is the selected body going to affect the residual value of the vehicle? Whilst this is always an unknown until the vehicle is sold, it's a safe bet that a truck body in better condition will attract more interest and command a higher price, reducing overall cost of ownership and providing a better return on investment.



Specialist UK manufacturer Sterling GP produced its first truck body - a 7.5 tonne beavertail - in 1996

WORK AT HEIGHT PROTECTION

Increasingly stringent Work at Height legislation and policing has resulted in trailer and truck body manufacturers offering various products to ensure the safety of those working on the trailers or trucks.

Whilst edge protection/fall arrest is not always stipulated by law, many companies choose to specify it. Fall restraint systems running along the sides of the body/bed come in different variations with the most common being Post & Socket or Fold-out.

The simplest system, Post & Socket is exactly as described. Whilst it limits working space to within the deck width, it is simply removed and stowed

when loading over-width machines. Fold-out systems usually come with a walkway supplied which provides additional width and enables operators to walk beside wide machines on the truck/trailer. However, the system is more complex to remove when transporting over width machines. Regardless of which system is chosen, they must be coupled with safe access, usually by an access ladder situated on the side of the vehicle. Locating the ladder near the headboard means a grab handle can be fitted to the headboard providing the necessary three points of contact.

Sufficient lighting is also crucial to aiding safe loading and minimising falls from height risks, particularly when working at night and/or in low light areas such as tunnels. LED work lights mounted high on the headboard or back of the cab can provide the necessary illumination.

Providing the correct decking material can also minimise risks. Mesh decking and non-slip surface options provide improved grip - particularly in wet conditions - which can prevent falls caused by slipping.

When carrying smaller items of equipment on beavertail trucks for example, some machines such as slap electric scissor lifts with their small smooth wheels have very little grip which can easily spin or slide on a loading ramp. As a result, most body manufacturers offer alternatives to traditional hardwood timber decking. However, some of these alternatives are unsuitable and can pose a risk to the loading operator. It is also good practice to use a bed mounted winch with remote control when loading - although it will reduce payload of course.



The common serrated grating is a 'wavy' style which is very smooth so when wet can become extremely slippery



With a dual serrated mesh the serration runs in both directions providing lateral grip and is now the recommended option on 'access specification' bodies

Most powered access companies using a Sterling access body fitted with the common serrated steel deck grating have said that whilst offering improved grip in the dry it can become extremely slippery when wet making loading more difficult and at times dangerous. The reason for this is that the serrated grating is a 'wavy' style which is very smooth so when wet offers much reduced friction. Sterling's solution is a dual serrated mesh. The serration runs in both directions providing lateral grip and is now the recommended option on 'access specification' bodies.



Fold-out systems usually come with a walkway supplied which provides additional width and enables operators to walk beside wide machines on the truck/trailer

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The new two axle Rhino Access Platform Trailer from Towmate Trailers has a 2,995kg payload



The Rhino has a pair of lightweight, 2.4 metre long aluminium ramps which provide a shallow gradient for loading

NEW RHINO ACCESS TRAILER

One new trailer designed specifically for single aerial lifts or sub compact telehandlers, is the two axle Rhino Access Platform Trailer from Towmate Trailers in the UK. Designed in-house it has a 2,995kg payload resulting in a total weight of less than 3.5 tonnes, so towable behind a pick-up or 4x4 car.

The Rhino has a pair of lightweight, 2.4 metre long aluminium ramps which provide a shallow gradient for loading. The ramps are stowed using built in storage pockets on the side of the trailer.

The trailer also has Towmate’s aluminium grip deck rails which offer a lightweight, stable base for the machine to be transported on. These eliminate the issues of rotting timber floors by allowing any dirt or water to fall through the gaps in the deck rather than the water collecting on the surface. The company says this also provides a great platform to pressure wash machines without having to unload them.

The trailer comes with a 480mm serrated jockey wheel to help when manoeuvring the trailer, and 480mm serrated prop stands at the rear to support the trailer during loading. LED dual voltage lights - reliable and more resistant to vibrations - are fitted along with the heavy duty running gear. Optional upgrades include a flooring infill panel in either plywood or GRP mini mesh material, a galvanised storage box to the trailer, and a spare wheel and carrier if needed.

FAYMONVILLE STREEMAX

Recently launched in North America, the Faymonville nine-axle StreetMAX double-drop trailer aims to provide more payload and greater manoeuvrability for transporting high or heavy loads. The double drop configuration helps in states where there are strict axle load and height restrictions or when the planned route is particularly winding.

The unit features a hydraulically liftable and detachable gooseneck which allows continuous height adjustment and improving safety during loading and unloading. Enhanced manoeuvrability is achieved using pendle axle technology with a stroke of more than 600mm. The nine axle trailer is king pin steered with a steering angle up to 60 degrees. Depending on the load that has to be



The Faymonville nine-axle StreetMAX

transported, the operator can change between a flat deck, perimeter deck or spine deck.

With the possibility to add a three axle jeep dolly under the gooseneck, this front part is able to support at least 100,000lb/45.4 tonnes. At the rear, a three axle bogie can be coupled with a three axle booster so that the payload and the manoeuvrability increase due to those extra turning points. If additional payload is needed, a steerable single axle can be added between the low bed and the rear bogie - a ‘Joker axle’. The frame is fully galvanized.

THE NEW KAMAG EPRECISSIONMOVER

German manufacturer TII Kamag - which includes Scheuerle, Nicolas and TII India - has launched the third generation of the fully electric powered swap body transporter. The ePrecisionMover (ePM) enables emission free handling of swap bodies and trailers for yard logistic operations.

The ePM allows the quick and safe handling of swap bodies of all conventional sizes as well as semi-trailers without any reduction in functionality compared to diesel drive systems. The electric drive ensures quiet and emission-free operation.

The third generation vehicle offers shorter charging times and higher energy efficiency. Equipped with four Webasto batteries with a total capacity of 140 kWh, the ePM can be operated continuously for up to nine hours depending on the operating conditions. A complete recharge is possible in only 90 minutes. With a consumption of 12kW per operating hour, the ePM can recharge its batteries in just 25 minutes after 3.5 hours of use

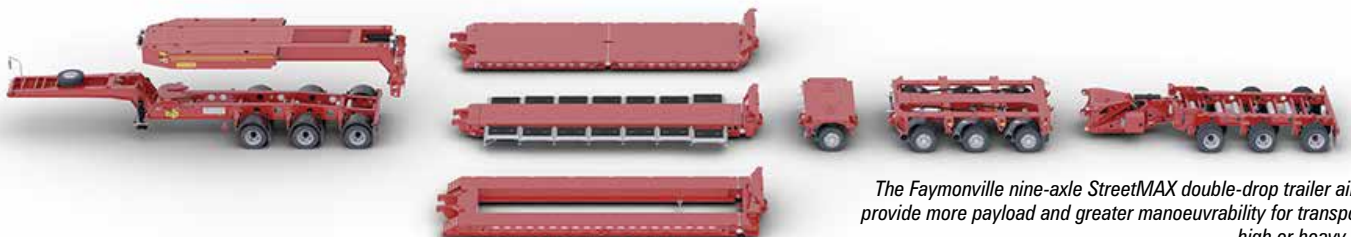


The new fully electric ePrecisionMover swap body transporter

The Kamag PrecisionMover (PM), also known as the Wiesel, has become a bestseller since its introduction in 1995, with more than 2,500 in use in more than 20 European countries. Approval for road use is also available which allows the PM to transport swap bodies on public roads. ■



Turkish manufacturer Lider Trailer produces high quality and durable steel Lowbed Semi-Trailers and other types of Semi-Trailers from its 39,000 sq m facility



The Faymonville nine-axle StreetMAX double-drop trailer aims to provide more payload and greater manoeuvrability for transporting high or heavy loads

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SOURCE GUIDE

2024

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The C&A Source Guide attempts to list every crane, access, telehandler and ancillary equipment manufacturer in our industry, detailing the specific models they offer within each category of products. It has been a big undertaking to collate such a large amount of data and it is possible that the odd error or omission has occurred. If you spot anything that needs changing, please do not hesitate to email us at: editor@vertikal.net.

MOBILE CRANES



Manufacturer	Origin	Website	All Terrain	Compact/ City	Truck	Self-erecting tower	Rough Terrain	Trailer/ Aluminum	Pick & Carry
Ace Cranes	India	www.ace-cranes.com			■	■			■
Altec	USA	www.altec.com			■				
Bailey Cranes	USA	www.baileycranes.com							■
Bencini	Italy	www.camsind.com/en/autogru-bencini							■
BG Lift (Brennero Gru)	Italy	www.bglift.com							■
Böcker	Germany	www.boecker.de			■			■	
Broderson	USA	www.bmccranes.com					■		■
CKD Mobilní Jeáby	Czech Republic	www.ckd-jeaby.cz			■				
Delta Cranes	Italy	www.delta-cranes.com							■
Elliott	USA	www.elliottequip.com			■				
Emminghaus	Germany	www.emminghaus.de			■			■	
Escorts	India	www.escortsgroup.com					■		■
Franna	Australia	www.terex.com/franna							■
Galizia	Italy	www.galiziagru.com							■
Grove	Grove	www.manitowoc.com/grove	■		■		■		■
GT Cranes	Italy	www.gt-cranes.com							■
Hidrokon	Turkey	www.hidrokon.com	■		■				
Hoeflon	Netherlands	www.hoeflon.com							■
Horyong	Korea	www.horyong.co.kr			■				■
Humma Cranes	Australia	www.hummacranes.com.au							■
Idrogru	Italy	www.idrogru.it			■				
JMG	Italy	www.jmgcranes.it							■
Kato	Japan	www.kato-works.co.jp	■	■	■		■		
Kegiom	Italy	www.kegiom.com							■
Klaas	Germany	www.klaas.com/en			■			■	
Liebherr	Germany	www.liebherr.com	■	■	■	■	■		
Lift Systems	USA	www.lift-systems.com							■
Link-Belt	USA	www.linkbelt.com	■		■		■		
Liyue	China	www.liyuemachinery.com		■			■		
Load King	USA	www.loadingmfg.com			■				
Locatelli	Italy	www.locatell Crane.com	■	■			■		
LuiGong	China	www.liugong.com			■				
Manitex	USA	www.manitex.com			■				■
Marchetti	Italy	www.marchetti.it	■		■				
MKG	Germany	www.mkg-export.com			■			■	
MPG	Turkey	www.mpg.com.tr	■		■				
National Crane	USA	www.manitowoc.com/national-crane			■				
Ormig	Italy	www.ormig.com			■				■
Paus	Germany	www.paus.de						■	
Reedyk	Netherlands	www.reedyk.eu							■
Rigo	Italy	www.rigo-cranes.com	■				■		
Sany	China	www.sanyglobal.com	■		■		■		
Sennebogen	Germany	www.sennebogen.com					■		
Shuttlelift Cranes	USA	www.manitowoc.com/shuttlelift							■
Socage Cranes	Italy	www.socage.it					■		
Speed Crane	France	www.speedcrane.fr				■			
Spierings	Netherlands	www.spieringscranes.com				■	■		
Sunward	China	www.sunward.com.cn					■		
Tadano	Jap./Germ./USA	www.tadano.com	■	■	■		■		
TCM	Italy	www.tcmsrl.net			■				
Terex	Italy	www.terex.com/cranes					■		
TGT-Teupen	Germany	www.tgt-teupen.com						■	
Til	India	www.tilindia.in			■		■		■
TRT	Australia/NZ	www.trt.co.nz							■
Valla - Manitex	Italy	www.vallacrane.com							■
World Power Erkin	Turkey	www.worldpower.com.tr			■				
XCMG	China	www.xcmgeu.com	■		■		■		
Zee Crane	USA	www.zeecrane.com							■
Zoomlion	China	www.en.zoomlion.com	■		■		■		



CRAWLER CRANES



Manufacturer	Origin	Website	Telescopic boom	Lattice boom	Duty cycle	Mini crawler (<12t)	Spider cranes
Ace Cranes	India	www.ace-cranes.com					
AlmaCrawler	Italy	www.almac-italia.com					
Bauer	Germany	www.bauer.de					
Befard	Poland	www.befard.com					
Benelli Gru	Italy	www.benelli-group.it					
BG Lift	Italy	www.bglift.com					
Casagrande	Italy	www.casagrandegroup.com					
Cormadil	Italy	www.cormidi.com					
Favelle Favco	Malaysia	www.favellefavco.com					
Fuwa	China	www.fuwaglobal.com					
Grove	USA	www.manitowoc.com/grove					
Hoeflon	Netherlands	www.hoeflon.com					
HSC Cranes	Japan	www.hsc-cranes.com					
Jekko	Italy	www.jekko-cranes.com					
Kato	Japan	www.kato-works.co.jp					
Kegiom	Italy	www.kegiom.com					
Kobelco	Japan	www.kobelco-cranes.com					
Lampson	USA	www.lampsoncrane.com					
Liebherr	Germany	www.liebherr.com					
Link-Belt	USA	www.linkbelt.com/cranes					
Maeda	Japan	www.maeda-minicranes.com					
Mait	Italy	www.mait.it					
Manitowoc	USA	www.manitowoc.com/manitowoc					
Mantis	USA	www.mantiscranes.com					
Marchetti	Italy	www.marchetti.it					
Palfinger	Austria	www.palfinger.com					
PVE	Netherlands	www.pvecrane.com					
Reedyk	Netherlands	www.reedyk.eu					
Sany	China	www.sanyglobal.com					
Sennebogen	Germany	www.sennebogen.com					
Soilmec	Italy	www.soilmec.com					
SPT Cranes	China	www.sptcrane.com					
Sunward	China	www.sunward.com.cn					
Spydercrane	USA	www.spydercrane.com					
Tadano	Germany/USA	www.tadano.com					
TCM	Italy	www.tcmsrl.net					
TGT-Teupen	Germany	www.tgt-teupen.com					
Unic	Japan	www.uniccrane-global.com					
Valla	Italy	www.vallacrane.com					
XCMG	China	www.xcmgeu.com					
Zoomlion	China	www.en.zoomlion.com					




TOWER CRANES



Manufacturer	Origin	Website	Luffing jib	Saddle jib	Articulated	Flat top	Self erectors
Ace Cranes	India	www.ace-cranes.com					
Arcomet	Belgium	www.arcomet.com					
Artic Cranes	Sweden	www.articcrane.com					
BBL Cranes	Germany	www.bbl-baumaschinen.de					
Benazzato	Italy	www.benazzatogru.it					
Cattaneo	Italy	www.cattaneogru.it					
Comansa	Spain	www.comansa.com					
Dalbe	Italy	www.grudalbe.com					
Dahan Technology	China	dahancrane.en.made-in-china.com					
ENG Cranes	Italy	www.engcranes.com					
Favelle Favco	Malaysia	www.favellefavco.com					
FB Gru	Italy	www.fbgru.it					
FM Gru	Italy	www.fmgru.com					
Gelco Clever Crane	Italy	www.gelcogru.com					
Giraffe Cranes	Netherlands	www.bultenmaterieel.nl					
Hyundai Everdigum	South Korea	www.hyundaieverdigum.com					
Jakob Fahrzeugbau	Switzerland	www.jakobfahrzeugbau.ch					
Jaso	Spain	www.jaso.com					
Jost	Germany	www.jostcranes.de					
Kroll Cranes	Denmark	www.krollcranes.dk					
Liebherr	Germany	www.liebherr.com					
LuiGong	China	www.liugong.com					
MiDi cranes	Spain	www.midicranes.com					
Montarent	Netherlands	www.montarent.nl					
Moritsch	Italy	www.moritsch.it					
Potain	France	www.manitowoc.com/potain					
Pi Makina	Turkey	pimakina.com/tower-crane/					
Raimondi	Italy	www.raimondi.co					
Saez (Grúas Saez)	Spain	www.gruassaez.com					
San Marco	Italy	www.sanmarco-cranes.info					
Sany	China	www.sanyglobal.com					
Shaanxi Construction	China	www.scmc-xa.com					
Spierings	Netherlands	www.spieringscranes.com					
Terex	Italy	www.terex.com/cranes					
Truemax	China	www.truemax.cn					
Vicario	Italy	www.vicariogru.com					
Wilbert	Germany	www.wilbert.de					
Wolffkran	Germany	www.wolffkran.com					
XCMG	China	www.xcmgeu.com					
Yongmao	China	www.yongmao.com.cn					
Zoomlion	China	www.en.zoomlion.com					



LOADER CRANES

Manufacturer	Origin	Website				
			Telescopic	Knuckle boom	Mini (<1t)	Marine
Ace Cranes	India	www.ace-cranes.com	■	■		
Amco Veba	Italy	www.amcoveba.com	■	■	■	
Atlas	Germany	www.atlasgmbh.com	■	■	■	■
BEFARD	Poland	www.befard.com		■	■	
Benelli Gru	Italy	www.benelli-group.it		■		
BG Lift	Italy	www.bglift.com		■		
Cobra	USA	www.cobra-cranes.com	■			
Copma	Italy	www.cps-group.com	■	■		
Cormach	Italy	www.cormach.com	■	■		■
Effer	Italy	www.effer.com		■		■
Fassi	Italy	www.fassi.com	■	■	■	■
Ferrari	Italy	www.fliferrari.it	■	■	■	
Heila	Italy	www.heila.com	■	■		■
Hiab	Italy	www.hiab.com	■	■	■	■
Hidrokon	Turkey	www.hidrokon.com		■		
HMF	Denmark	www.hmfcranes.com	■	■		
Horyong	Korea	www.horyong.co.kr	■	■		
Hyva	Italy	www.hyva.com	■	■	■	
Huisman	Netherlands	www.huismanequipment.com	■	■		■
Kelsa	Finland	www.kesla.com	■	■		
Load King	USA	www.loadkingmfg.com	■			
Manitex	USA	www.manitex.com	■	■		
Marchesi	Italy	www.marchesigrugroup.com		■		
Maxilift	Italy	www.maxiliftcrane.com	■	■	■	
MKG	Germany	www.mkg-export.com	■	■	■	■
MPG	Turkey	www.mpg.com.tr	■	■		
Next Hydraulics	Italy	www.nexthydraulics.com	■	■	■	
Palfinger	Austria	www.palfinger.com	■	■	■	■
Penny Hydraulics	UK	www.pennyhydraulics.com	■	■	■	■
Pesci	Italy	www.cps-group.com	■	■	■	■
PM	Italy	www.pm-group.eu	■	■	■	■
Sany Palfinger	Austria/China	www.en.sanypalfinger.com	■	■		
Tadano	Japan	www.tadano.com	■			
TCM	Italy	www.tcmsrl.net				■
Tirre	Germany	www.tirre.de		■		
TKA Cranes	Brazil	www.tkacranes.com		■		
Toimil	Spain	www.toimilgruas.com		■		■
Unic	Japan	www.uniccrane-global.com	■	■		■
Venturo	USA	www.venturo.com		■		
World Power Erkin	Turkey	www.worldpower.com.tr		■		■
XCMG	China	www.xcmgeu.com	■	■	■	
Zoomlion	China	www.en.zoomlion.com	■	■		



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SCISSOR LIFTS



Manufacturer	Origin	Website	Slab electric	Rough terrain
AB Lift	Germany	www.ab-lift.com		
Aichi	Japan	www.aichi-corp.co.jp		
Airman	Japan	www.airman.co.jp		
Airo	Italy	www.airo.com		
ATN	France	www.atnplatforms.com		
Boonai Lift	China	www.boonailift.com		
BoSS	Taiwan	www.bosscaccesstowers.com		
CFMG	China	www.cncfmqlift.com		
Dingli	China	www.cndingli.com		
Eastman Heavy Machinery	China	www.eastmanhm.com		
ELS Lift	Turkey	www.elslift.com		
Fronteq	China	www.fronteqlift.com		
Gantic	Norway/Spain	www.gantic.no		
Genie	USA	www.genielift.com		
GMG	China	www.globalmachineryinc.com		
Goman	China	www.gomanlift.com		
HAB	Germany	www.hab-sales.com		
Haulotte	France	www.haulotte.com		
Hered	China	www.hered-lift.com		
Hy-Brid Lifts	USA	www.hybridlifts.com		
Imer	Italy	www.imergroup.com		
Italift	Italy	www.italift.it		
JCB	India	www.jcb.com		
JCHI	China	www.jchic.en.ecplaza.net		
JLG	USA/Belgium	www.jlg.com		
Jovoo	China	www.jvoolift.com		
King Lift	China	www.kingliftcn.com		
Kreitzler	Germany	www.kreitzler.de		
LGMG	China	www.en.lgmg.com.cn		
Lift-A-Loft	USA	www.liftaloft.com		
LiuGong	China	www.liugong.com		
Magni	Italy	www.magnith.com		
Manitou	France	www.manitou.com		
Mantall	China	www.mantall.com		
MEC	USA	www.mecawp.com		
Mechbadger	Italy	www.mechbadger.com		
Mieve	Spain	www.mieve.es		
Noblelift	China	www.noblelift.com		
Onderlift	Turkey	www.onderlift.com		
PB Liftechnik	Germany	www.pb-arbeitsbuehnen.de		
QUIYN	China	www.qiynlift.com		
Rees Lift	China	www.reesindustries.com		
Runshare	China	www.runshare.net		
Sany	China	www.sanyglobal.com		
Shandong	China	www.shandonggroup.com		
Sinoboom	China	www.sinoboom.com		
Skyjack	Canada	www.skyjack.com		
Snorkel	UK/USA	www.snorkellifts.com		
Sunward	China	www.sunward.com.cn		
Weiss	Germany	www.arbeitsbuehnen-weiss.de		
Workingatheight	UK	www.workingatheighttd.com		
XCMG	China	www.xcmgeu.com		
Yamei	China	www.scissorliftfactory.com		
Zoomlion	China	www.en.zoomlion.com		



BOOM LIFTS



Manufacturer	Origin	Website	Mast boom	Telescopic boom	Articulated boom	Semi self-propelled
Aichi	Japan	www.aichi-corp.co.jp				
Airo	Italy	www.airo.com				
ATN	France	www.atnplatforms.com				
Bi-Jax	USA	www.haulotte-usa.com				
CFMG	China	www.cncfmqlift.com				
Dingli	China	www.cndingli.com				
Dinolift	Finland	www.dinolift.com				
Eastman Heavy Mach.	China	www.eastmanhm.com				
ELS Lift	Turkey	www.elslift.com				
Farone	Italy	www.faraone.eu				
Fronteq	China	www.fronteqlift.com				
Gantic	Norway/Spain	www.gantic.no				
Genie	USA	www.genielift.com				
GMG	China	www.globalmachineryinc.com				
Goman	China	www.gomanlift.com				
Haulotte	France	www.haulotte.com				
Hematec	Germany	www.hematec-arbeitsbuehnen.de				
Hered	China	www.hered-lift.com				
Imer	Italy	www.imergroup.com				
Italift	Italy	www.italift.it				
JCB	India	www.jcb.com				
JCHI	China	www.jchic.en.ecplaza.net				
JLG	USA/Belgium	www.jlg.com				
Jovoo	China	www.jvoolift.com				
King Lift/ Quiyn	China	www.qiynlift.com				
Kreitzler	Germany	www.kreitzler.de				
Leguan	Finland	www.leguanlifts.com				
LGMG	China	www.en.lgmg.com.cn				
Lift-A-Loft	USA	www.liftaloft.com				
LiuGong	China	www.liugong.com				
Magni	Italy	www.magnith.com				
Manitou	France	www.manitou.com				
Mantall	China	www.mantall.com				
Matlisa	Spain	www.matlisa.it				
MEC	USA	www.mecavp.com				
Mecaplus	Spain	www.mecaplus.es				
Nagano	Japan	www.nagano-access.com				
Niftylift	UK	www.niftylift.com				
PB Liftechnik	Germany	www.pb-arbeitsbuehnen.de				
Rees Lift	China	www.reesindustries.com				
Runshare	China	www.runshare.net				
Sany	China	www.sanyglobal.com				
Sunward	China	www.sunward.com.cn				
Shandong	China	www.shandonggroup.com				
Sinoboom	China	www.sinoboom.com				
Skyjack	Canada	www.skyjack.com				
Snorkel	UK/USA	www.snorkellifts.com				
Tadano	Japan	www.tadano.com				
Toucan	France	www.jlg.com				
Workingatheight	UK	www.workingatheighttd.com				
XCMG	China	www.xcmgeu.com				
Yamei	China	www.scissorliftfactory.com				
Zoomlion	China	en.zoomlion.com				

TRACKED LIFTS



Manufacturer	Origin	Website	Spider lift	Boom lift	Scissor lift	Mast boom
AB Lift	Germany	www.ab-lift.com		■		
Aichi	Japan	www.aichi-corp.co.jp		■	■	■
Airman	Japan	www.airman.co.jp	■			
Airo	Italy	www.airo.com			■	
aLift	Italy	www.alift.it	■	■		
AlmaCrawler	Italy	www.almac-italia.com	■		■	
ATN	France	www.atnplatforms.com	■			■
Benelli gru	Italy	www.benelli-group.it	■			
Bluelift	Germany	www.ruthmann.de	■			
Böcker	Germany	www.boecker.de	■			
Cela	Italy	www.cela.it	■			
CFMG	China	www.cncfmglift.com			■	
CMC	Italy	www.cmclift.com	■			
Co.M.eT	Italy	www.officinecomet.it	■			
Cormidi	Italy	www.cormidi.us	■			
CTE	Italy	www.ctelift.com	■			
Custers	Netherlands	www.custers.nl		■		
Denka Lift	Germany	www.denkalift.com	■			
Dingli	China	www.cndingli.com/English	■			
Dinolift	Finland	www.dinolift.com	■			
Eastman	China	www.eastmanhm.com			■	
Easy Lift	Italy	www.easy-lift.com	■			
Europelift	Hungary	www.europelift.com	■			
Falcon Lifts	Denmark	www.falconlifts.com	■			
Fronteq	China	www.fronteqlift.com			■	
Gantic	Norway/Spain	www.gantic.no		■		
Genie	USA	www.genielift.com		■		
Goman	China	www.gomanlift.com	■	■		
HAB	Germany	www.hab-sales.com		■		
Haulotte	France	www.haulotte.co.uk			■	
Hered	China	www.hered-lift.com			■	■
Hinowa	Italy	www.hinowa.com	■			
Holland Lift	Netherlands	www.hollandlift.com			■	
Hyrax	Netherlands	www.hyrax.nl		■		
I-Lift	Italy	www.i-lift.it	■			
Imer	Italy	www.imergroup.com	■			
JLG	USA/Belgium	www.jlg.com		■		
Jovoo	China	www.jvoolift.com			■	
Kinglift	China	www.kingliftcn.com			■	
Leguan	Finland	www.leguanlifts.com	■			
LGMG	China	www.lgmglifts.com			■	
Mantall	China	www.en.mantall.com			■	
Mecaplus	Spain	www.mecaplus.es		■		
Multitel Pagliero	Italy	www.pagliero.com	■			
Nagano	Japan	www.naganoaccess.com		■		
Niftylift	UK	www.niftylift.com	■			
Oil&Steel	Italy	www.oilsteel.com	■			
Omega	Netherlands	www.omegasolutions.biz			■	
Ommelift	Denmark	www.ommelift.com	■			
Palazzani	Italy	www.palazzaniindustrie.com	■			
Palfinger Platforms Italia	Italy	www.palfingerplatformsitaly.it	■			
Platform Basket	Italy	www.platformbasket.com	■			■
QUIYN	China	www.qiyunlift.com			■	
Rhinox	Netherlands	www.rhinox-lift.com		■		
Runshare	China	www.runshare.net		■	■	
Ruthmann	Germany	www.ruthmann.de	■			
Sinoboomb	China	www.sinoboomb.com	■		■	
Socage	Italy	www.socage.it	■			
Snorkel	USA/UK	www.snorkelifts.com		■		
Teupen	Germany	www.teupen.com	■	■		
Thomas Boom Lifts	Belgium	www.thomas-hoogwerkers.be	■			
Weiss	Germany	www.arbeitsbuehnen-weiss.de			■	
Zoomlion	China	www.en.zoomlion.com	■			



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PERFORMANCE



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VEHICLE MOUNTED LIFTS



Manufacturer	Origin	Website	Truck (<3.5t)	Truck (>3.5t)	Trailer lift	Van lift	Underbridge inspection
Aichi	Japan	www.aichi-corp.co.jp	■	■			■
Aldercote	UK	www.aldercote.com	■	■		■	
Altec	USA	www.altec.com	■	■		■	
Anderson Hydra Platforms	USA	www.andersonunderbridge.com					■
Ascendant	UK	www.ascendantaccess.com	■	■		■	
Aspen Aerials	USA	www.aspenaerials.com					■
Barin	Italy	www.barin.it		■			■
Benelli gru	Italy	www.benelli-group.it	■	■			
Bil-Jax	USA	www.haulotte-usa.com			■		
Böcker	Germany	www.boecker.de		■			
Bronto Skylift	Finland	www.brontoskylift.com		■			
Cela	Italy	www.cela.it	■	■		■	
Co.M.eT	Italy	www.officinemet.it	■	■	■	■	
CTE	Italy	www.ctelift.com	■	■			
Custers	Netherlands	www.custers.nl	■	■		■	
Danilift	Denmark	www.danilift.dk	■	■		■	
Denka Lift	Germany	www.denkalift.com			■		
Dinolift	Finland	www.dinolift.com	■		■		
Elliott Equipment	USA	www.elliottequip.com		■			
Europelift	Hungary	www.europelift.com		■	■		
France Elevateur	France	www.france-eleveur.fr	■	■		■	
Goman	China	www.gomanlift.com			■		
GSR	Italy	www.gsrspa.it	■	■		■	
Hidro-Grubert	Argentina	www.hidrogrubert.com	■		■		
Hidrokon	Turkey	www.hidrokon.com		■			
Horyong	South Korea	www.horyong.co.kr		■			
Hyundai Everdigim	South Korea	www.hyundaieverdigim.com	■				
Isoli	Italy	www.isoli.com	■	■			
JLG	USA/Belgium	www.jlg.com			■		
Jovoo	China	www.jvoolift.com			■		
Kinglift	China	www.kingliftcn.com			■		
Klaas	Germany	www.klaas.com	■	■			
Klubb	France	www.klubb.com	■	■		■	
Kuli	Germany	www.kuli.com			■		
Lift-A-Loft	USA	www.liftaloft.com	■	■			
Matilsa	Spain	www.matilsa.it			■		
Mieve	Spain	www.mieve.es			■		
Moog	Germany	www.moog-online.com					■
Movex	Spain	www.movexlift.com	■			■	
Multitel Pagliero	Italy	www.pagliero.com	■	■			
Niftylift	UK	www.niftylift.com			■		
Oil&Steel	Italy	www.oilsteel.com	■	■			
Ommelift	Denmark	www.ommelift.com			■		
Oxley	Italy	www.oxley-piattaforme.it		■			
Palfinger Platforms	Germany	www.palfinger.com	■	■			■
Palfinger Platforms Italia	Italy	www.palfingerplatformsitaly.it	■				
Paus	Germany	www.paus.de			■		
QUIYN	China	www.qiyunlift.com			■		
Ruthmann	Germany	www.ruthmann.de	■	■			
Safi	Italy	www.safi.it	■	■	■	■	
Sany	China	www.sanyglobal.com	■	■			
Sinoboom	China	www.sinoboom.com		■			
Sky Aces	Italy	www.skyaces.eu		■			
Snorkel	UK/USA	www.snorkellifts.com			■		
Socage	Italy	www.socage.it	■	■		■	
Tadano	Japan	www.asia.tadano.com	■	■			■
Talleres Velilla	Spain	www.talleresvelilla.com	■	■		■	
Terex Utilities	USA	www.terex.com/utilities		■			
Thomas Boom Lifts	Belgium	www.thomas-hoogwerkers.be	■	■	■		
Time	USA	www.timemfg.com	■	■			
Versalift	Denmark	www.versaliftinternational.com	■	■		■	
Weico	Italy	www.weico.it					■
XCMG	Germany	www.xcmg.com		■			





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LOW LEVEL LIFTS



Manufacturer	Origin	Website	Push around lifts	SP mast/scissor lifts	Personnel lifts
AHI	Malaysia	www.ahilifts.com.my	■	■	■
Aichi	Japan	www.aichi-corp.co.jp	■	■	■
Airman	Japan	www.airman.co.jp	■	■	■
Airo	Italy	www.axolift.com	■	■	■
Alplift	Netherlands	www.alplift.com	■	■	■
Axo Lift	Italy	www.airo.com	■	■	■
Böcker	Germany	www.boecker.de	■	■	■
Boonai Lift	China	www.boonailift.com	■	■	■
BoSS	UK	www.bosssaccestowers.com	■	■	■
Bravi	Italy	www.bravi-platforms.com	■	■	■
Crown	USA	www.crown.com	■	■	■
Dingli	China	www.cndingli.com	■	■	■
Eastman Heavy Machinery	China	www.eastmanhm.com	■	■	■
ELS Lift	Turkey	www.elslift.com	■	■	■
ErgoLift	France	www.ergolift.com	■	■	■
Faraone	Italy	www.faraone.eu	■	■	■
Fronteq	China	www.www.fronteqlift.com	■	■	■
Genie	USA	www.genielift.com	■	■	■
GMG	China	www.globalmachineryinc.com	■	■	■
Gromet	Italy	www.axolift.com	■	■	■
Haulotte	France	www.haulotte.com	■	■	■
Hered	China	www.hered-lift.com/about/	■	■	■
Hy-Brid Lifts	USA	www.hybridlifts.com	■	■	■
Imer	Italy	www.imergroup.com	■	■	■
Instant UpRight	Ireland	www.instantupright.com	■	■	■
Ixolift	Finland	www.ixolift.com	■	■	■
JCHI	China	www.jchic.en.ecplaza.net	■	■	■
JLG	USA/France	www.jlg.com	■	■	■
L'Echelle Européenne	France	www.echelle-europeenne.com	■	■	■
LGMG	China	www.lgmg.com.cn	■	■	■
Kreitzler	Germany	www.kreitzler.de	■	■	■
Kuli	Germany	www.kuli.com	■	■	■
Lift-A-Loft	USA	www.liftaloft.com	■	■	■
MacGen	UK	www.macgen.co.uk	■	■	■
Magni	Italy	www.magnith.com	■	■	■
Mantall	China	www.mantall.com	■	■	■
MEC	USA	www.mecawp.com	■	■	■
Metal and Modular	UK	www.metalandmodular.co.uk	■	■	■
Mieve	Spain	www.mieve.es	■	■	■
Noblelift	China	www.noblelift.com	■	■	■
PB Liftechnik	Germany	www.pb-arbeitsbuehnen.de	■	■	■
Pop-Up Products	UK	www.popupproducts.co.uk	■	■	■
Power Towers	UK	www.powertowers.com	■	■	■
ReechCraft	USA	www.reechcraft.com	■	■	■
ReesLift	China	www.reesindustries.com	■	■	■
Safelift	Sweden	www.safelift.se	■	■	■
Shanding	China	www.shandinggroup.com	■	■	■
Sinoboom	China	www.sinoboom.com	■	■	■
Skyjack	Canada	www.skyjack.com	■	■	■
Snorkel	UK/USA	www.snorkellifts.com	■	■	■
Workingatheight	UK	www.workingatheighttd.com	■	■	■
Yamei	China	www.scissorliftfactory.com	■	■	■
Zarges	Germany	www.zarges.com	■	■	■



TELEHANDLERS



Manufacturer	Origin	Website	Compact	Fixed frame	360 degree	Heavy duty
Amkodor	Belarus	www.amkodor.by	■			
Ausa	Spain	www.ausa.com	■			
Bobcat	France	www.bobcat.com	■	■	■	
Case IH	USA	www.caseih.com	■	■	■	
Caterpillar	Belgium	www.cat.com	■	■	■	
Claas	Germany	www.claas.co.uk	■	■	■	
Deutz-Fahr	Germany	www.deutz-fahr.com	■	■	■	
Dieci	Italy	www.dieci.com	■	■	■	■
ELS Lift	Turkey	www.elslift.com	■	■	■	
Faresin	Italy	www.faresindustries.com	■	■	■	
Gehl	USA	www.gehl.com	■	■	■	
Genie	Italy/USA	www.genielift.com	■	■	■	
Giant	Holland	www.tobroco-giant.uk	■	■	■	
Haulotte	France	www.haulotte.com	■	■	■	
Heli	China	www.helichina.com	■	■	■	
Jakob Fahrzeugbau	Switzerland	www.jakobfahrzeugbau.ch	■	■	■	
JCB	UK	www.jcb.com	■	■	■	
JLG	USA	www.jlg.com	■	■	■	■
Kramer (Wacker Neuson)	Germany	www.kramer-online.com	■	■	■	
Kubota	Japan	www.ke.kubota-eu.com	■	■	■	
Landoll	USA	www.landoll.com	■	■	■	■
Liebherr	Germany	www.liebherr.com	■	■	■	
LGMG	China	www.lgmglifts.com	■	■	■	
Magni	Italy	www.magnith.com	■	■	■	■
Manitou	France	www.manitou.com	■	■	■	■
Mechbadger	Italy	www.mechbadger.com	■	■	■	■
Merlo	Italy	www.merlo.com	■	■	■	■
MST	Turkey	www.mst-tr.com	■	■	■	
New Holland	Italy	www.agriculture.newholland.com	■	■	■	
Pettibone	USA	www.gopettibone.com	■	■	■	
Saez	Spain	www.saezkulevincleri.com	■	■	■	
Sany	China/Germany	www.sanyamerica.com	■	■	■	
Sennebogen	Germany	www.sennebogen.com	■	■	■	
Skyjack	Canada	www.skyjack.com	■	■	■	
Skytrak	USA	www.jlg.com	■	■	■	
Sinoboam	China	www.sinoboam.com	■	■	■	
Snorkel	UK/USA	www.snorkellifts.com	■	■	■	
Sunward	China	www.sunward.com.cn	■	■	■	
Wacker Neuson	Germany	www.wackerneuson.com	■	■	■	
Weidemann	Germany	www.weidemann.de	■	■	■	
XCMG	China	www.xcmgeu.com	■	■	■	
Xtreme	USA	www.xmf.com	■	■	■	■
Zoomlion	China	www.en.zoomlion.com	■	■	■	



LIFTING GEAR



Manufacturer	Origin	Website
Aberdeen Web	UK	www.aberdeenwebtld.com
Airo Industries	USA	www.airoid.com
Al-Vac	Denmark	www.alvac-construction.dk
Assoc. Wire Rope & Rigging	USA	www.associatedwirerope.com
Bakker Hydraulic	Holland	www.bakker-hydraulic.com
Baltrotors	Latvia	www.baltrotors.com
Brindley Chains	UK	www.brindleychains.co.uk
Britlift	UK	www.britlift.com
Caldwell Lifting	USA	www.caldwellinc.com
Certex	UK	www.certex.co.uk
Cimolai Technology	Italy	www.cimolaitotechnology.com
Conquip	UK	www.cqgroup.com
Kito Crosby	USA	www.kitocrosby.com
Enerpac	USA	www.enerpac.com
Feltes	Germany	www.feltes-gmbh.de
GKS Lifting and Moving	USA	www.gksweb.com
Glasboy	Belgium	www.glasboy.be
Gunnebo	Sweden	www.gunneboindustries.com
Jung	Germany	www.jung-hebeteknik.de
Kinshofer	Germany	www.kinshofer.com
LGH	UK	www.lgh.eu
Lift Systems	USA	www.lift-systems.com
Lift-Tex	netherlands	www.lift-tex.nl
Lifting Gear UK	UK	www.lifting-equipment.co.uk
Lissmac	Germany	www.lissmac.com
Makinex	Australia	www.makinex.com
Magna Lifting Products	USA	www.magnalifting.com
Mazzella Lifting	USA	www.mazzellacompanies.com
Microcranes	USA	www.smartrigranes.com
Miller	USA	www.millerproducts.net
Modulift	UK	www.modulift.com
Mouvers	Italy	www.mouvers.it/en/
Movex Innovation	Canada	www.liftalift.com
Multi-Sec	UK	www.durhamlifting.co.uk
Pfeifer	Germany	www.pfeifer.info
Probst	UK	www.probst-handling.com
Rigging Warehouse	USA	www.riggingwarehouse.com
Rud-Chain	Germany	www.rud.com
Scanlift	UK	www.scanlift.co.uk
Secatol	France	www.secatol.com
Shuttlelift	USA	www.shuttlelift.com
Smartlift	Denmark	www.smartlift.com
Sumner	USA	www.sumner.com
Taylor Machine works	USA	www.taylorforklifts.com
ToughLift	China	www.toughlift.co
Tracked Carriers	GB	www.trackedcarriers.co.uk
Transworld Manufacturing	USA	www.transworldmanufacturing.com
Unitex	USA	www.unitex.org
Van Beest	Netherlands	www.vanbeest.com
Verope	Switzerland	www.verope.com
Vita Industrial	USA	www.vitaindustrial.co
Weihua Crane	China	www.weihuaheavycrane.com
Wienold Lift	Germany	www.wienold-lifte.de
Winlet	Denmark	www.winlet.co.uk

MASTCLIMBERS & HOISTS



Manufacturer	Origin	Website
Ahler	Spain	www.alher.es
Alba	Spain	www.alba.es
Alimak	Sweden	www.alimak.com
Altek	Italy	www.altekgroup.net
AlumaSafway	Canada	www.alumasafway.com
AS Climber	Spain	www.asclimber.com
BFT Mastclimbing	UK	www.bftmastclimbing.com
Böcker	Germany	www.boecker.de
BrandSafway	USA	www.brandsafway.com
CABR	China	www.cabrm.com
Camac	Spain	www.camacsa.com
Climber International	Italy	www.climberinternational.com
Dahan	China	dahancrane.en.made-in-china.com
De Jong Hoists	Netherlands	www.jongliften.nl
Dingli	China	www.cndingli.com
Dunlop Mastclimbers	USA	www.dunlopmastclimbers.com
Elavadores Alher	Spain	www.alher.es
Electroelsa	Italy	www.electroelsa.com
Elevek	Spain	www.elevek.es
Encomat	Spain	www.encomat.com
Euroscaf	Italy	www.euroscaf.it
Fixator	France	www.fixator.com
Fraco	Canada	www.fraco.com
Gamaplac	Italy	www.gamaplac.it
Geda	Germany	www.geda.de
Goian	Spain	www.jasoelevationsystems.com
GT Lifting	UK	www.gtlifting.co.uk
Haemmerlin	France	www.haemmerlin.com
Haki	Sweden	www.haki.com
Harrington Hoists	USA	www.harringtonhoists.com
Hydro Mobile	Canada	www.hydro-mobile.com
Jaso	Spain	www.jasoelevationsystems.com
Klimer	Canada	www.klimer.com
Maber	Italy	www.maber.eu
Mastclimber Solutions	UAE	www.mastclimbersolutions.com
Pega Hoist	Czech Republic	www.pegahoist.com
Piat	Italy	www.piatvideasrl.com
Premier Scaffold Solutions (ProSeries)	USA	www.premierscaffoldsolutions.com
RAXTAR	Holland	www.raxtar.com
Rovers	Italy	www.rovers.it
Saeclimber	Spain	www.saeclimber.com
Safi	Italy	www.safi.it
Salerno Ponteggi	Italy	www.salernoponteggi.it
Saltec	Spain	www.torgar.com
Scanclimber	Finland	scanclimber.com
SMEA.N.	Italy	www.smean.it
Star Lift	Turkey	www.starlift.com.tr
Stros	Slovakia	www.stros.cz
Tie Down	USA	www.tiedown.com
Torgar	Spain	www.torgar.com
Truemax	China	www.truemax.cn
Turboiber	Spain	www.turboiber.com
Winsafe	Canada	www.winsafe.com
Wuxi Cosmo Susp. Ptfm. Co	China	www.xiongyud.com
XL Industries	France	www.en.xl-industries.fr

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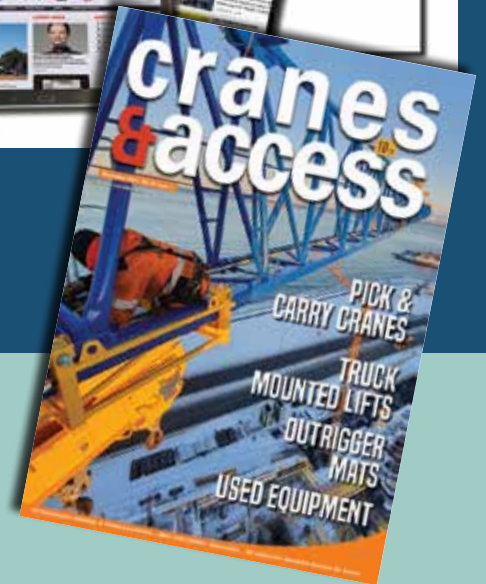


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BETTER THAN EXPECTED!



Many exhibitors at Intermat 2018 thought that it might be its last as an international exhibition. However, while many leading manufacturers - mainly in the crane and aerial lift sectors - decided not to attend this year leaving empty spaces both in the halls and outside, the show seemed well attended and had a good vibe.

The cold windy weather on Wednesday the first day, did its best to keep any visitors inside, but things improved dramatically on Thursday and Friday which were busy. Intermat has felt like a show gradually losing its international status since 2015 if not before, while Bauma has continued to grow and dominate and Conexpo managed to regain and stabilise its status.

Figures from the Intermat organisers puts this year's visitor numbers at 127,500, of which 27,000 came from 130 countries outside of France. Although of the 1,000 or so exhibitors over two thirds were from overseas.

It is always a disappointment when a big trade show fails to attract all of the major manufacturers, particularly domestic ones with Manitou, Haulotte and Potain among the local 'no-shows'. Other global aerial lift and telehandler players staying away included JLG, Skyjack, JCB, Snorkel, Dingli and Sinoboom.

Cranes were very notably absent with Manitowoc/Grove/Potain, Tadano, Sennebogen, Klass, Bocker, Kato, Jekko, Unic, Valla, Link-Belt, Palfinger, Hiab, Comansa, Jaso and Wolffkran all absent. When it comes to earthmoving and general construction equipment manufacturers

however it was a different picture with most in attendance. At the same time more local shows, such as JDL in France or Vertikal Days in the UK - both in September this year - will have almost all of the 'missing in action' companies attending.

Having said all this there was still plenty of new and interesting products and exhibits on show. Hopefully the following pictorial overview provides a flavour of the show with more in-depth product by product coverage in features over the next few months.

How would I sum up the show? Certainly, the trend towards low noise and emission equipment and alternative power sources continues to gain momentum. However, most manufacturers talked of improving existing product performance and equipment that offers an alternative solution. The increased use of technology was also very evident this year for every product no matter the sector.

Intermat 2018 was poor, while 2021 was cancelled due to Covid. This year's show may be enough to ensure a decent Intermat 2027, but not on the global level and certainly not as a major crane and access show, where local specialist exhibitions do a better job and are more environmentally friendly...

A busy Merlo stand with the 50.30 S Plus Roto telehandler dominating



Liebherr LTC 1050-3.1E



A packed Herd stand





The Hoefflon stand



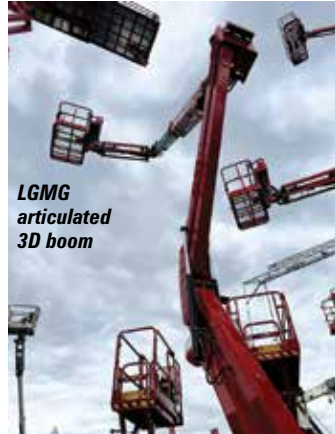
The Klubb group stand with a Klubb van mount and a 16m Isoli PT16 - now sold in France under the Klubb brand



LGMG was showing 10 new models including the new 80ft diesel-electric AR24J boom and the SR2024E 65ft RT scissor



EasyLift and Cela platforms on the LVM Nacelles stand



LGMG articulated 3D boom



The 4m Ausa T144H compact telehandler weighs 2.527kg allowing trailer transportation



The Montarent Montalift M21-4WDS



for Williams France stand



Comet truck mounts on the Imer stand, Imer is the Comet distributor for France



Ruthmann truck mount in Mediaco colours



Sany attracted large audiences to watch its dance shows



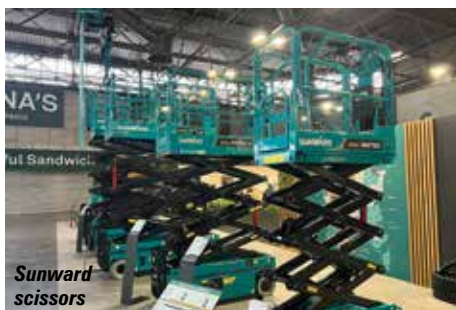
Scania PHEV 26t Hybrid chassis with a Hiab X-HiDuo 188 loader crane



Faresin 6.26 Full Electric



Fassi France stand with the F185A-1-23



Sunward scissors



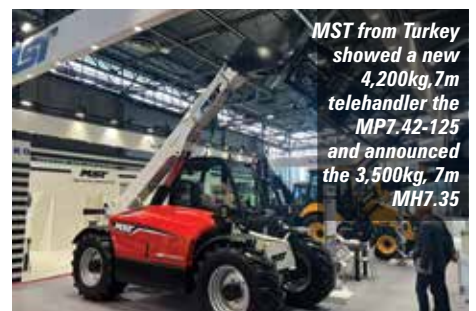
Terex cranes on the SNM stand



The Genie stand



The new Liebherr T32.7E 3,200kg - 7m electric telehandler



MST from Turkey showed a new 4,200kg, 7m telehandler the MP7.42-125 and announced the 3,500kg, 7m MH7.35



Alan Hou, marketing director LiuGong with the 66ft LA20JE-Li electric articulated boom lift



A demonstration of Ludwig System's automatic hooks



Faymonville Max 110 trailer



Bobcat TL25-60e prototype



Near the entrance IPAF's stand with (L-R) Faith Cobaine, Peter Douglas, Matteo Malacarne and Mike Ashton



Locatelli Gril 110.100 RT crane



A surprising exhibitor - United Rentals - with a focus on temporary power



Imer's new all electric 19 metre IM R 19 SA Evo Lithium with 230kg capacity and weighing 2,470kg



Part of the Zoomlion stand



Engine compartment of the Zoomlion ZTH2506 telehandler

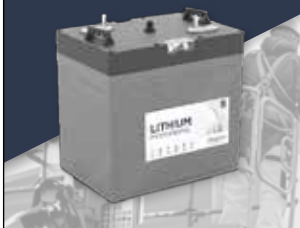


Klac Industries merry go round



The 'see through' LG screen on the Bobcat prototype compact telehandler

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A Merlo eWorker 25-5-90 compact telehandler with access platform attachment in the demonstration area



Bobcat's new TR60-260 Magni built roto telehandler



The Maber stand



Magni elevating cab on the RTH6.31EC



Merlo Panoramic 40.13



Part of the Nootboom trailer stand



The Multitel stand



Sany was showing three telehandlers - the STH1840, the 1440 and the 742



The Altrad stand



Cummins B6-7H Hydrogen engine producing 290hp and zero CO2



The Agco Power 100kWh battery pack e100



The Electroelse stand



A selection of glass lifters from Uplifter



Palazzani's 52m XTJ52+ Bi-Energy with 980kg hydraulic winch



The 25m Cela DT 25 platform can be quickly swapped for a hoist, converting the 25m lift into a light duty crane



The new Marchetti CW25.35HY Sherpina full electric telescopic crawler crane with 90kWh battery and 22kW diesel onboard charger



Turkish manufacturer Ozgul and one of its transport trailers



Zommlion ZCT1000V552.1 100 tonne telescopic crawler crane with a 47m main boom



Platform Basket has added a simpler, lower cost version of its tracked mast boom, the Heron 10 SB without the levelling jacks, or the quick release platform



A new Deutz Power Tree on site power source



Dieci's new Apollo 26.6 electric



California's MEC at its first Intermat in years



Multitel MZ350 Hybrid truck mounted lift



ELS' new RT 12E Lithium battery pack made by one of its subsidiary companies Zass



Comet's new 14m Eurosky 1426 HO jib - also available as a 16m



The Cormidi stand



Hered 6.6m working height HM0608E mast lift



Ganterud Lifting solutions L5Pro lifting chain



LGMG stand with new telehandler



The full electric JMG MC25S has a 2,500kg lift capacity



Kobelco handover ceremony for four G-4 lattice crawlers to Crane Norway



Palazzani TSJ30 .1 Hybrid spider lift with optional lifting hook with 400kg max capacity



A new range from Faresin - the FS 7.40 Excellence



Uplifter SPT299 with a 2,950kg lift capacity



The Sunward stand, complete with new boom lift



Largest telehandler on the Dieci stand was its new 6t-35m Pegasus 60.35 weighing 24t

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APPLICATIONS OPEN FOR IPAF TRAINER PROGRAMME

Nationwide Platforms in the UK has begun accepting applications for this year's 'train the trainer programme'. The company is looking for four individuals to be intensively schooled to become IPAF trainers. Previously, applicants were required to have three years operator experience before moving forward. This programme runs for up to 15 weeks, covering operational aspects, administration, and trainer management, including a minimum of 150 operating hours on various work platforms.



The course emphasises face-to-face on the job training supplemented by e-learning modules. It concludes with a two week assessment, testing knowledge and practical skills. Trainees are taught to critically assess those they train, promoting high safety standards and the correction of bad habits. An assessment day will be held in June, and is open to internal or external applicants, with applications closing at the end of May.

GSR 'MADE IN ITALY' OPEN DAY

On April 15th, Italian truck mounted lift manufacturer GSR organised an event as part of the 'National Day of Made in Italy' at the ITTS 'O.Belluzzi- L. Da Vinci' of Rimini in northeast Italy. The event aimed to educate the younger generation about the company and the access industry.

The event - "GSR: technology, safety and innovation to reach higher" - was proposed by the National Association of the Automotive Industry (ANFIA) of which GSR is associated. The morning kicked off with students getting a hands-on experience with various equipment and aerial lifts with an explanation of machine components, technologies and personal protective equipment. It was then followed by a classroom presentation highlighting GSR's evolution from manufacturing wooden ladders to designing aerial platforms, also delving into the transition from cranes with baskets to aerial work platforms.



DIRECTOR IMPRISONED

The director of UK company Canterbury City Scaffolding - Ian Pepper, 48 - was sentenced to 18 weeks in prison plus a £50,000 fine. The incident involved Steven Gilmore, 36, one of a team erecting a temporary roof scaffold who suffered life changing burns to his hands and a broken leg after he fell from a height of five metres after the six metre scaffold tube he was handling contacted the 11kV overhead power line running across the site.

The HSE discovered that the company failed to assess the risk of erecting scaffolding near a high voltage line and had not consulted the network operator regarding line voltages and safe distances. The director, overseeing scaffold assembly on site, allowed the use of six metre tubes below the power line without considering safety precautions.

HSE Inspector Susie Beckett said: "This scaffolder's injuries were life changing and could have been fatal. This incident could have been avoided if the job had been properly planned, including seeking free advice from the network operator on what precautions to take, and then implementing them to prevent accidental contact with the overhead line."



FATAL FALL COSTS £111K+

UK builder Amberley Homes has been fined £25,000 plus £85,842.34 costs after an employee, Mark Tolley, 51, fell two metres from a scaffold in July 2017.

Tolley had been installing tiles on one of six homes being built in Kent, before falling and breaking his ribs and sustaining internal injuries including a punctured lung, resulting in his death later that month. The HSE found that Amberley Homes had not appointed a person with the necessary experience or training to manage the site and had not ensured that a safe working platform was maintained throughout the project.



£35K FOR ABSENCE OF A HOIST

UK company Everyone's Energy UK has been fined £28,000 plus costs of £6,634.56, after an employee, 41, fell from a ladder while carrying materials up to the roof, fracturing his skull leading to a severe brain injury. The HSE

found that the company failed to plan, manage or monitor work at height, and provide adequate scaffolding or an appropriate means to transport materials to the roof.



WHO TRAINED THEM THEN?

Dashcam footage caught a scaffold tower with a ladder balanced on top falling into oncoming traffic in Buckingham, Southern England. As if this was not bad enough, they had not cordoned the area off from the busy road or walkway beneath. Amazingly, no one was hurt.





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CRANE INTEREST GROUP UPDATE

The Steering Committee of CPA's Crane Interest Group held its latest meeting in March to discuss future initiatives and challenges affecting crane movements through embargoes. Chairman Peter Gibbs opened the meeting with a review of the progress made during 2023, including the CPA publication 'Tendering, Management, and Operations of Mobile Cranes', along with the routine updates of technical information notes.

In spite of some challenges, successes included the joint Crane Interest Group/Tower Crane Interest Group open meeting held at Vertikal Days in May, which resulted in positive strides resulting in a similar event to be held at this year's Vertikal Days event on the 12th of September in Newark.

Updates discussed:

- Progress of Network Rail's (NR) CIV0063 publication (Crane) operations on or adjacent to the Railway, highlighting key revisions agreed by NR and the CPA led working group.
- Insights about weather forecasting service Metswift, on its contributions to project planning and risk management.
- Proposals for developing guidance documents on rigging mobile cranes, operator hours and determining wind-off criteria, aiming to enhance operational safety and efficiency.

The meeting focused on challenges regarding Special Types General Order (STGO) regulations, especially regarding abnormal load transportation. Police forces across the country are adopting varying approaches, which is inconsistent, disproportionate and restrictive, leading to increased costs and delays in the sector and a growing administrative burden plaguing operators and affecting their customers. As an example, it was noted that there was a blanket ban in certain areas of the country over the Easter weekend.

To address this, an Industry Working Group has been formed to engage with all of those involved or affected by the challenges created by the existing policies. A letter outlining concerns and proposed actions will be sent to relevant authorities, including the Chief Constable of Sussex Police, the Transport Secretary, and the Roads Policing Minister. Additionally, efforts are underway to review the 2010 ACPO Guidance on Abnormal Load Movement, highlighting concerns such as embargo times and notifications to authorities.



**Abnormal Load
EMBARGO**



FIRE RISKS WITH BATTERY ENERGY STORAGE SYSTEMS

The potential dangers of a runaway fire on the larger Battery Energy Storage Systems of more than 250kw/h has been raised in relation to the increasing use of these energy systems to power tower cranes and hoists etc... especially when sited next to a tower crane or hoist base.

Although the latest generation of these systems now have high levels of thermal control and inbuilt fire suppression systems, the tower crane sector feels that some guidance on good practice with their positioning would be useful.

The Construction Industry Advisory Committee, chaired by the Health & Safety Executive, has already produced draft guidance - 'Safety of Alternatives to Onsite Diesel: Things to Consider: Onsite Li-ion batteries'.

The guidance has been produced after the Construction Leadership Council asked the HSE to work with industry to develop guidance on the alternatives to diesel as part of its Zero Diesel initiatives and although very general, the intention is to use the publication as the basis for a more targeted CPA guidance publication - initially for tower crane and hoist owners and users who specify/buy these battery systems. Support has also been sought from the National Fire Chiefs Council, various battery system storage manufacturers and the HSE.

NETWORK RAIL AND CRANE OPERATIONS


A CPA led working group was involved in a revision programme being undertaken by Network Rail (NR) on its document CIV0063: Piling, Drilling, Crane, mobile elevated work platforms and self-propelled modular transport (SPMT) operations taking place on or adjacent to Network Rail managed infrastructure operations.

The group collaborated with Network Rail to improve the publication by providing guidance aligned with the lifting sector's needs for harmonisation. This includes clarifying when it should be informed of operations near its boundary, updating terminology, and enhancing definitions related to control measures. Network Rail plans to release the revised publication - CIV 0063 - for free download in June.

With this sorted, the working group can now focus on updating the CPA documents CPA1402: Requirements for Mobile Cranes Alongside Railways and CPA1801: Requirements for Tower Cranes Alongside Railways.

Both were devised to provide the interpretation of Network Rail's CIV0063 publication which were either not available or had to be purchased by those outside of the network. The updated CPA publications will be available to download from the CPA website around the same time.





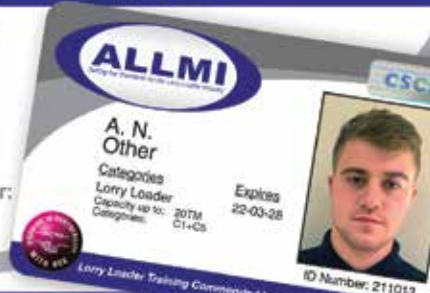

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ALLMI TO SUPPORT GLAD 2024

ALLMI will once again be a partner for the Global Lifting Awareness Day (GLAD), which takes place this year on 18th July. Now in its fifth year Glad is a collaboration between a range of organisations involved with lifting or working at height to promote the lifting industry with particular focus on good practice, compliance, innovation, and attracting new recruits to the sector.

ALLMI chief executive Tom Wakefield said: "This year, Glad will have an increased emphasis on reaching the end user and educating on safe operation. As this aligns with one of ALLMI's primary objectives, we applaud the move and look forward to continuing our support for this excellent lifting industry initiative."

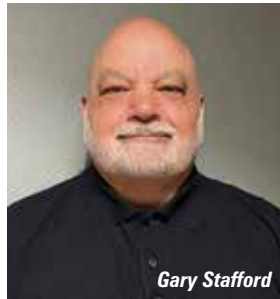
Further details will be announced shortly, in the meantime you can learn more about Glad at: <https://globalliftingawarenessday.com/>



NEW ALLMI AUDITOR

ALLMI's auditing team is an important ingredient in maintaining training standards across the association's ever-increasing instructor network. To this end, the association has appointed Gary Stafford to its auditing team, a highly qualified trainer within the material handling equipment industry, with more than 25 years of training and tutorial experience.

Stafford said: "I've been an ALLMI accredited instructor for more than 15 years, delivering training to numerous market sectors, giving me wide ranging industry experience. As a result, I have, of course, become very familiar with ALLMI's monitoring process and the benefits it provides, so it is a great pleasure to have completed the Auditor Development Programme and to join the auditing team."



Gary Stafford

STRAP DOWN YOUR LOADER CRANE! - REMINDER

ALLMI is providing a reminder of its 'Strap Down Your Loader Crane!' campaign material. If a loader crane cannot be folded for travel, and in the absence of manufacturer or employer instructions to the contrary, it should always be strapped down securely to the vehicle bed. Failure to strap down the loader crane could result in uncontrolled slewing and the extremities of the vehicle being breached, not only leading to damaged equipment and property, but also injury or fatality to pedestrians or other road users, as well as criminal prosecution for the driver.



The campaign is aimed at all businesses involved in the movement of lorry loaders, including crane installers, bodybuilders, truck dealers and delivery companies, as well as fleet owners and operators. The campaign supplies a range of resources for employers to utilise, from training videos and three-dimensional animated accident reconstruction, through to an information leaflet and toolbox talk template. All resources can be found on the following campaign dedicated web page:

www.allmi.com/strap-down-your-loader-crane

NEW EXEC COMMITTEE MEMBER

ALLMI has appointed a new member to its Operators' Forum Executive Committee. Mark Keily, health, safety and sustainability director for Sunbelt Rentals, has joined the fleet owner group following an election process.



Mark Keily

Keily said: "I believe passionately in continual improvement, the advancement of standards and in keeping people safe; and during my dealings with ALLMI I have been impressed with the professionalism and desire shown across the association to do the same. I hope that my extensive construction and equipment rental experience will add to the committee's skillset, and I look forward to representing the interests of members and supporting the lorry loader industry to the best of my abilities."

BS7121 PART 2-4 DRAFT FOR PUBLIC COMMENT

The 'Draft for Public Comment' (DPC) has been launched from the revised BS7121 Part 2-4 'Code of practice for the safe use of cranes - inspection, maintenance and thorough examination - Loader cranes.'

A BSI panel of industry experts has reviewed and updated the current version of the standard via a series of meetings held over the last 13 months, and ALLMI technical manager, Keith Silvester, is the convener of the group.

Silvester said: "We would encourage all stakeholders to review this draft, as it's a great opportunity to comment on, and possibly influence, a standard that directly affects many important industry practices."

The DPC will be available until 24th June, with the finished standard expected to be published later this year. For information on how to access and comment on the draft, please contact ALLMI or BSI.



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

The Trade Fair for Aerial Working Platforms, Cranes and Forklifts

PD Platformers' Days

Karlsruhe Trade Fair Centre



6 – 7 Sept. 2024



platformers-days.de/en



Conceptual partner:



Cooperation partner:



Organizer:



NEW SAFETY CAMPAIGN FOR INTERMAT

IPAF highlighted its new safety campaign, 'Crushing can kill!' at Intermat in Paris last month. The new campaign which focuses on the dangers of collisions with overhead obstacles such as beams while using an aerial work platform, offers various resources including technical guidance, advisory leaflets, safety posters, and Toolbox Talk site briefings.

IPAF's head of safety Brian Parker said: "What motivated the campaign is our accident data, which highlighted crushing incidents in the industry. By working with our members and partners we hope to achieve a global reduction in entrapment incidents and fatalities."



NO FALLS WEEK

The annual 'No Falls Week' campaign held in May, is dedicated to raising awareness about the importance of working safely at height and equipping staff with the necessary knowledge needed to prevent falls. Falls from height are the leading cause of workplace fatalities across Europe. Recent statistics from the UK's HSE shows that 40 individuals lost their lives due to falls from height last year, accounting for 30 percent of all workplace deaths.

Participants can expect:

Educational Resources: Access educational materials such as articles, guides and videos covering work at height topics, including safety regulations, best practices, and technologies to prevent falls.

Real Stories, Real Consequences: Learn from real life stories of people impacted by falls from height, highlighting the critical need for safe work practices at height.

Community Engagement: Connect with safety advocates, professionals and peers across sectors to share experiences.

Interactive Challenges: Participate in educational challenges designed to test knowledge and reinforce safe working practices.

No Falls Week is organised by the No Falls Foundation, a UK based charity exclusively devoted to the work at height sector: www.nofallweek.org.



ANNUAL GENERAL MEETING

The IPAF AGM was held prior to the annual Summit in Copenhagen during which a smooth transition of leadership took place with Karin Godenheilm of Dinolift handing over the president's chain of office to Karel Huijser of JLG, having served a full two year term. Prior to her departure, she presented the IPAF President's Award to IPAF Brazil and Portugal Country Manager, Antonio Barbosa and the Founder's Award to Mark Keily of Sunbelt Rentals UK who has served as founding chairman of IPAF's International Safety Committee.

The meeting also confirmed the appointment of new officers, they are:

President: Karel Huijser

Deputy President: Kai Schliephake

Vice President: Pedro Torres

Directors: Ben Hirst, Julie Houston Smyth and Jacco De Kluijver

Peter Douglas said: "IPAF extends its gratitude to Karin Godenheilm for her leadership during her tenure as president. We welcome Karel Huijser as our new president and look forward to collaborating with him to advance IPAF's diverse initiatives worldwide."

Karel Huijser added: "Safety is at the heart of our IPAF organisation. It is reflected by our mission to enable safe and effective use of powered access equipment worldwide. Put simply, safety not only concerns today but also the future, I call this sustainable safety. This involves implementing measures and practices that not only address immediate safety concerns but also aims to prevent potential hazards and risks."

IPAF ANNUAL REPORT 2023

IPAF has published its annual report for 2023, which highlights the federation's achievements and progress as well as the continued growth of the powered access industry.

Highlights from annual report:

- **President's report:** Departing president Karin Godenheilm provides insights into the year's achievements and welcomes Karel Huijser as the new president.
- **Chief executive report:** Peter Douglas provides key updates on the powered access industry.
- **IPAF in numbers:** A statistical overview presents a snapshot of IPAF's global impact, featuring data from 81 countries.
- **Women in Powered Access:** The Women in Powered Access initiative continues to champion diversity and inclusion within the industry, celebrating the invaluable contributions of women and inspiring future generations.
- **IPAF training:** Tailored harness training courses launched addressing safety concerns and ensuring operator competence.
- **Audit and quality:** The IPAF Audit Department reports increased activity in supporting training centres, instructors and rental companies.
- **Rental:** The introduction of the IPAF Rental Standard marks a milestone in promoting industry best practices and enhancing safety compliance.
- **Safety & technical:** IPAF's efforts in data gathering and safety improvement initiatives result in a reduction in fatalities, reflecting the organisation's commitment to safety and collaboration.
- **Communications and membership:** IPAF's expanded engagement efforts, including increased event hosting and global outreach.
- **Milestones:** A month by month overview of key achievements.
- **Financial summary:** IPAF reports an increase in revenues driven by growth in training and events income.



IN THE NEXT ISSUE OF

C&A

Place your products in front of 20,000 crane, telehandler and access platform buyers & users who will be reading the June issue of **Cranes & Access...**



THIS ISSUE WILL INCLUDE FEATURES ON:

LOW LEVEL ACCESS

Marketed as a replacement for ladders, small scaffold towers or podium steps, low level platforms offer a wide choice of both self-propelled and push around light weight, zero emission platforms for internal, and occasionally external use. In this feature we will cover self-propelled and push around scissors, sigma and mast type lifts including recent new product launches. If you have you any news or information to add, please get in touch.



TELEHANDLERS

Telehandler manufacturers are reporting growing sales and a widening market as new countries and regions start to adopt them, while markets that have preferred disparate products - North America and Europe - appear to be coming together. Meanwhile sales of 360 degree models are gaining momentum as companies adopt them in place of small All Terrain or Rough Terrains. As a result, we have seen a tsunami of new product launches and more interestingly, perhaps more new entrants over the past 18 months than in the previous 20 years. New models have included compacts, sub-compacts, all electric, and bigger 360 models to name a few. We'll review the latest new products, new entrants and other market developments.

ALL TERRAIN CRANES

We take a look at changes that have taken place over the past year in the All Terrain market with longer booms, all-electric models and products from new market entrants. All this plus some interesting applications from around the world.

HIRING FOR THE INDUSTRY

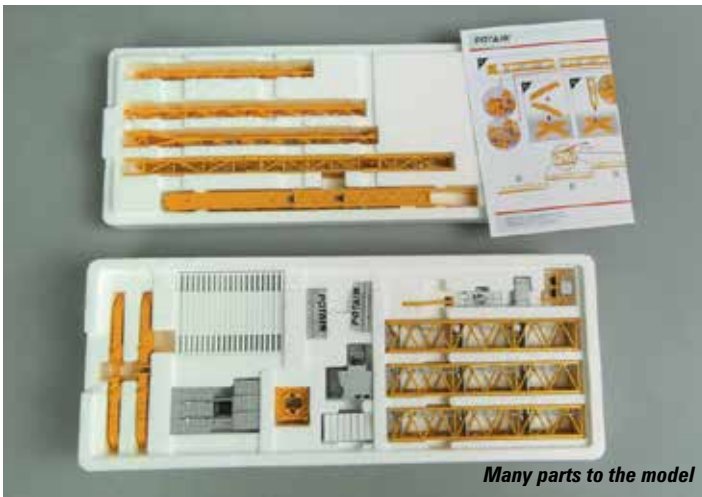
With companies in the crane and access market sectors struggling with an aging workforce, loss of skills and challenges recruiting and retaining staff, we take a look at the issues and some of the solutions available.



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

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

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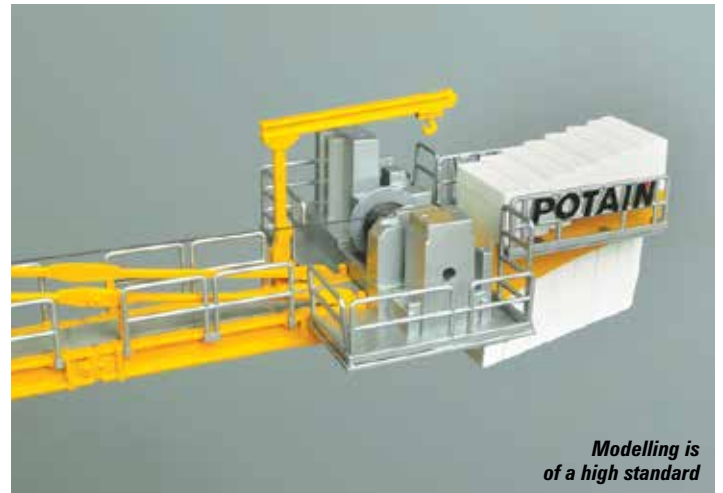
Many parts to the model



Very good topless profile



Detailed cab



Modelling is of a high standard

POTAIN MDT 809

The Potain MDT 809 was launched at the Bauma Exhibition in 2019 and has a maximum jib length of 80 metres and can lift up to 40 tonnes. This model is made by Conrad in 1:87 scale. Very good assembly instructions are provided and it is straightforward to build.

The cruciform base has separate ballast blocks which are metal and painted to represent concrete. Tower sections are made up as triples of the five metre sections of the real crane, and ladders and platforms are modelled. The mast sections join using a clipping system which provides rigid and effective joints.

The slew ring assembly is modelled particularly well and includes a proper opening in the middle. The cab is detailed and is mounted on a metal deck. The counter jib looks very good, with the Potain name at the rear. The counterweight block is a single metal casting although it is made to look like separate concrete slabs. Also impressive is the machinery deck and a maintenance lifting beam is a nice touch.

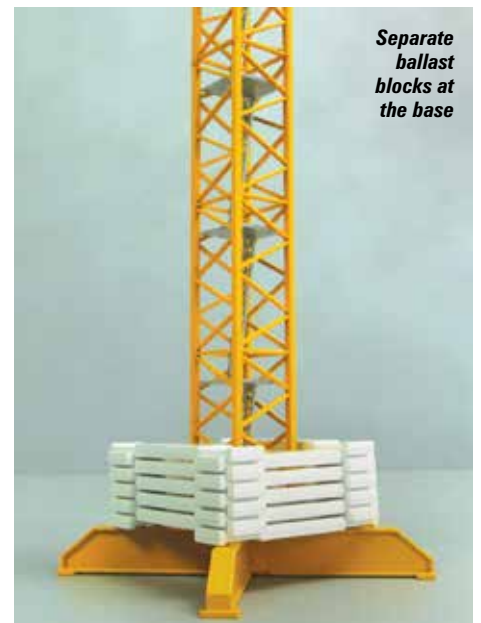
The jib is made up of four metal sections which interlock to make the full jib, which scales as the 80 metre maximum jib. It has a very good profile and includes a mesh walkway along its length. Details includes a trolley motor and winch platform.

The trolley frame is plastic and the hook block metal and looks good because it also has stands for when the block is on the ground. Small metal sheaves are used throughout the model.

The crane rotates very smoothly, and the trolley can be positioned anywhere along the jib. The hoist can be operated carefully using a supplied key. The hook can be reeved in two or four fall modes.

Unfortunately, the model cannot effectively be shown in short jib configurations and most parts are too large to be used as realistic transport loads on 1:87 scale trucks.

This is an impressive model due to its large size with the real crane having an 80 metre jib. Conrad has combined excellent model engineering with a very nice level of detail. It would have been even better if Potain had required that the model was made in the same sections as the real crane to give more flexibility. It costs €160 excluding VAT in the Manitowoc merchandise shop.



Separate ballast blocks at the base

CRANES ETC MODEL RATING

Packaging (max 10)	8
Detail (max 30)	26
Features (max 20)	14
Quality (max 25)	21
Price (max 15)	10
Overall (max 100)	79%

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

GOING UP IN THE WORLD

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

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

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

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

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

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READERS LETTERS

Dear Mark,

I wanted to let you know that I totally agree with your comment on the embargo issue relating to the movement of mobile cranes.

I am simply a member of the public, a crane enthusiast and avid reader of Cranes & Access magazine, and it is clear and obvious to me that a mobile crane, especially one on four axles or less should be treated entirely differently to a wide load with an escort.

One moves as easily and rapidly as a normal delivery lorry, is no wider than one the only difference being the axle weights - so as long as the road is approved for these weights, the time of day should make no

difference. While the other needs to be moved at night or when the roads are quiet given that a) its slow - very slow and b) it takes up more than one carriageway.

That's it, more importantly perhaps is to say thank you for producing a great magazine, which I look forward to receiving every month.

Yours Sincerely

Ian Metherall

Hove,

Open letter

THE EFFECTS OF THE ROADWAY EMBARGOES/ ROUTING ON THE CRANE HIRE INDUSTRY

Our industry as a whole seems to be enduring the same logistical nightmare surrounding Embargoes/Routing and seek suitable changes in legislation so the impracticalities they create, lessen the impact on our businesses and personnel.

I believe it's time to group together and discuss our options.

Vertikal Days 2024 is being held at Newark Showground on Wednesday 11th and Thursday 12th September 2024. CPA will be holding a meeting, most likely to be on the 11th although yet to be confirmed. With us all in the same place at the same time, this would be the perfect opportunity to not only see the CPA's position on this, but to voice our concerns and consider the approach or action we need to take.

The more support and discussion we have about this, the more likely we are to succeed in achieving change. Please forward this to all your respective contacts/connections within the industry, or to anyone you believe may want to join or help the cause.

We look forward to seeing as many of you as possible at the event, thank you.

Many Thanks,

Aba Crane Hire

The issue of increasingly disruptive embargoes on crane and some larger truck mounted lift movements is beginning to cause a major backlash in a number of European countries, and especially in the UK, where the authorities in many areas have shifted from a fairly lax attitude by European or US standards to one that is in some regions is having a disruptive and seriously damaging impact on crane rental companies and contractors alike.

The CPA has also sent the following letter to its members.

Dear Member

Many of you will be all too aware of the concerns regarding embargo times - police enforced movement orders which are preventing the movement of construction plant and equipment at the beginning and end of each day.

We have liaised with several members about the issues regarding this and it is apparent there is an inconsistent approach being adopted by different police forces across the country. Mobile crane hire companies in particular are seemingly being targeted.

One CPA member was notified by their local force that they had infringed their movement order by just 49 seconds, and we have also received reports of police vehicles sitting outside hire depots and construction sites, monitoring the movement of construction equipment.

A report published by the Centre for Economics and Business Research (CEBR) yesterday entitled 'The Costs of Increased Police Enforcement of Abnormal Loads Regulations' highlights the impact this is having on the wider haulage industry - with high end estimates citing a £1.5 billion loss of economic activity over a 10 year period due to these regulations.

To outline our concerns, we have written a letter to the Secretary of State for Transport, Mark Harper, highlighting the extreme problems that many of our members are facing with embargo times. We have also issued a press release this morning to the construction trade press, both of which can be downloaded at https://mcusercontent.com/159bc84bd7a97257668417e77/files/69604084-f9f6-f62f-f7fd-25c797dfa063/Letter_to_Govt_Re_Embargo_Times.pdf

We hope this will encourage more dialogue at government level and will keep you updated of any developments in this regard. Assuring you of our best attention at all times.

David Smith

Legal Manager

THE DAY TO DAY PROBLEMS CAUSED BY THE EMBARGO

Good Morning

I am writing regarding the current embargo that has been put in place in the Midlands and wider areas. It seems that most of our mobile crane fleet now comes under the classification of 'abnormal loads' and is subject to movement orders and times.

The embargo restricts the crane hire industry to an almost unworkable level. Whilst it's true that many of our jobs are pre booked for certain dates, we are also a service industry that needs to meet our customers' requirements on an ever-changing time scale. I'm sure every crane hire company in the country will tell the same tale of last-minute changes to workloads on daily

and often hourly basis, created by an almost infinite multitude of factors. We constantly arrange, rearrange, alter or postpone jobs to suit our customers' requirements and just when we think we're on top of it we often have to start again, following a breakdown, a job running on, job not ready, transport held up, staff falling ill, impending inclement weather - the list of reasons for changes to the schedule is endless.

Let's take a perfectly feasible scenario that will be recognised by anyone operating a crane hire company; suppose we have a crane booked and routed to attend a job site tomorrow within an embargo zone. The crane booked has had a problem on the way back to the depot the day before the hire, (after 18.00 of course because we finished the job at 15:30 and, in accordance with the embargo, couldn't travel), and will need to be

attended to by a fitter the following day. So, we arrange an alternative crane or employ another company to carry out tomorrow's work on our behalf. The alternative or cross hired crane is not on the movement order so we're unable to move it. What do we tell our customer who's waiting for us on site, with a team of workers booked specifically for the day, maybe with transport of specialised equipment to be lifted. Surely the answer isn't "don't worry we'll be there in three days."

This week alone, we have had calls from two long standing customers that required immediate lifting operations, one first thing Monday morning with a 12t excavator that came to rest in a precarious position whilst digging foundations, and one on Friday evening with an entire concrete

Continued on page 14

plant on stop and requiring a crane to help with repairs. As usual we responded instantly and both jobs were carried out on the respective days. These customers could easily have been in the area where an embargo is being enforced, do we really need to tell them that after all these years of knowing they can rely on us at any time day or night, we can now confidently let them know that in the case of the Monday job we'll be there on Wednesday and in the case of the Friday job we'll be there next Tuesday, assuming we are in time to arrange the movement order using Friday as day 1 otherwise we'll see you on Wednesday (weekend days don't count as two clear days' notice).

These jobs may not be emergency as defined by the Police i.e. "terror attack, national emergency where there is a threat to life or a declared rails disaster" but to our customers they are urgent jobs that are unforeseen and require immediate response.

To meet the embargo times, we now need to be on site by 07:00 often before sites are manned or open or during a noise restriction period, or we park up somewhere suitable (any ideas welcome) and continue our journey after 09:00 a.m. for arrival at an unscheduled time. Similarly, when leaving the site, if it is before 16:00 will we get to the same place to park up? Do we stay on site until 18:00 often after the site has been locked up? As a result, there is a very real danger of jobs being rushed to fit in with embargo times. That can only have a negative and potentially dangerous outcome.

What do our operators, the ones that are increasingly difficult to attract into the crane hire business, do for an hour or two in the morning and the same in the evening while they're waiting to move? Undoubtedly some will be pondering other ways to make a living, others will relish the chance to get some more hours in. Both will be earning overtime that will be difficult to incorporate into the hire contract and will become

another cost to absorb in the ever-spiralling costs associated with running a crane hire company. The operators and drivers of genuine abnormal loads, i.e. abnormally long, wide, tall, and or heavy will accept the difficulty of rush hour movements with an oversized load and will no doubt charge and be paid accordingly. The mobile crane industry just can't work like that, they are two completely separate entities and in my view should be treated as such.

According to the West Midlands Police "the roads around Birmingham are considered some of the busiest in Europe and the economic impact of traffic congestion is significant." Are the roads around Ross-on-Wye, Worcester, or Evesham, also some of the busiest in Europe? Does the removal of mobile cranes from our roads during the ironically named 'rush hour' mean that somewhere a commuter is jumping for joy because their commute was a breeze due to the lack of mobile cranes on the road? What will be achieved by omitting a vehicle that would travel pretty much the same speed as a loaded 40ft lorry when in heavy traffic and the same speed as any other vehicle when in traffic? Surely all these commuters are there, not because they want to be part of the congestion but because they need to be at their place of work at a given time. How does that differ for the vast majority of mobile cranes that need to be at their place of work, i.e. a job site, at a given time?

I understand genuine abnormal loads being restricted, but most cranes do not fit the abnormal load criteria other than their axle weights. The Department for Transport enabled mobile cranes to "travel with higher axle loadings and at more realistic road speed" ages ago, why are the Department for Transport and the Police battling in contradiction?



It's not just crane hire companies that are struggling with this, it has a massive impact on construction projects. During the pandemic lockdowns of 2020 and 2021, Government told us of the importance of keeping construction going and the measures we should take to keep our staff safe and continue working "where people cannot work from home - including, people who work in critical national infrastructure construction", yet now, in 'normal' working times, infrastructure construction is not critical.

Who decided to link mobile cranes with 'abnormal - thus exceptional - loads'. Clearly they spent no time with a crane hire company to gauge just how problematic and unworkable these rules are. When the legislation changed regarding the use of rebated fuel, we all knew that from April 2022 we would need to run our cranes on white diesel. There were discussions, consultations and guidance from the CPA. and HMRC. The change was implemented, not without its issues but relatively smoothly, and we continued operating normally. The debilitating 'abnormal load' and embargo fiasco has arrived without consultation or notice and is unworkable.

I for one would welcome a rapid U turn on the movement order and embargo time restrictions for smaller 'taxi' cranes to keep our industry viable and enable us to continue working in a safe, timely and practical manner.

* I wonder which of the images above any normal person would consider to be an abnormal load - currently they are both in the same category.

Simon Ellis

Ellis Crane Hire Ltd

PHILIP GRAHAM CUTTING 1947-2024

Phil Cutting, founder and former managing director of UK access rental company PG Platforms has died. He was diagnosed with cancer last August and after suffering from complications from the chemotherapy, passed away on Saturday 20th April with his family by his side, he was 76.

Phil Cutting started out in 1970 when he joined John Laing and its crane and rental division EPL which had both cranes and aerial lifts in its fleet. In fact, it was a pioneer in the powered access market under Paul Adorian who went on to become IPAF's first full managing director.

Phil decided to start his own access rental business somewhere between 1982 and 1984, operating as a sole trader from a location in Strood, near the historic Chatham Dockyards east of London. The PG Platforms name dates from 1984, by which time the fleet consisted of half a dozen Versalift van mounted lifts. Over the next 25 years the business expanded at a steady pace with more truck mounted lifts, van mounts and then other platform types.

In 2009 Phil and his son Steve, who joined his father in 1992, incorporated the business as PG Platforms Ltd. In the years since, the fleet make up has grown even wider, to include most types of frequently used self-propelled aerial lifts including booms, scissors, spider lifts and mast booms etc... In 2015 the company moved into new headquarters in Snodland, Kent, while a second location was opened in Bolney, near Haywards Heath in West Sussex. The company has also added a third generation in the form of Steve's son Charlie who joined in 2018 as a truck mounted lift operator and is now hire desk controller.

A post by Steve Cutting said: "Phil started PG nearly 40 years ago and was the driving force behind the company for many years until he partially retired, although he was still very much involved until shortly before his passing. RIP to a man we called Phil, Boss, Friend, Dad & Grandad. He leaves behind his wife Carole, three children, six grandchildren and two great grandchildren.



Phil Cutting

CORRECTING HISTORY

Dear Leigh,

I regret to inform you that having read the book 'Don't Look Down' that there are errors about me on pages 65 & 66.

1. We were never appointed as an exclusive JLG distributor for Europe.
2. I don't recall speaking to Paul Adorian after the trip to Conexpo.
3. I never ever had second thoughts about JLG!!
4. We never sold or transferred the five JLGs to Paul Adorian at EPL. We had no need to as we were obtaining hires at £300 per week per platform.
5. H.B. Plant Hire Ltd had a company M.B. Plant Sales that was the Scottish distributor for Acklift Truck & Van Mounts. The sales manager and salesmen were both ex-North British who was the Scottish distributor for Simon Platform.

We were also dealers for Acklift truck mounted lifts and sold the first truck mounted lift over 100ft in Scotland. It was a 103ft model.

We sold the first 80ft LG to the Harland & Wolff Shipyard, and one of the first 40ft booms to the Burrell Collection in Glasgow and another to an aluminium plant in North Wales. We never sent him (Paul Adorian at EPL) our first five JLG booms either, two went to Hewden Stuart, another two to a company in South Wales and we rented another to one of the rig building yards in Scotland for blasting the topsides. They had been using an 18 tonne Grove Rough Terrain crane with a basket to carry out the work, tying up the crane and its operator, while not providing the best solution for the blast crew. So, the switch to the JLG boom made sound economic sense as well as being safer.

The company were delighted with the demonstration that we had organised when they asked for a price I quoted them £300/week which they jumped at. The list price of the machine at that time was £12,000, but we had a 25% dealer discount and then on top of that you could claim a 20% investment grant, reducing the effective cost to £7,000.

When the first machines arrived with us, John Grove arranged for an HSE inspection so that the new machines had some form of official approval. I recall collecting the two inspectors from Inverness airport and taking them to our yard in Evanton. The first thing they did not like about the booms was the fact that the gate was not self-closing, so we agreed to add a spring to it.

Then when we did the overload test, the machine tipped - not an overturn, it just leaned as the back wheel lifted off the ground. When they asked what we were going to do about it we agreed to contact JLG and find a solution - probably more counterweight? Which we did.

There is much more to tell, but I was very fortunate to have come into the industry at a time when we seemed to be constantly trailblazing.

Yours faithfully,

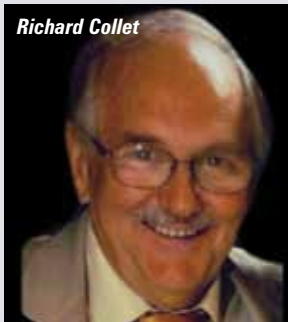
Tom Renwick.

The book Don't Look Down was written by Paul Adorian detailing his business career and the early years of the European powered access industry, through to his time setting up IPAF and managing it through until 2003. Pages 65 and 66 refer to his time as managing director of Laing owned sales and rental company. It seems that in 1975 both he and Renwick - a director of Motherwell Bridge - attended what was still widely known as the 'Chicago Road Show', although the official name for the 1975 event had changed to the International Construction Equipment Exposition, becoming Conexpo after moving to Houston in 1981 and Las Vegas in 1987. While at the show they both spotted JLG's small stand in one of the quieter halls, with its 40ft telescopic boom lift, the 40F. It seems that both Adorian and Renwick were promised distribution rights by different members of the JLG team. The rest you can probably work out from Tom Renwick's letter.

Paul Adorian's book is otherwise a good read and is available direct from the author at pauladorian@outlook.com or if you prefer Tel: +44 (0) 1539 562699. Or through the Vertikal Press on booksales@vertikal.net.

RICHARD COLLETT 1942-2024

Richard Collett, the chairman of UK heavy moving and rigging specialists Collett & Sons has died. He passed away at Airedale Hospital on the 9th of February, having suffered with prostate cancer since 2002, he was 81.



Richard Collett

Richard Collett was born on a farm in Keighley, West Yorkshire on the 26th of August 1942, the seventh of nine children of Richard and Margery Collett. His father, also Richard, was a farmer who had started a milk collection business in 1928, buying his first truck in 1933.

As soon as he was able, young Richard was expected to work on the farm, carrying out a variety of jobs from helping with milking to going out with the truck drivers collecting milk from local farms and delivering it to the dairy.

In 1960 he married Patricia, with the two going on to have five sons. Richard, David, Lincoln, Mark and Michael. In 1962 he moved to a derelict farm in Halifax, where he opened a new milk collecting operation as well as farming. In 1964 he and his father established R Collett and Son, initially as a milk collection business, but it also won an animal feed delivery contract for West Cumberland Farmers building a fleet of around eight used trucks. Collett did all the wagon services and repairs himself and in 1975 was joined by his eldest son Richard who became a mechanic after leaving school.

In 1975 he formed R. Collett & Sons (Transport) to move into heavy haulage work, with the idea



Richard Collett with a milk collection truck and three of his sons

that all five sons would join the business. He bought his first low loader - a small second hand single axle Crane Fruehauf trailer - in 1976 and the business began to take off. In 1985 he bought a yard in Keighley, having outgrown the farm, and in 1996 consolidated both locations into a new yard in Pellon, Halifax, where the company is still based. Whilst his formal education was brief and continually interrupted, his enthusiasm for hard work coupled with the fact that he was bright, ambitious and had an excellent sense of judgement, more than compensated for his poor reading and writing skills.

He was a true character who didn't suffer fools and was outspoken, but fair. As his sons and grandchildren left school, they joined the company contributing to the business which increasingly specialised in heavy transport. While he technically retired in his late 70s, he carried on working until the end. He was buried at the Mount Pleasant cemetery in Wainstalls on the 1st of March following a service at the Halifax Minster. His coffin was transported on the back of his 1952 Bedford O type milk wagon.

Collett is based in Halifax with yards in Elland, Bradford, Goole and Grangemouth in Scotland, as well as an office in Dublin, Ireland. The company purchased its first wagon in 1933 and more recently it has added the supply of craneage, along with heavy lift, contract lifts and rigging services to its portfolio.



Richard Collett's last journey

2024

Hire24

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

Crane Rental Association of Canada Annual Conference

June 11-13, 2024 The annual Canadian crane conference Windsor, Ontario, Canada
Tel: +1780.790.2722
www.crac-aclg.ca/
info@crac-canada.com

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

Hire con 2024

July 23-24, 2024
The annual Hire Association of New Zealand annual event and awards Auckland, New Zealand
Tel: +07 575 2563
www.hianz.net.nz/hirecon24-key-info/
E-Mail: events@hianz.net.nz

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#

HCEA 38th International Convention and Old Equipment Exposition

August 07-10, 2024
The Historical Construction Equipment Association's annual convention and expo Canandaigua, New York, USA
Tel: +1 419-352-5616
Website: www.hcea.net/
E-Mail: info@hcea.net

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 UK/Ireland Crane, access and telehandler event.
Tel: +44 (0) 8448 155900
www.vertikaldays.net

IAA Transportation

17.-22. September 2024
Leading trade fair for commercial vehicles, bodies and transport units Hannover, Germany
Tel: +49 (0)30 897842-0
www.iaa-transportation.com

Platform Gunleri

September 19-20, 2024
Annual exhibition organised by Plattformder - the Turkish aerial work platform association in Istanbul Istanbul, Turkey
Tel: +90 216 466 87 22
Website: www.platformgunleri.org/
E-Mail: platformder@platformder.org.tr

JDL Expo

September 25-27, 2024
French cranes and access exhibition/event Beauce, 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

Glasstec

22.-25. October 2024
Exhibition for glass, windows and glass handling Düsseldorf, Deutschland
Tel: +49 211 456001
www.glasstec.de

CPA Conference 2024

November 07, 2024
'Shaping the Future: Insights for the Plant-hire Sector'
Fillongley, Coventry, UK
Tel: +442077963366
www.cpa.uk.net/events
E-Mail: enquiries@cpa.uk.net

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.bcindia.com/en/

2025

Baumag

January 26-29, 2023 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

The ARA Show 2025

February 1-2, 2025
The American Rental Association's annual trade show and convention Las Vegas USA
Tel: +1 800 334 2177
http://www.arashow.org/

Executive Hire Show

February 12-13 2025
UK tools and General equipment exhibition Coventry, UK
Tel: +44 207 973 4630
www.executivehireshow.co.uk

The IPAF Summit and awards

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

Build Tech Asia

26-28 March 2024
Asian exhibition for the building and construction market Singapore
Tel: +65 6319 4020
www.buildtechasia.com.sg

Hanover Messe

March 31 - April 4 2025
World's largest industrial exhibition Hanover, Germany
Tel: +49 511 89-1
www.hannovermesse.de

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: 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

Swissbau

20-23rd January 2024
Swiss construction exhibition Basel, Switzerland
Tel: +41 58 200 20 20
www.swissbau.ch

The ARA Show 2026

February - Dates to be confirmed
The American Rental Association's annual conference and exhibition Orlando, Florida, USA
Tel: +1 800 334 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

Smopyc

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

2027

Mawev 2027

April, 2027
Austrian construction Exhibition St. Pölten, Austria
Tel: +43 316 8088 216
www.mcg.at/events/mawevshow

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CRANE MANUFACTURERS

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Jaso Tower Cranes	https://jaso.com
Jekko Minicrane	www.jekko.it
JMG	www.jmgcranes.com
KATO	www.rivertekservices.com
Klaas	www.klaas.com
Kobelco	www.kobelcocm-global.com
Liebherr	www.Liebherr.com
Linden Comansa	www.comansa.com
Maeda	www.maedaminicranes.co.uk
Manitowoc	www.manitowoccranes.com
Potain	www.manitowoccranes.com
Raimondi	www.raimondi.co
Spierings	www.spieringskranen.nl
Tadano	www.tadano.com
Tadano Faun	www.tadano.com
Tadano Demag	www.demagmobilecranes.com
Unic Cranes	www.unic-cranes.co.uk
Valla	www.valla-cranes.co.uk
Wolffkran	www.wolffkran.de
XCMG European Sales and Services	www.xcmgess.de
Zoomlion	www.zoomlioncranes.co.uk

LORRY/TRUCK LOADER CRANES

Atlas Cranes UK	www.atlasgmbh.com
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Palfinger	www.palfinger.com

NEW & USED CRANES

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Crowland Cranes	www.crowlandcranes.co.uk
Delden Cranes	www.deldencranes.co.uk
Ernest Doe & Sons Ltd.	www.ernestdoeladercranes.com
Gantic, Norway	www.gantic.no
HighSparks	www.highsparks.co.uk
Hird	www.hird.co.uk
Kobelco	www.kobelco-cranes.com
Rivertek Services	www.rivertekservices.com
Terex Demag	www.terex-cranes.com
Valla	https://valla-cranes.co.uk

CRANE HIRE

Cadman Cranes	www.cadmancranes.com
Cork Crane Hire (Liverpool)	www.corkcranehire.com
Delden Cranes	www.deldencranes.co.uk
HighSparks	www.highsparks.co.uk
Hovago	www.hovago.com
John Sutch Cranes	www.johnsutchcranes.co.uk
Kran Cranes	www.kran.ro/inchiriere-macara-constantina
Rental Romania	
Ladybird Tower Crane Hire	www.ladybirdcranehire.co.uk
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