

# cranes & access

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October 2009 Vol. 11 issue 7

## Heavy Lifting



## PASMA mobile access tower supplement

## Rough Terrain scissor lifts

...JCB launches Miniscopic...New Valla E25...UpRight push around scissors...

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Sarens UK used its 600 tonne truck lattice boom Demag TC2800 and Liebherr LTM 1400 as the tailing crane to install a new air separation facility at BOC Scunthorpe.



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**Kran & Bühne:** The Vertikal Press also publishes a German magazine which deals with the same issues as Cranes & Access, but is written for German users and buyers. Details available on request.

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email: info.vertikal@t-online.de  
web: www.vertikal.net

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Austria and Switzerland

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Design & Artwork by:

bp design Ltd.  
Tel: 01707 642141 Fax: 01707 646806  
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ISSN: 1467-0852

© Copyright The Vertikal Press Limited 2009

The Vertikal Press also publishes:



For users & buyers of lifting equipment  
October 2009 Vol. 11 issue 7

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The Vertikal Press Ltd.  
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**c&a**  
comment

## Tick box mentality

Are we ever trained?

Or put another way - is there ever a point where a person is trained enough?

Some thought provoking questions that have recently had some form of clarification - by the UK's Health and Safety Executive.

At the recent CPA Crane Interest Group open meeting, the HSE's Ian Simpson suggested that basic training on its own was not enough and warned companies that training 'cards' - such as CPCS, IPAF, PASMA etc - did not mean operators were fully trained and that they could 'come unstuck' if they did not carry out additional training and familiarisation.

This is one of those rare occasions that I totally agree with the HSE. I have an IPAF PAL card and recently attended a PASMA training course. What is blindingly obvious to me (and therefore hopefully most other people) is that these courses are the BARE MINIMUM requirements to begin using or erecting equipment. If the card holder does not regularly put his training to use it can be virtually useless.

Unfortunately, the 'tick box' mentality on UK construction sites means that you can use equipment if you have a card. Card? Tick - get on with it, even if you only got the card the day before, passed two years ago and have not used it since or never even seen the piece of equipment you are expected to operate.

Having not really used my 'cards' I would not want to erect an alloy tower up to 12 metres or drive a large truck mounted platform on a time pressured site situation without more familiarisation and ideally working alongside an expert for a while.

The HSE has obviously investigated several accidents recently where operators with the right card but precious little additional training have come unstuck. It is therefore saying that the lack of on the job experience and specific equipment familiarisation is a recipe for disaster and employers must do this to satisfy their legal requirements.

For crane operators this means that after gaining the CPCS red card they must be given additional training on each different crane they operate and must be supervised and monitored. It goes further than operators adding that Appointed Persons (AP) should be competent and experienced for the size and complexity of the lift.

Unfortunately, additional training and experience is not recognised by ticking a box. However with the HSE on its case, employers, main contractors and clients may now have to look a lot closer at who is operating equipment on site.

Mark Darwin

Please mail, email or fax any comments you may have, to the editor, stating if we may publish them or not.

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# New crane company unveils RT

PC Produzioni - a mini dumper manufacturer controlled by Manotti Srl - has teamed up with ex-employees of EuroRigo and others to launch a range of mobile cranes. The business operates out of the Manotti premises in Boretto, Emilia Romagna, Italy.

The company will unveil a 50 tonne Rough Terrain crane - the ARM 500 - at SAIE in Bologna later this month. The crane features a 35.3 metre full power four section boom but no details of any jib extensions have been given.

Manotti is a long established fabrication and assembly subcontractor working for companies

such as Lionlift for whom it produces the Galaxy truck mounted lifts, and many of Italy's crane, telehandler and loader crane companies, building everything from booms to chassis and superstructures. The company has already sold the first four units going to Portugal, the Middle East as well as locally.

The crane is 2.55 metres wide, with an overall height of 3.36 metres, it has a GVW of 32 tonnes and is powered by an Iveco Diesel with a top speed of 35kph and 40 percent gradeability. Outrigger spread is 6.2 metres, but a partial extension load chart is available for an outrigger spread of 4.28 metres. Maximum on rubber capacity is 18.9 tonnes, with pick and carry limited to 12.9 tonnes.

Roughly based on the EuroRigo designs, the ARM500 superstructure is likely to appear on an All Terrain chassis along with 30 and 80 tonne models sometime next year.



The ARM500 from PC Produzioni

# JLG to drop pivot steer telehandlers

JLG is to discontinue production of its four, rear-pivot steer telehandlers - the G6-42P, 534D9-45, 534D10-45 and 544D10-55 from the end of this year.

The company will continue to manufacture its other North American JLG models the G5-18A, 619A, 723A, G6-42A, G9-43A, G10-43A, G10-55A and G12-55A and customers will continue to have access to rebuilt and reconditioned rear-pivot steer units from JLG Ground Support. JLG says that the market for the rear steer models has been shrinking over the past few years.

JLG acquired the rear-pivot telehandlers when it acquired Gradall in 1999, a move which took the company into the telehandler

market. The 90 degree rear steering differentiates these machines from a market dominated by four-wheel steer models. The Gradall brand name was dropped last year, following the sale of the Excavator business in 2006, although the Gradall Blue/Grey colour scheme was retained on the pivot steer models.



JLG is dropping its rear pivot steer telehandlers

# UpRight launches push arounds

UpRight Powered Access has launched a raft of new platforms, including a range of push-around scissor lifts, two double deck Rough Terrain scissor lifts (see RT scissors Page 27) and a track mounted articulated boom.

Further machines will be launched at its International distributor conference next month.

The new push-around 'PAX' scissor lift range consists of three models - the PAX 6, 8 and 10 with maximum platform heights of 1.7 metres (6 ft), 2.5 metres (8 ft) and three metres (10 feet). All three have 240kg platform capacity, a width of 700mm, non-marking castors, sealed-for-life batteries and multi-voltage chargers.

The PAX series is built for UpRight in China by Dingli and is available to order now, with deliveries starting from the end of November. End user pricing is said to be competitive at £2,500, £2,750 and £3,200 respectively.

Other introductions include the 26ft/8 metre platform height PAM 26 push-around mast lift, and the 20ft/6 metre SPM20 self-propelled mast lift. The company says that it will launch the X24SD, a self propelled version of its towable scissor lift, next month.



The UpRight PAX push around scissors

# Tracked boom

A track mounted version of UpRight's AB46 articulated boom lift, assembled by its Dutch distributor Omega Lift, was launched at Verticaaldagen in September. Maximum platform height is 47ft/14.3 metres, outreach 7.6 metres and platform capacity 227kg. Overall weight is 7.5 tonnes when mounted on 400mm steel tracks - rubber pads are optional.



The UpRight AB46T

# Valla renames Hird for the UK/Ireland

Valla has appointed Peter Hird & Sons as its distributor for the UK and Ireland following its break with Valla Cranes (UK).

Valla said that Peter Hird & Sons' knowledge of its products - it was

the original Valla dealer in the UK - will help it to offer the best service to customers throughout the UK & Ireland. The company also operates the largest fleet of industrial pick & carry cranes in the UK.

# New crane from Valla



The new Valla 25E will be on display at SAIE later this month

Italian mobile crane manufacturer Valla is launching the 25E, an all-new, 2.5 tonne electric pick & carry crane that is likely to replace its highly popular 20E. The 25E has the same compact dimensions as the 20E - 2.2 metres long, 950mm wide and 1.8 metres high with improved lifting capacities and new styling and design.

The biggest breakthrough though is the inclusion of 48 volt AC electrics with full digital controls.

Weighing 2,300kg, it can lift its full capacity at up to 850mm from the front bumper and to an under-hook height of three metres (almost four metres with searcher hook). A new winch offers optional rope storage of up to 68 metres and includes a high speed option of almost 14 metres/minute, essential for roof-top applications.

A special light version will be available for curtain walling projects.

The three section boom has a maximum tip height of almost five metres, while capacities include one tonne to 1.6 metres from the front bumper, and 500kg at its full 2.7 metre extension. The company also says that it has reorganised its production facilities in order to produce the new crane more efficiently, which will help reduce lead times. Giuseppe Guglielmetti of Valla said: "We have been listening to the needs and requests from users and customers. This model will be the first of a range of new products from Valla."

## Last post for farmers

The UK Health & Safety Executive has warned farmers not to use telehandlers to drive fencing posts into the ground. The warning follows two fatal accidents on North Yorkshire farms less than three weeks apart, one involved a 66 year-old woman and the other a 22-year-old man.

In both accidents the person

holding the post was struck by the telehandler bucket as it was being pressed down onto the post, either slipping off the post or as the bucket became detached from the boom. Investigations are ongoing but HSE officials stressed that telehandlers are not designed for driving posts into the ground in this manner.

## JCB launches its smallest telehandler

JCB has introduced its new 515-40 Miniscope model - the smallest telescopic handler it has ever built. And despite measuring just 1.8 metres high, 1.56 metres wide and 2.97 metres long, it features a full sized walk-in cab, thanks to its innovative 'C' shaped single spine chassis.

JCB previewed the concept in March 2007 but has been working on refining the original concept adding four wheel drive through individual wheel motors which eliminate scuffing, four wheel steer, hydrostatic transmission and switching to a 50hp Deutz engine. The 3.5 tonne machine can lift a maximum of 1.5

Comparing it with JCB's 190/1100 Robot skid steer, the Miniscope is more compact, lighter and has a better lift capacity and reach.

JCB is targeting general building contractors, builders' merchants, plant hirers, the agriculture/poultry market and other applications that would otherwise have gone for a skid steer or rough terrain forklift. It says its versatility means that it may be able to perform many of the on-site tasks which may have previously required several different machines.

The Miniscope is being built at JCB's Cheadle manufacturing facility and will be available for sale next month.



The JCB Miniscope.

tonne to four metres, load one tonne across a two metre wide truck and lift 750kg at full reach.

The smallest telehandler prior to the Miniscope was the 520-40 which is powered by a similar 50hp engine (Perkins not Deutz) and has the same 1.56 metre width but is significantly higher at 1.97 metres and is almost a tonne heavier.

## Consolidated parts operation for Manitowoc

Manitowoc Cranes has opened a new consolidated parts distribution centre in Jeffersonville, Indiana. The 13,000 Square metres, (141,000 sq ft) facility consolidates parts distribution functions from warehouses in Manitowoc, Wisconsin, Shady Grove, Pennsylvania and Rockford, Illinois.

The new centre, is operated by Cat Logistics and will employ 50 people when fully operational later this year. It will stock over 70,000 unique part numbers and make more than 600 shipments a day. The single location will allow multi-brand parts orders to be shipped together, saving time while consolidating shipping costs. The facility's proximity to one of the largest shipping hubs in North America, will allow the same day cut-off time for parts shipments to be extended from 17:00 to 22:00 Eastern time.



(L-R): Dave Hardin, VP Manitowoc Crane Care, Steve Larson, president CAT Logistics, Eric Etchart - Manitowoc, Dan Goodale, president Manitowoc dealer council, Bob Hund - Manitowoc; Dan Bradley - Cat Logistics Centre manager.

# Cranes and access on safari



More than 750 visitors, representing a large slice of Belgium and Holland's aerial lift and mini crane rental industry, along with some large end users, turned out to see almost 40 exhibitors display nearly 300 machines at the first Verticaaldagen Benelux exhibition in late September.

The event which was blessed with fantastic weather, was held in the De Beekse Bergen Safari Park near Tilburg in Southern Holland, and followed the same principles as Vertikal Days in the UK and Platformers Days in Germany.

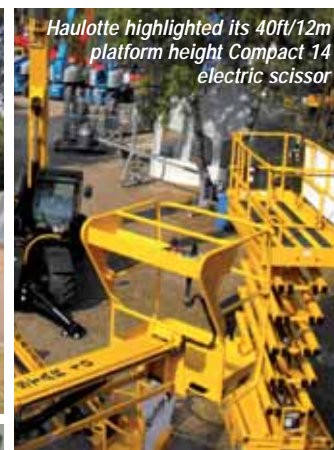
The exhibits included a decent number of new product launches and a good number of new orders were secured at the show.

The Aichi Sales Office, which represents the Japanese manufacturer in a number of European countries, showed off its new mega platforms of four or 5.5 metres length, that are now available in place of the regular platforms. Fabricated in aluminium they are available on the entire Aichi boom range. The four metre version offers a lift capacity of 325kg while the 5.5 metre can handle 250kg. Fitted in Europe the platforms replace the normal articulating jib, but must be ordered with a new machine as retrofits are not available. The Aichi Sales Office is also distributing the Custom Lift Hybrid range and is planning to hold significant stocks at its base in Holland.

*PSE was out in force with its MEC scissors and Alufase scaffold - a big deck 54ft MEC RT scissor welcomed visitors at the entrance.*



A 5.5 metre platform is now available on all Aichi booms



Haulotte highlighted its 40ft/12m platform height Compact 14 electric scissor



Niftylift and its distributor, Euro Supply displayed its Hybrid HR21



Holland Lift showed a range of machines including a new 6.5m platform height compact tracked scissor lift



Omega showed off its massive glass house demolition lift, with a 6m x 7m extended platform and unrestricted 2,000kg lift capacity. With platforms retracted the lift can handle up to 5,000kg

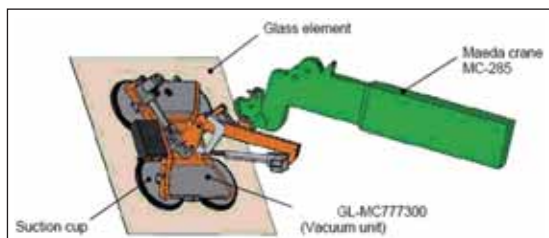


Palfinger showed its new 22 metre P220B

## Kranlyft launches new glass vacuum lift

European master distributor for Meada - Kranlyft - has announced a new 300kg glass vacuum lift developed in partnership with Wirth, owner of the Oktopus brand. The new unit - formally unveiled at Bauma - features 360 degree rotation, 90 degree tilt and mounts onto the cat head of a Maeda mini crane. The unit itself incorporates electric cylinders that provide 95 degrees of step rotation, 30 degrees plus or minus of swivelling and 120 degrees of tilt. It has been designed and tested with the Maeda MC285 but will also be available on the MC305 and MC405.

The new Wirth -Kranlyft suction lift



## Harsco acquires in UK

Harsco, owner of SGB, Hünnebeck and Patent Scaffold has acquired Nicol UK, a scaffold, insulation and site services company which serves the energy, industrial and petrochemical industries. The company had revenues last year of about \$25 million (£15.5 million) and was owned by its managers. Terms of the deal were not disclosed.





The new 70 tonne TCC 750 in ALL colours is put through its paces during the open day

Link Belt held its annual Crane Fest in late September at its Lexington, Kentucky, plant to unveil its \$8 million expansion programme, which includes a new assembly bay along with new tooling equipment which includes a new boom shop and press, allowing it to form its own telescopic booms. Link-Belt claims to be the only U.S. crane manufacturer forming its own booms. It previously subcontracted the job to Vlassenroot in Belgium.

On the product side, the company unveiled a number of new attachments for its new 70 tonne capacity TCC-750 telescopic crawler crane, including an auger and aerial work platform. The crane is already proving popular with US based ALL Erection Crane Rental recently ordering 10 units for its fleet.

"Customers are interested in a reliable telecrawler and the new options will expand its user base," said Pat Collins, Link-Belt's senior lattice boom product manager.

Also announced was a 544 tonne Super Lift option and 7.6 metre auxiliary offset top for the Link Belt 548 crawler crane launched at Conexpo.

Link Belt also revealed the new 120 tonne HTC-3140 truck crane with five section 49.3 metre boom.

The Link Belt 130 ton RTC80130 Rough Terrain proves is load chart superiority in competitive comparison test



## Big booms for Kimberly

UK based aerial lift rental company Kimberly Access has added four 125ft/38m platform height JLG 1250AJP articulated booms and four 135ft/41m JLG 1350SJP straight booms to its fleet.

The company says that the units, which are fully refurbished, rather than brand new, will strengthen its offering in the big boom market.



The JLG 1350SJP

## 300 tonne 'Light'

Kobelco Cranes has developed a new 300 tonne capacity SL4500 'Light Configuration' version of its SL4500 crawler crane launched earlier this year.

Although a back mast/suspended counterweight SHL attachment is not currently available for the new model, it has similar boom and jib combinations with 132 metres - 66 metres of boom and 66 metre luffing jib - and is said to be easier to transport and faster to set up than its 400 tonne big brother.

The base machine and boom base have the same three metre transport width but attachments are only 2.5 metres wide, for more economic transport using high bed trailers.



## Lavendon launches EPL-Skylift

Lavendon unveiled the EPL-Skylift brand earlier this month merging Skylift, EPL Access and Rise Hire. EPL was acquired in August and Rise Hire in April 2007. The Lavendon UK business now consists of Panther, EPL-Skylift and Nationwide Platforms.

EPL-Skylift operates from a 12 depot national network with a fleet of more than 660 vehicle mounted platforms - 278 trucks - of which about 110 are self drive models up to 7.5 tonnes - and 385 van and Land Rover mounted platforms - with working heights from nine to 72 metres.

"Bringing together both company identities was vital," said Peter Douglas, managing director of Lavendon Access Services. "We now have the chance to move forward as a combined unit offering the best service in the UK."

EPL-Skylift now employs 170 staff (57 were dropped from the three businesses in the merger) with depots located in Glasgow, Falkirk, Belfast, Coventry, St Albans, Manchester, Birmingham, Leeds, Oldham, Cardiff, Bristol and Sandy and its headquarters based in Lutterworth.

The new EPL Skylift logo



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The 55 ton National Crane NBT 50 series boom truck is its largest to date

## National Crane launches 55 ton boom truck

Two Manitowoc companies - National Crane and Grove Yardboss - introduced new cranes at the ICUEE show in Louisville, Kentucky. National introduced the 55 ton NBT 50 Series - its largest boom truck to date - available with 31 metre and 39 metre boom options, while Grove showed off its new 25 ton 4x4 Yardboss YB7725.

The National 50 Series has fully integrated machine control and LMI as well as new, electric-over-hydraulic controls.

Other products on the Manitowoc stand included a National Crane 1100 series mounted on a Prinoth Go-Tract 3000 crawler carrier with 161ft/40 metre maximum tip height crane and aerial work platform.

## Ranger pulls out

Ranger Equipment has pulled out of its UK distribution agreement with Finnish manufacturer Dinolift. Chesterfield-based Ranger says that the introduction of Dinolift's first XTC crawler creates a conflict with its distribution of Teupen tracked spider lifts that have been at the core of its business since 2004. Dinolift has opened discussions with a number of replacement candidates.

# Senior management changes at Dinolift

Dinolift has announced a number of changes to its senior management team including the promotion of 30 year veteran Pasi Uusi-Kuitti from sales and marketing manager to sales director.

Meanwhile Karin Nars, a board member since 2004 takes over as area sales manager and chief accountant, Sari Koskinen adds the role of personnel manager to her current responsibilities.



Sari Koskinen



Karin Nars



Pasi Uusi-Kuitti



## New stock picker

Genie has launched a stock picking version of its Runabout range of self propelled mast type lifts, dubbed QuickStock.

Available in all three Runabout model heights of 12ft, 15ft, and 20ft the unit comes in Retail or Warehouse versions.

The Genie QuickStock stock picker.

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# First of five for Mammoet

Mammoet UK has taken delivery of the first 70 tonne, Tadano Faun HK70 truck crane, one of five the company has ordered. The first unit will be based in Scotland. The HK 70 which is mounted to a five axle Mercedes commercial chassis with rear axle steering, was designed in partnership with Mammoet and uses the highly successful ATF 65G superstructure with 44 metre main boom and up to 61 metres maximum tip height.



The UK's first Tadano Faun HK70 will be based in Scotland

## CTE spider success

Higher Access, the Manchester-based tracked access specialist, continues to expand adding five, CS135 13.5 metre and three CS170 17 metre tracked spider lifts from CTE UK. Formed just three years ago, the company now has more than 30 spider lifts, one of the largest in fleets the UK. The company says that revenue and utilisation rates are exceeding expectations allowing it to continue to invest in new equipment and people.

Peter Ashburner (R) with Jonathan Wiseman of CTE UK and five CTE 135E spiders.



## Hitchens buy into rental

Steve and Danielle (Danni) Hitchen, previously of Ainscough Crane Hire, have formed One Stop Hire Ltd after acquiring Bolton-based PSL, which went into administration at the end of September and Wigan-based SJS Hire Tools.

PSL had nine branches and a range of equipment that includes access towers and ladders. SJS has three branches and a team of long-serving employees.

Managing director Steve Hitchen said: "One Stop Hire which began life in 2006 as a 'Virtual Hire Website', has in the space of a week become the largest Independent tool and equipment rental operation in the North West."

Hitchen was heavy cranes director at Ainscough until July when he left 'to pursue other interests'. Danni Hitchen, Martin Ainscough's daughter, was responsible for marketing until mid 2008.

## Folding winch

Palfinger has launched the new Power Link winch for its High Performance crane series. The 2.5 tonne and 3.5 tonne winches are mounted on a hydraulically tilting frame so that they can be folded away for a lower road travel height and giving more space when working in confined areas.

The Power Link winch in reduced height mode.



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# First big PBS

Lifterz, the Yorkshire-based aerial lift rental company has taken delivery of the first two 68ft/20.5 metre platform height PB Lifttechnik 225-12E narrow aisle, battery powered scissor lifts in the UK. The PB225-12E has an overall width of just 1.2 metres, offers a 450kg lift unrestricted capacity and 5.5 metre deck including the 1.5 metre deck extension. Total weight is 9,750kg and it is driveable at full height. Lifterz director Ben Bowers, said: "Lifterz has been moving towards the 'Tall and Narrow' scissor market for some time and there are further exciting additions planned for next year. These two are the highest battery scissor lifts currently available in the UK."



PB:225-12E

## New mini crane fleet

A new crane company - 'A Mini Crane Hire Co' established by Pete Piekarus previously with Kimberly Access - has taken delivery of six Maeda mini cranes including MC285's, MC305's and MC405's to launch its rental fleet in the North West of England.

The company will deal specifically in Maeda mini cranes and below-the-hook accessories from its Liverpool base, targeting the Manchester, Sheffield and Leeds areas.

The cranes are available to rent with or without operators and a wide range of accessories including glass suction units.

(L-R) Terry Marnock of Kranlyft, Pete Piekarus and Chris Reilly of A Mini Crane Co and Alan Peck of Kranlyft at the hand-over of the first crane.



## Cat unveils telehandler

Caterpillar has unveiled its new four tonne, 17 metre lift height TH417 telehandler which it says features a new more spacious cab with improved visibility as well as a number of new systems and designs to enhance performance, operator efficiency and machine productivity, while reducing service costs. The 12.7 metre outreach machine is powered by a 75Kw Cat C4.4 turbocharged engine with four speed power-synchro transmission and limited slip differential on the front axle giving a maximum speed of 32 km per hour.



The new Cat TH417 telehandler

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# Sling it

Certex UK has launched a range of own-branded slings produced at its recently opened manufacturing facility in Montrose, Scotland. The company says that the new 'Quic-Slings' are the first wire rope slings to fully comply with the latest European standard EN 13414-1.

As well as manufacturing its own brand of Flemish Eye and steel ferrule slings, the facility will also produce Talurit wire rope slings, socket terminations by resin pack, two, three, four and five leg wire rope slings.



c&a

news

## £2 million win for Haulotte

UK-based aerial lift rental company Access Platforms Aberdeen has signed a £2 million order with Haulotte for the supply of scissor and boom lifts.

The two companies formed a partnership when Access Platforms Aberdeen was established four years ago. Since then the business has grown significantly with Aberdeen adding a new depot in Elgin earlier this year.

The equipment is destined for a planned expansion into the Inverness area beginning next year.



(L-R) Robbie Petrie, Dave Roddy of Haulotte UK, Mark Stephen and Peter Todd of AP Aberdeen.

# 'allo allo'

UpRight Powered Access has launch a new sales and service operation in France, in conjunction with Heli and Independent Parts & Service (IPS). The new venture - UPAF - will be managed by Frédéric Allier, currently managing director of IPS France and will exhibit at Batimat in Paris early next month.

## Cargotec exits forestry business

Cargotec, owner of Hiab, has sold its off-road Loglift forestry crane business to Finnish-based manufacturer Mesera Salo Oy and will focus its forestry crane efforts on the Jonsered and Loglift on-road cranes.

The transfer of the business and some

key staff took place earlier this month. No transaction value has been disclosed. The move is part of Hiab's strategy to focus its forestry efforts on on-road cranes which it will continue to build and market under the Loglift and Jonsered brand names.

## And that makes it 50

Palfinger has taken its 50th order for its 26 metre P260B - the largest truck mounted aerial lift currently available on a 3.5 tonne chassis. The unit has been ordered by Bavarian access rental company Rohmoser. The P260B is the largest in the range of three models which includes the 22 metre P220B and 18 metre P180B, the first new product range developed with the combined experience of Palfinger, Wumag and Bison.

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- UK-based **Platform Sales** has expanded its service department to cover an increase in customer repairs and service work.
- **Gino Koster** general secretary of **ESTA** and safety manager with **Mammoet** passed away on September 30th aged 47.  *Gino Koster*
- **John Milne**, previously president of **United Rentals**, has pleaded guilty to conspiracy to falsify the company's books and faces 27 months in prison.
- The **ALL** group has appointed **Mike Kraguljac** as general manager of ALL Carolina Crane & Equipment of Raleigh, North Carolina.
- **Speedy Hire**, the UK's largest rental company, has issued an interim trading statement which says that market is continuing to stabilise.
- The **HSE** has issued a bulletin to owners of **Liflux** SL260-25, SL245-25, SL210-25 and 205-25 asking them to carry out a structural inspection of the chassis.
- **Damietta Container and Cargo Handling** of Egypt, has ordered six mobile gantry cranes and two reach stackers from **Kone cranes**.
- **JLG** has appointed **Bob Nelson** as vice-president, field sales and service for North America.  *Bob Nelson*
- UK-based **AFI-Uplift** has gained TIVA accreditation, enabling it to become a supplier to several **Balfour Beatty** group companies.
- UK-based crane and access sales and rental specialist **Peter Hird & Sons** has added the **Nifty** lift HR12 4x4 to its fleet.
- **Caterpillar** has announced that it plans to increase prices on most of its product line by two percent next year.
- **HSS Hire**, has agreed a new banking facility that, it says, will allow it to pursue future growth.
- The Crane Industry Council of Australia - **CICA** - has announced a new board of directors, following its AGM.
- **George Ellis** has been appointed as president, **Terex Construction**.
- **Boels Verhuur** has entered the truck mounted lift market with six **CMC** and two **Teupen** 3,500kg lifts.
- **Kranlyft**, the master distributor for **Maeda** mini cranes has appointed **Knez Ljubo** d.o.o, as its distributor for Croatia.
- **Genie** has combined its Arctic and Cold packages into a new cold weather kit for its North American boom lifts.  *Martin Connolly*
- **Martin Connolly**, previously with **UpRight**, is now with **Imer Group** and heading its distribution strategy for Iteco aerial lifts.
- **Cargotec**, owner of **Hiab** and **Kalmar** has said that merging the two businesses has cost more than anticipated and will result in an operating loss this year.
- A Chicago based steel company has been fined almost **\$111,000** for repeatedly failing to use fall protection equipment.

- **Dawes Rigging & Crane Rental** has appointed **Steve Challoner** as equipment sales manager based in Milwaukee Wisconsin.
- Telehandler manufacturer **Wacker Neuson** has dismissed the chairman of its supervisory board **Hans Neunteufel**.
- **John Jennings** who led the MBO of **EPL** from Laing in 2002 has left the business, following its merger with **Lavendon's Skylift**.
- **Barnhart Crane & Rigging** has opened a Western Region Office and local branch in Long Beach, California.
- **Big Man** walking: A **Cat** telehandler is being used to help Britain's largest puppet walk through the streets of several towns in Scotland.  *Big man*
- **Instant UpRight** the alloy tower manufacturer has appointed **Profilesenie s.r.o** as its distributor in Slovakia.
- Italian-based **Kegiom Lifting** will launch a new pick & carry crane at this year's **SAIE** in October.
- **Power Lift UK** has delivered its first 16 metre **Easylift R160** spider lift to **Rapid Platforms**.
- **Genie Germany** has relocated its offices from Bremen to the **Terex loader cranes** facility in Delmenhorst, northern Germany.
- **Bauma** organiser **Messe München**, has announced the dates for its first joint venture with **AEM - Bauma Conexpo India 2011**.
- UK-based lifting gear supplier, **Certex** has appointed **Adrian Kirkham** as its new training manager, taking over from **George Coull** who has retired after 20 years with the company.  *Adrian Kirkham*
- A crane operator and banksman communicating via radio headsets received severe electric shocks in Phoenix, Arizona.
- **John Ambrose**, previous owner of **Universal Aerial Platforms** has been disqualified from being a director for two and a half years.
- US crane sales and rental company, **Lewis Equipment** has filed for voluntary chapter 11 bankruptcy.
- UK-based access manufacturer and distributor **Planet Platforms** has acquired fork lift truck trainer, **BEL**.
- **Ruairi Duggan**, joint founder of **UpLift**, will join UK based **Horizon Platforms** later this month.  *Ruairi Duggan*
- **OSHA** has fined a Michigan-based company \$10,400 for not wearing a harness with lanyard while operating an aerial lift.
- The prime minister of Canada **Stephen Harper** has opened **Linamar's** new research centre in Guelph.
- Dutch-based aerial lift sales and rental company **Alpas Hendrion**, has purchased 250 new **Aichi** aerial lifts
- **Teufelberger** has supplied and installed more than 90 tonnes of wire rope on **Liebherr's** largest offshore crane.

- UK-based aerial lift rental company **AFI-Uplift**, has appointed **John Robertson** as major projects manager, with both sales and operational responsibilities.  *John Robertson*
- The **ARA** has said that it will formally object to the adoption of the proposed **ANSI/ASSE A10.29** Standard.
- **Baker Access** has put what it says is the world's largest spider lift fleet, up for sale to the first buyer to agree to its terms.
- **Locatelli** has appointed **Melino Macchine Industriali** of Simeri Crichi, Calabria to sell and service its cranes in Central Southern Italy - excluding Sardinia.
- **IPAF** has confirmed Thursday March 25th as the date for the 2010 summit, to be held in central London.
- **Shankar Basu**, chief executive of **Toyota Material Handling** in the USA has retired.
- **Talbert**, the trailer and crane transporter specialist, has appointed **Todd Galgoci** and **Laura Roan** as regional managers.
- **IPAF's** Transport Platform Working Group has elected **Luca Allegro** of **Alimak Hek** Italy as its new chairman.
- Russian based access and telehandler rental company **LTECH**, has opened its fifth location in Kazan.
- The revision to the Australian standards for **MEWPs** - AS1418.10 has been delayed. However regulators are keen to implement the new rules in January
- **Debbie George** long time marketing manager for **Genie** in Redmond, leaves the company this week after 25 years.  *Debbie George*
- The access business of **Tanfield - UpRight** and **Snorkel** - has reported first half revenues down 70% on last year while losses have been reduced.
- **Lifting Gear Hire** has appointed **John Guenther** as sales representative for Arkansas and Oklahoma.
- The Government of Singapore's **Manpower ministry** has issued a report and recommendations on crane safety, after studying 40 crane accidents.
- Finnish based international rental company, **Cramo**, has announced a new 'streamlined' group management structure.
- **Loxam** France organised a national barbecue/party for its customers at every one of its 450 locations in September.
- **Toyota Material Handling** USA has appointed 11 more **Aichi** aerial lift dealers, taking its total to 26.  *Tony Clapin*
- **Pace Cranes** the Australia/Pacific distributor for **Maeda** and **Valla** cranes has appointed **Tony Clapin** as national sales and marketing manager.

See [www.vertikal.net](http://www.vertikal.net) news archive for full versions of all these stories

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# Europeans take the lead

With the North American developments in mega capacity cranes literally collapsing, two European-based international heavy lift and installation companies - Abnormal Load Engineering (ALE) and Mammoet - are making a strong move to become global leaders in the design and manufacture of land based cranes with capacities of more than 3,000 tonnes.

The need for crane manufacturers to keep up with the increasing demand to lift and place larger and heavier capacity components has resulted in a major split in the market. Mainline manufacturers such as Terex, Manitowoc and Liebherr have gradually introduced larger capacity models into their ranges. But even after their latest offerings have been introduced, the sector will top out at a maximum capacity of 3,200 tonnes with the Terex Demag CC8800-1 Twin.

Following the tragic collapse of two of the largest 'bespoke' cranes in North America last year - the VersaCrane TC36000 owned by Deep South Crane and Rigging of Baton Rouge, Louisiana and a Lampson Translift working at the Black Thunder Mine in Wyoming - the initiative in the large capacity,



Manitowoc Model 31000

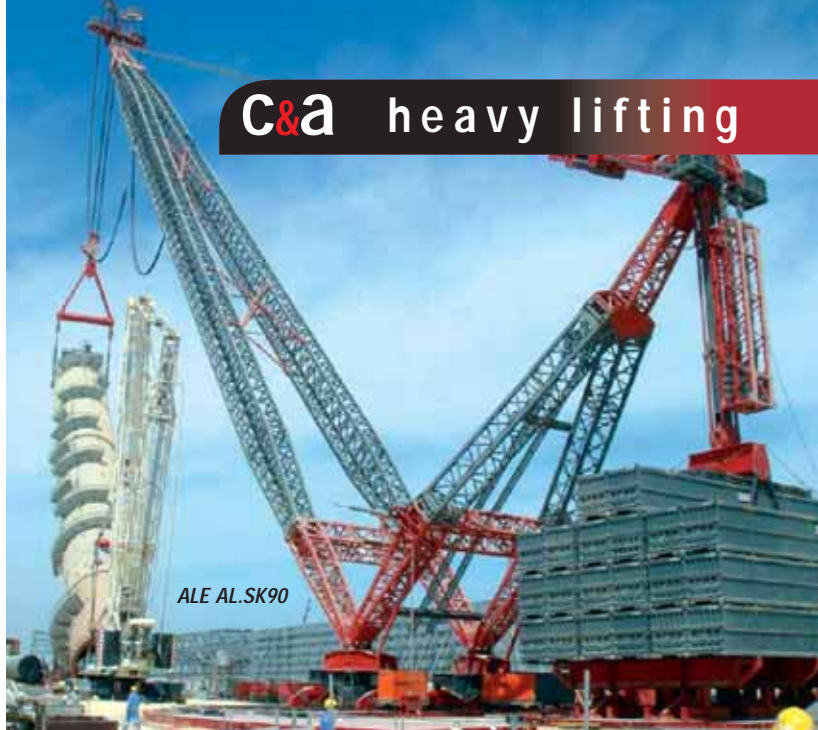


The AL.SK90 is capable of lifting 4,300 tonnes

alternative crane sector is clearly moving into the hands of ALE and Mammoet.

A few months ago Liebherr announced brief details of its new 'conventional' single boom, 3,000 tonne LR 13000 which may see the light of day mid next year at the earliest. Perhaps bowing to increased global capacity demands, this crane has a far larger capacity than many expected - a 2,000 tonner was on the cards which would have been a sizeable step up from its current flagship, the 1,350 tonne LR11350.

Manitowoc has followed up its radical 'telescopic tower topped with a 60 metres telescopic jib', the GTK1100, with a slightly more familiar looking 2,300 tonne Model 31000 (see page 23 for more details) although it does have plenty of innovative, interesting and unique features. Terex already has its 3,200 tonne CC8800-1 Twin launched late 2007 and also added the 1,600 tonne capacity CC9800 crawler crane at the beginning of this year.



C&a heavy lifting

The CC9800 is an adaptation of the CC8800-1 using the same, basic components with a wider boom which boosts its maximum load moment rating to 27,000 tonne/metres when configured with 800 tonnes of Superlift counterweight at a 30 metre radius. The maximum boom length is 156 metres in SSL/LSL configuration while the longest luffing jib is 120 metres, with a maximum combination of 108 metres plus 120 metres, resulting in a maximum tip height of 230 metres - ideal for the petrochemical and energy sectors.

The Chinese manufacturers have steadily and quietly been building larger and larger crawler cranes with Sany in particular appearing to lead the way with a 1,000 tonner that is already in production and possibly a 1,600 tonner or larger on the drawing board.

However, when it comes to the really mega capacity machines, all

eyes are now on the Dutch. Mammoet has been developing big lifting machines in partnership with offshore crane specialist Huisman since 1997. The last of its PTC ringer cranes was delivered in 2007. With the increasing demand for cranes to handle larger components, ALE Heavy Lift kicked off a new spurt in development unveiling its first machine - the



The 1,600 tonne capacity Demag CC 9800

AL.SK90. Capable of lifting loads up to 4,300 tonnes the unit was designed specifically for a petrochemical contract in Saudi Arabia. The crane completed its first of several major lifts at the plant in Jubail - a 69 metre long depropaniser column weighing 755 tonnes - early this year. Working at 84 metres radius, the AL.SK90 allowed engineers to complete foundations and pipe racks in advance of the column installation.

With a little modification - basically widening the base - the crane's capacity can be increased to 5,000 tonnes, making it an AL.SK120. The



Currently Liebherr's largest - LR11350

crane can also be equipped with a standard hoist system for lifts up to 600 tonnes, while strand jacking is employed for the heavier loads.

ALE began the design in December 2006 after the major crane companies showed no interest in such a crane. By the end of 2007 fabrication work involving 65 companies from around the world had begun with the launch less than a year later when it was lifting 3,000 tonnes at 31.5 metre radius on a 130 metre main boom. Other tests to be completed included 1,500 tonnes at 69 metres and 540 tonnes at 114 metres radius.

Earlier this summer, Mammoet also unveiled plans for new mega lift cranes, this time a 100,000 tonne/metre plus version of its Platform ringer Twin boom Containerised (PTC) crane - the PTC120DS. A month or two later it followed it



Preliminary drawings of the new Mammoet PTC120



An older Mammoet PTCIII in a typical application

up with plans for a larger 160,000 tonne/metre version, the PTC160DS. The two cranes have the same boom and jib configuration, the same counterweight and the same winches. However the main difference is the footprint - the PTC160DS will have a 54.5 metre diameter ring, almost 10 metres larger than the 120. Maximum main boom is 130 metres plus a 43 metre jib.

The new PTC cranes are designed fully to mobile crane standards with regular heavy duty hoists and 360 degree slew in normal configuration. This differs from the ALE and Mammoet's own MSG cranes which use strand jacks and are considerably slower.

The hoist speeds on the PTC 120 are two metres a minute for the largest winch which can cope with up to 3,200 tonnes and five metres a minute on the smaller 'runner' hoist which can cope with loads of up to 250 tonnes.

Slewing is via normal crane type rollers with 360 degrees taking 30 minutes - fast for its size. It can also be rigged to run on straight tracks.

The crane which is still at the design stage can self erect its own boom and lower it in the case of severe winds - the 60 metre back mast which requires a 300 tonne crawler crane to erect, is said to be able to withstand 150mph out of service speeds.

Although similar looking, comparing the ALE and Mammoet cranes is difficult given the fact that the ALE machines do not have a traditional slew ring, the company uses outreach - the distance from the heel pin of the boom - rather than radius as the principle measure in its load charts. However taking the centre point of rotation, maximum counterweight and maximum main boom as the key parameters provides a reasonably accurate comparison.



Huisman's Offshore wind turbine installation crane concept.

## Huisman reaches 80

Huisman is celebrating its 80th anniversary this year, having been founded in 1929 to build ship cranes and derricks. Current chief executive Joop Roodenburg spent part of his career working for BigLift - which later became Mammoet - hence the initial connection that led to the current partnership on the PTC cranes. The company began to develop a reputation for building large floating cranes including the well-known 3,000 tonne Rambiz. More recently it has been working on a 5,000 tonne offshore crane and is developing a new type of heavy lift crane for the installation of offshore wind turbines, which the company presented at the recent European Offshore Wind 2009 Conference and Exhibition.

Radius m	Mammoet PTC 120	Mammoet PTC160	ALE SK90	ALE SK120
40	2,600t	3,200	2,686 t	2,800 t
60	1,450t	2,200	1,828t	2,377t
100	600	980	860t	1,243
120	500	700	532t	826

# A breath of fresh air

East Yorkshire-based Collett Specialist Transport was recently involved in moving a 299 tonne steel press component from Sheffield, via its new import and export heavy lift, handling and storage facility MISTRAL (Major International Shipping And Logistics) - to Goole Docks for shipment to Germany.

Collett used its 21 axle Scheuerle modular trailer with two, MAN 8 x 4 tractor units in a push/pull combination to collect the huge item from Sheffield and then transport and deliver it to Goole, Humberside.

from milk churn transporter to Yorkshire's farming communities in the 1960's to one of the United Kingdom's leading providers of specialist transport and industrial services to shippers, manufacturers and construction companies. Today, despite the economic downturn, it continues to expand. The company currently operates 60 vehicles and 70 trailers and has a substantial fleet of modular axles, beam sets, wafer and low beds, turntables, SPMT, as well as specialist lifting equipment. Collett opened the MISTRAL facility - its first remote operation - last August, on the five acre derelict site and former home of Carlsberg import and distribution in Goole after having spent £3 million redeveloping it. The company is currently renovating the 25,000 square metre warehouse for use as an engineering hub and storage facility.

Richard Platts senior projects manager said: "We have recently taken delivery of a number of new items of specialist lifting and handling equipment, including a bespoke design 110 tonne capacity Wise RTG/Straddle Carrier, a 400

The component was then transferred by means of its hydraulic trailer jacking systems from the 21 axle trailer to its newly delivered Scheuerle 10 axle SPMT, which was then able to self position the load directly alongside the side of the ship thus reducing the lift radius for Ainscough's 1,000 tonne Liebherr LTM 11000, which lifted it off the trailer and onto the ship.

Collett has been in the general haulage and heavy transport industry for more than 40 years, during which time it has evolved

Reloading a 40 tonne wind turbine component



After transporting the 299 tonne steel casting from Sheffield, Colletts used its SPMT to reposition the casting alongside the ship destined for Germany.

Collett's MAN 6x4 tractor unit with a Fassi 110 tonne metre cab mounted crane undergoing testing.



The company has recently taken delivery of a bespoke design Wise RTG/straddle carrier with a lift capacity of 110 tonnes.



Collett currently has three wind farm contracts on the go

Collett also works regularly with international shipping companies and forwarders providing transport to and from heavy lift ships.



tonne Scheuerle SMPT (Self Propelled Modular Transporter) and a further MAN 6x4 heavy duty tractor unit with a Fassi 110 tonne/metre cab mounted crane. The MISTRAL terminal regularly handles and stores wind turbine components - we currently have

three wind farm contracts on the go - as well as power station components and heavy steel products the largest to date being 315 tonnes."

Collett provides all port/ship handling operations at the port of Goole to load/discharge the ships as well as managing the cranes.

# Big BOC Lift

Sarens UK has recently completed a series of lifts to install a new air separation facility at BOC Scunthorpe. Working for client Linde, Sarens used its 600 tonne truck lattice boom Demag TC2800 mobile crane as the main crane with a smaller seven axle, 400 tonne capacity Liebherr LTM 1400 telescopic mobile as the tailing crane.

Rigged with 90 metres main boom, its maximum 160 tonnes standard counterweight, 150 tonnes of Superlift ballast (300 tonnes maximum) and 10 metre by 10 metre outriggers, the Demag TC2800's first lifts involved lifting 56 tonne boxes. The more difficult lift involved the Liebherr LTM 1400 with 56.6 metre main boom and 100 tonnes of counterweight lifting columns weighing 71.83 tonnes onto the roof of the air separation building. The Demag TC2800 is Terex's only lattice boom truck crane and has the advantage of a reduced number of transport units compared to a similarly sized lattice boomed crawler crane. The basic crane with all drums and A frame is roadable within 12 tonne axle loads. Its outrigger base of up to 14 metres gives good lifting capacities and maximum boom length up to 180 metres.



*Sarens Demag TC2800 and Liebherr LTM 1400 work together to stand up the 72 tonne columns*



*The Demag places the columns on top of the air separation facility*



*Each circular coal depot is 125 metres in diameter, 58 metres high and has eight, 55 metre long, 40 tonne roof segments*

## A major supporting role

In August, Maintal-based German crane and engineering group Eisele supplied a total of seven mobile cranes and two aerial lifts to install the roofs of two new enclosed coal bunkers at the Staudinger power station in Grosskrotzenburg. Up to now, coal for the Staudinger power plant has been stored in the open and moved to the storage point by wheel loaders. The new fully automated enclosed storage system will substantially reduce dust as well as cutting down on the noise from the depot.

Each circular coal bunker is 125 metres in diameter and 58 metres high with a capacity for 220,000 tonnes of coal. The complicated roof structure consists of a total of eight segments, each of which is 55 metres long and weighs 40 tonnes. Because the structure is unstable until fully erected and unable to bear any loads, the company's new 1,200 tonne capacity Liebherr LTM 11200-9.1 was positioned in such a way that it could support the entire structure in the centre so that once all the segments had been installed, the weight could be distributed equally onto the outer ring beam. The other six cranes - operating in two groups of three - worked at assembling and installing two roof

segments at a time directly opposite to each other.

This contract was one of the first jobs for Eisele's LTM11200-9.1, following its delivery in July.

Claus Eisele says the crane has already proved its real worth in the assembly and installation of wind farm power systems.

"Among the deciding factors when choosing the LTM 11200-9.1 was the 100 metre telescopic boom and the enormous lifting capacity," he said. "We also see the chemical sector and the assembly of large tower cranes in the Frankfurt area as being important operational possibilities for the 1200 tonne capacity crane."

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# Two bridges in one

The success of many contracts depends not only on the final heavy lift, but on the transportation of the equipment from the manufacturing facility to the construction site. Routes can be examined and carefully planned, but sometimes there is a major problem which requires an innovative solution.

Earlier this year, Austrian-based heavy transport and lifting specialist, Felbermayr was asked to move 16 sections of ore crushing equipment about 300km from Magdeburg to the North Sea port of Hamburg for onward shipment to Brazil. The major problem was a railway crossing near Magdeburg.

"We were able to transport the eight smaller sections each weighing up to 23.2 tonnes directly by road. The remaining sections measuring 8.7 metres in diameter by 4.6 metres high and weighing more than 100 tonnes were too big and had to go by barge down the Elbe river," said Karin Cordes of Felbermayr's location in Verden, near Bremen.

Felbermayr had originally looked into a route from the Elbe port of Aken which would have avoided the time and cost-intensive railway crossing. "There were too many transport control issues between Magdeburg and Aken and the route was not approved so we had no option but to take the big components via the 16 kilometre route to the Elbe port of Schönbeck and face the challenge of crossing the railway line," said Cordes. "The problem was that the bridge could not carry the 173 tonnes total weight."

To solve the problem, a special bridge crossing system was designed and developed.

"We began the five month long preparations in early April," says Cordes. "Although it was only 16 km, the route was far from easy and

nearly half of the journey time was taken up with crossing the railway.

"We could not erect a temporary crossing to avoid the bridge as it would have blocked the mainline for too long. This meant the bridge was our only option."

But how would this be possibly if the bridge could not take the load?

The solution was to build a bridge over the existing bridge with the temporary structure fully spanning the existing crossing and taking all the weight. This temporary structure was pre-assembled at the company facility in Hilden and tested using a loaded tractor unit and trailer.

"We did not want to rely on mathematical calculations alone. After all, the 'flyover' would have to span a distance of 48 metres and take a load of 173 tonnes just as a 200 kph high-speed train might thunder along beneath us," said Cordes. "We needed to be sure it worked."

Positive test results convinced the Felbermayr team and work began on the bridge near Magdeburg in mid-August. Three days later, everything was ready and the first crossing began. Slowly the tractor unit with 150 tonnes in tow rolled onto and up the 300mm high ramp at the bridge head. The design ensured that the existing bridge carried absolutely no load. Each of the four trucks and 16 axle trailers took about an hour to cross the bridge. After discharging their loads at Schönebeck harbour, the vehicles returned to Magdeburg to load the remaining components and repeat the bridge crossing.





# Manitowoc 31000 makes its first appearance

The largest crane ever built by Manitowoc is a step closer to completion with the base of the crane being shown off at a recent open day at its Wisconsin plant.



*The Manitowoc 31000 has an unusual structure*

The 2,300 tonne capacity crane will be rigged for the first time at the end of this year, prior to beginning an almost year-long testing programme and then being shipped to its launch customer, Bulldog Erectors.

The crane which was first announced at Conexpo last year, incorporates a number of unique features including a variable counterweight system that can constantly adjust the counterweight effort in order to maintain the load centre over the cranes four trunnion mounted track units. The hydraulic arm adjusts the counterweight radius from 8.4 metres to its maximum of just less than 29 metres.

Maximum main boom length is 105 metres and luffing jib 102 metres. The longest combination is a 90 metre main boom plus the 102 metre jib for a tip height approaching 200 metres.

Manitowoc says that by keeping the load centre within the 17 by 20 metre footprint of its four tracks it will allow it to pick & carry its full rated chart as well as helping reduce the ground preparation required.



*The Manitowoc 31000 is 17 metres wide*



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RINA

# Plastic fantastic

One of the largest mobile cranes operating in Asia - a 1,600 tonne Terex Demag CC8800-1 crawler crane - was brought in to install a 407 tonne polythene reactor at China's largest ethylene plant, being built in Dagang.

The two day lift began early in the morning at Xingang Port, with the loading of the massive, 47 metre long, eight metre diameter reactor onto a trailer. Then with a police escort, it began its walking pace journey to the new plant being built by The Fourth Construction Company of Sinopec, 25 miles inland. When operational the plant will have an annual output of a million tonnes. Because of the reactors size, every overhead power line on the route had to be removed so that the oversize load could pass without hindrance.

By early afternoon, the reactor arrived at the site where the CC 8800-1 was waiting, rigged in the SSL108 configuration with 108 metre main boom and back mast, the maximum main counterweight of 295 tonnes, plus 60 tonnes of carbody ballast and 640 tonnes of Superlift counterweight fully extended to 30 metres.

A 450 tonne capacity Terex Demag CC2500 crawler crane was used to tail-in the massive vessel which was lifted the following day.

Du Xuewu, chief engineer of Lifting & Transportation at Fourth Construction said: "The quick set-up and dismantling of the crane saved time which is very important to a project such as this."

The China Petroleum and Chemical Corporation (Sinopec Corp) activities



include exploration, production and trading of petroleum and natural gas. Its crude oil production exceeds 41 million tonnes and it is the third largest oil refiner in the world and ranked fifth in terms of ethylene capacity.



Italian heavy duty modular and self-propelled transporter manufacturer Cometto recently supplied five MSPE units to move a dock crane at the Civitavecchia port about 50 miles north west of Rome.

Weighing 1,600 tonnes, the crane was supported and moved by positioning three lines of 18 axle Cometto MSPE and 2 lines of 10 axle Cometto MSPE self-propelled transporters in order to get the correct stability.

## Approved spreader for Oz

UK-based spreader beam company Modulift has obtained Det Norske Veritas (DNV) approval for a bespoke 400 tonne spreader system which is being used on the A\$12 billion Pluto Liquefied Natural Gas (LNG) project in Western Australia.

The project is set to become the fastest developed LNG project from discovery of the gas field in 2005 to first gas in late 2010. The plant will process gas from the Pluto and Xena gas fields, located in the Carnarvon Basin about 190 km north-west of Karratha, Western Australia.

Modulift also offers a spreader system manufactured to a design approved by DNV and witnessed by DNV surveyors throughout the fabrication process and proof load testing.



The DNV Approved 400 tonne Spreader System







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# Tackling the rough

The Rough Terrain scissor lift is primarily a construction tool, widely used for cladding and roofing installation on large commercial construction projects as well as heavy finishing tasks such as sprinkler installation. Because of this it is usually in one of the worst hit sectors in an economic downturn, while smaller scissor lifts - with a far wider application base - fare considerably better. In the downturn of the early 1990's big RT scissor lifts could be rented for considerably less than 14 and 20ft electrics which cost less than a third to buy.

This time round it does not seem to be quite as bad for the big scissors. However very few rental companies that are adding to their fleets are looking at regular Rough Terrains - 40 and 50ft platform height units. In spite of this and fully aware of the challenges, UpRight has decided to press ahead with the delayed launch of its new range (see page 27).

Iteco was slightly earlier with its launch of its diesel or Bi-Energy power pack 15230D models late last year. Its 49ft/15m platform height lifts are exceptionally well specified, with 1,000 kg lift capacity, 7.1 metre dual extended deck, heavy duty levelling jacks and compact dimensions. But it was always going to be a struggle for Iteco to make an impact in a market dominated by Skyjack, Genie and JLG in spite of the products build quality and specification. The state of the market put the final nail in the coffin of its short term aspirations.

*The Iteco is an exceptionally well specified machine with 1,000kg lift capacity.*



*Liftlux machines have been sold to CO-OP*

In August the company's assets were sold to Imer Group, which is currently evaluating the business and its distribution network. The product is state of the art in a market where little has changed in recent years, and it could be argued fits in nicely between the regular 50ft RTs and the heavy duty products built by Holland Lift and Liftlux.

## Niche is good

Meanwhile some big scissors are continuing to sell well. Holland Lift - the leader in mega scissor lifts with both massive 100ft platform, 4x4 machines and high narrow models -

continues to do well and has introduced new models, including a 26.5 metre 1.3 wide, 4x4 electric powered lift - the 265EL13 with levelling jacks for indoor and outdoor use. More recently it unveiled a new, 10 metre track-mounted scissor lift for glass house construction. At the same time PB Liftechnik is expanding its range of narrow aisle, heavy-duty electric 4x4 scissors with levelling jacks while JLG continues to offer and refine its Liftlux range and others such as Omega continue to find a good uptake for its highly specialised massive capacity, massive decked machines, built to order for particular applications (See box story).

On the other side of the Atlantic, MEC says that it has seen a surprising take up for its range of electric powered Rough Terrain scissors, with big battery packs and powerful driver motors. The range - led by the 4191ES, a 41ft/12.4m 91 inch/2.3m wide model - is simply a fully electric powered version of the regular 4x4 unit. With Lithium Ion battery packs shortly to make their debut in the aerial lift market and AC motors catching on fast perhaps this is the future for the RT scissor lift?

## What of the future?

Another potential trend is the arrival of the big deck boom lift. A scissor-lift sized platform mounted on a stick - boom. This type of platform has been available for some time from companies such as Aichi, Tadano and Nagano, but has been way too costly for general applications and has sold in limited numbers, mainly in Japan. MEC is working on a unit that not only puts a scissor lift sized platform on a boom, but also claims that it will offer a big - very big - scissor lift capacity approaching 2,000 kg. The company says that the new offering will be part boom lift, part big scissor lift and part telehandler. Given that the use of integrated telehandler platforms is growing - some of which offer as much space as a big scissor lift -



*Holland Lift's new 10 metre track mounted scissors*

perhaps the days of the regular Rough Terrain scissor lift are numbered? Most aerial lifts have a broad customer base ranging from construction to industrial, to refurbishment, to utility and even entertainment work. The regular 30 to 50 ft Rough Terrain scissor lift has a fairly limited range of applications for which it is the machine of choice and most of those are involved with the cyclical commercial construction trade. So perhaps it is no surprise that other products are nibbling away at its market - whether it be trailer mounted mast climbers, narrow aisle or heavy duty 'Dutch type' scissor lifts, big platforms on a boom or telehandler or for that matter the compact RT scissor lift - they are all moving in on the traditional RT's domain.



*Skyjack led the way with its big dual-decked scissors, and then compact models - what next?*

# Up beat Upright

UpRight has not had a range of full-sized Rough Terrain scissor lifts since the demise of its old LX scissor range in the pre-Tanfield era. Following the sneak preview of the range in the form of the X43RT last December, the company has gone back to the drawing board for a total re-design based on customer and dealer input and is now ready to launch its new three model XRT range. Mark Darwin travelled to Washington, Tyne and Wear, to talk to UpRight sales and marketing director Richard Tindale and preview the new platforms.



Last December I braved blizzard conditions to try out UpRight's pre-production Rough Terrain scissor, the X43RT. Even during my brief test carried out in about six inches of snow, it was obvious that UpRight themselves had already identified several areas that needed serious rethinking. This was reinforced when distributors were given the chance to critique the machine and a fundamental redesign was instigated.



UpRight sales and marketing director Richard Tindale.

decide to redesign a product that is ready to launch, but the new XRT range has been improved in every aspect over the original machine. Feedback on the new version has been very good and the result is a machine that we are proud to stand alongside the competition."

Upright could not afford to make mistakes with a new big scissor line, particularly because it was replacing the old LX scissors which sold in their thousands but developed a reputation that was far from glowing.

"The LX machines did great business but were over developed from a heavy duty 31ft/medium duty 42ft single deck extension range into a 50ft, 4x4, 7.3 metre superdeck unit, while afterthought options ran the whole gamut from outriggers to Bi-Energy," said Tindale. "They were

stretched too far so we had to make sure that any new UpRight RT range was absolutely right."

Add this to supplier issues that were slow to be resolved and intermittent paint problems and it is easy to see why the LX was not retired in a blaze of glory.

The new three model range will include the 32ft/12m X32RT, 43ft/15m X43RT and 52ft/18m X52RT. The X52RT was available during my visit and is the largest machine ever built by UpRight. Its other large scissor - the X80ND is built in Holland by its partner Omega. Current compact scissors - the X27RT and X33RT - will continue unchanged as they have features aimed at a different sector of the market.

"The new RT platforms cover the volume sector of the RT scissor market so we do not anticipate any further expansion of the range," says Tindale. "We have not been able to compete in this market since the demise of the LX range, so we are getting everything ready for when the construction market picks up again."

The XRTs have twin deck extensions with a total length of 6.57 metres, 4x4 drive, 680kg capacity, are relatively compact at 4.88 x 2.27 metres

and offer 40 percent plus gradeability. Most popular models will probably be the 43 and 52 although the X32RT is expected to appeal to those who want a big deck but do not require more than 12 metres working height. All three machines share the same base with simple

*The new X43RT has twin deck extensions with a total length of 6.57 metres and 680kg capacity.*



Winter testing the original X43RT last December. There have been a lot of changes since then

"The new platforms are similar but totally different," explains Tindale. "Out went the two cylinder Deutz engine replaced by a more powerful 38kW Perkins, while platform capacity has been increased from 450kg to 680kg. It takes guts to



Showing off the gradeability of the largest machine - the X52RT.

scissor stack changes between models. UpRight has opted for a solid cushion tyre rather than the usual foam filled as they combine puncture-proof performance with a more cushioned ride. Levelling jacks are standard giving 12 degree side to side and seven degrees front to back levelling ability.

"Auto levelling is available as an option and we anticipate about 90 percent of customers will specify this on the machine," says Tindale. "We did debate making it standard but there is a price point for these machines so it remains as an option. The roll-out deck extensions are manually operated but very easy to use, there will be a hydraulic option later but I can't image why people would opt for it. The control system features a full set of onboard diagnostics, not overly complicated but something people like to see and it is the way UpRight is going on all controls in the future."

The platform has twin entry gates, one either side; a slide out engine tray and a full DC Auxiliary Power

Unit so you can raise and lower the deck in the case of engine failure. The lifts also have an oscillating front and a floating rear axle so wheel ground contact is very impressive.

"Typical applications for RT scissors are all construction related so we don't anticipate huge demand for a while but there is a pent up demand from our dealer network so there will be a reasonable start to our sales."

UpRight has identified that attachments such as pipe stands and sheet handlers are key in this sector and will be introducing its own range of seven or eight attachments in the near future. The new XRT machines will not be built at the company's Washington facility, but will be built by UpRight's production partner in China.

"We are a major manufacturer but not the biggest by far and we have to work smarter to compete, such as working with other people and being focussed," says Tindale. "The TM12 was the first platform built totally in China in 2008 and the XRT

line will be the second. Our new global director of sourcing is based in Singapore and currently spends all of his time in China so this is a trend that will continue in the future."

The first XRTs are coming off the production line now, with the first few units - X43RTs and X52RTs - heading for the rental fleet of UpRight's distributor in Belgium, Heli.

"In the current climate, we anticipate companies will evaluate these machines before buying, after all there are enough RT scissors sitting in rental yards and more in manufacturers' yards and pricing is very low at the moment.



We want to be all things to all men when it comes to scissor lifts - it is our territory," says Tindale. "We are interested in niche scissors - electric, compact, crawler mounted and bigger machines - although we already have the X80ND. One of the main priorities is full electric versions and these will be worked on once a new electric drive system has been developed."

## Nursing home construction

UK rental company, Panther recently supplied 14, Genie GS5390RT Rough Terrain scissor lifts for the outside façade construction of new nursing accommodation at a large University Hospital. The lifts - which feature 7.32 metre long extended decks - were used for bricklaying, placing concrete panels and installing window frames. The contractor had previously used traditional scaffolding for the job and

was reportedly impressed with the additional efficiency as well as the lifts ability to move between areas and carry a full load of blocks to the work area.

Genie GS5390RT scissors were used on the facades of the new nursing accommodation block.



## Anyone for polo?

Hickstead-based rental company, Facelift found an unusual application for Rough Terrain scissor lifts earlier this year, when Sky Sports needed some elevated camera platforms to film a polo match at the Hickstead showground in southern England.

The ground conditions caused a range of restrictions for the crew including height limitations, steep banks and uneven terrain. After a thorough examination of the arena and surrounding areas Facelift suggested the 33ft/10m platform height Haulotte Compact 12DX.

The dimensions of the 12DX allowed it to gain access to both the arena and manoeuvre outside of the arena, while still providing a good sized area for the crew. For some of the elevated shots the guardrails were folded down for a clear view. Due to the special nature of the job the crew all wore harnesses throughout.

The scissor lift's 4x4 rough terrain capability was truly tested as it moved up and down the banks that surround the famous course. Its self levelling jacks made it easy to set up on sloping ground and position itself in the ideal spot for the best camera shots.



The Haulotte DX12 compact scissor RT scissor lifts made ideal camera stands.





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# Bella Italia

The best lifting exhibition in Italy - SAIE in Bologna - is once again upon us. After a few murmurs from disgruntled exhibitors complaining about costs and visitor numbers at last year's show, it will be interesting to see how busy this year is.

As always, you can guarantee the Italians will not hold back on new and interesting products. As one manufacturer put it 'with less sales activity, it has given us the opportunity to spend more time developing new machines!' That certainly seems to be the case with at least two companies launching new mobile crane lines - one in the pick & carry and the other Rough Terrain.

Italy has become the home of the pick & carry crane with manufacturers such as Ormig, Valla and Galizia. However, we understand that a totally new Italian entrant will use SAIE to launch its range of five machines, including 2.5 and 4.5 tonne pedestrian cranes and three ride-on units - a 4.5 tonne, 7.5 tonne and 60 tonner. All will be revealed at the show!

Meanwhile PC Produzioni, an affiliate of Manotti Srl based in Boretto, Emilia Romagna, Italy, will launch a new 50 tonne RT crane, the ARM500. The new crane features a 35.3 metre full power four section boom, but no details of any jib extensions have yet been issued. The crane is 2.55 metres wide, has a 3.36 metre overall height and a GVW of 32 tonnes. Powered by an Iveco Diesel it has a top speed of 35 km per hour and 40 percent gradeability. Outrigger spread is 6.2 metres, with a 4.28 metres partial extension load chart.

The ARM500 unveiled at PC Produzioni's premises in Boretto



Maximum pick and carry capacity is 12.9 tonnes.

PC Produzioni, has until now offered a range of track mounted mini dumpers, while Manotti, based at the same premises, has been a fabrication subcontractor for companies such as Lionlift producing the Galaxy truck mounted work platforms as well as equipment for many of Italy's crane and telehandler producers, building everything from booms to chassis and superstructures.

The Manotti family is behind the new venture, along with a number of ex-employees from Euro Rigo and, we understand that Orlando Ferrari of Palfinger Italia is also involved. The company has already sold the first four units of the ARM 500. The new cranes will be roughly based on the Euro Rigo designs and you can expect the ARM500 superstructure to appear on an All Terrain chassis along with a 30 and 80 tonne model sometime next year.

Oil&Steel probably had more new models at this year's Intermat than anyone, some of these will be shown in Italy - the three Snake compact truck mounted platforms and the three Octopussy spider platforms - however the company will also be launching the new Snake 20 'rental edition'. Details of the machine are being kept very secret but we understand that it is based on a Snake 2010 Compact and mounted on a Nissan Cabstar 35.11-13 with a 3,400mm wheelbase.

Two Eagle S machines will also be on display - the 5031 and 6232 - as well as a 'special' 15 metre telescopic platform on a Mercedes Unimog made specifically for Italian Energy Company ENEL. The platform has been designed for off road use and on steep slopes when levelled with its outriggers.



A new entrant into the sector will launch a five machine range of pick and carry machines up to 60 tonnes.

## The new Panda

Mini crane manufacturer Kegiom Lifting will show its new 200 Panda pick & carry crane. The new machine is just 2.2 metres long, 850mm wide and 1.75 metres high.

## 60 years and going strong

Italian pick and carry manufacturer Ormig is celebrating its 60th anniversary this year and is marking the occasion by unveiling a new crane - the electric powered 5.5



The Snake 20 'rental edition' is based on the Snake 2010 Compact and is mounted on a Nissan Cabstar 35.11-13

The battery powered crane has a boom that can reach from floor level to 6.5 metres maximum height. Features include a 60 degree rotating turret - unusual in this size of pick and carry crane - and by using the optional stabilisers this can increase to 120 degrees as well as rear hydrostatic steering and drive. Kegiom will also be showing its 350-E4 Spider and the double articulated 8700E4 with 16 metre maximum height.

Another Italian crane producer, Locatelli is promising something new and will be showing its 50 tonne capacity Rough Terrain Gril 8500TL to its home market for the first time. The compact crane features a five section boom from 9.47 metres to 37.2 metres, tilting cab. The 35 tonne Gril 8400T with 29.5 metre hexagonal section boom will also be on the stand.



The new Kegiom 200 Panda is a compact, electric ride on pick and carry crane.

tonne maximum lift capacity 5.5tmE. The crane is also available with a 22kW Perkins engine.

The 5.5tm is the smallest crane in the company's range and can lift 1.6 tonnes to a maximum height of 8.7 metres and 900kgs at its full, 5.5 metre radius and is just two metres high and 3.28 metres long. All Ormig cranes can be fitted with attachments such as jibs, forks, hooks and jaws giving the operator great versatility.

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GSR is set to launch three new truck mounted models between 18 and 25 metres.

### High five

Palfinger is set to launch five new, High Performance double knuckle boom cranes in the 20 to 30 metre/tonne class. The line was first introduced at SAIE two years ago and continues with the premiere of the PK 23502, PK 26002 EH, PK 30002, PK 30002 K and PK 33002 EH. Three brand-new compact crane models - the PC 1500, PC 2700 and PC 3800 - in the up to four metre/tonne class will also be unveiled as well as other larger loader cranes from the High Performance range. Also on the stand will be the 103 metre WT 1000 truck mounted platform.

will be on display. The crane is designed to fill the gap between the 110 tonne ATF 110G-5 and the 160 tonne ATF 160G-5. will be Available in either 10 x 6 x 10 or 10 x 8 x 10 means that all-wheel steer is standard for the first time. The six section, 60 metre boom has a 3.8 metre heavy-duty jib with a maximum capacity of 40 tonnes. A taxi version - within 12 tonne axle loads - is also available with six tonnes of its maximum 42 tonne counterweight, a 10.2/18 metre jib extension, 10x8x10 chassis with 445/95 R25 (16.00 R25) tyres, 63 tonne hook block plus a 10 tonne swivel hook.



*Palfinger is set to launch five new loader cranes in the 20 to 30 metre class as well as showing the larger PK 40002 EH.*

### New distributor for Tadano

Tadano Faun, will exhibit with Pordenone-based O.R.A. (Officina Riparazione Autogrù) its new sales distributor for Italy. The company was previously Tadano's service provider. The five axle, 130 tonne, ATF 130G-5, first shown in prototype form at Intermat,

*The 130 tonne ATF 130G-5 fills the gap between Tadano Faun 110 tonne and 160 tonne all terrain cranes.*





## Hinowa goes Lithium

Hinowa says it will show the world's first Lithium ion battery powered platform, the Goldlift 14.70 Battery. The machine features an inbuilt battery charger and can continue to work while the batteries are charging. Charging time for a completely flat battery is about five to six hours and batteries can be charged up to 2,000 times. The 14 metre tracked platform weighs 1,700kg.

## Socage Cela

SAIE will be the first opportunity for many to meet the new owners of Socage and Cela. The company remains tight lipped about its exhibit plans, but be prepared for something interesting. Leader says it has taken a larger stand than normal this year to exhibit its truck-mounted lift range. Paola Comi of Leader said: "We have some important deals that we hope to finalise during the SAIE, so we are expecting a lot of visitors, above all from the Middle East and Eastern Europe." The company will



Fassi's FX500 load limiter.

also show a number of models from the UpRight range.

Loader crane company, Fassi will introduce the new FX500 moment limiter. Designed for installation on light and light/medium duty cranes, it provides fully automatic management of the safety devices on the crane and interacts with both performance control and functional/operational management, making these functions easier to use.

The company is packaging the new limiter with its XP (eXtra Power) system and latest RCS/RCH remote control systems.



Hinowa will be showing the world's first Lithium ion battery powered platform seen here with a dust suppressor

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# TOWER HIRE (SERVICES) LTD



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# So what is PASMA?

Celebrating its 35th anniversary this year, PASMA, the Prefabricated Access Suppliers' and Manufacturers' Association, is the only trade body in the UK and Ireland dedicated exclusively to the mobile access tower industry.

Recognised and respected as the **natural authority and focus for towers**, it works closely with the HSE and other trade bodies and is the **premier provider of knowledge and information on tower safety, standards and best practice.**

When first founded in 1974 as the Prefabricated Aluminium Scaffold Manufacturers' Association, membership was limited to the major alloy tower manufacturers of the day, with the simple objective of promoting safe use and the interests of its members to the regulatory authorities. Then, in the early 1980s, the association developed and introduced its standard training course to help make the use of towers as safe and productive as possible.



In the late 1990s more stringent procedures for the PASMA standard training course were formalised and an audit regime introduced for training centres. The association also changed its name to better reflect its representation of manufacturers of both aluminium and fibreglass towers and new categories of membership such as hirer/dealers and training organisations. The wider membership base ensured that PASMA represented all sectors of the mobile access tower industry.

## Rapid growth and development

Now one of the most progressive and successful trade organisations in the access sector, PASMA has enjoyed significant growth in recent years through the knowledgeable and enthusiastic involvement of its 300 plus members. With an increasing

number of towers in daily use, PASMA is ensuring that industry standards rise in line with growing demand.

## PASMA training

Its professional training courses, both at standard and advanced levels, are now universally acknowledged as the industry yardstick. As a result, health and safety professionals increasingly specify the PASMA certificate of competence and training identity card as the only acceptable proof of competence as required by the Work at Height Regulations. PASMA trained 50,000 delegates in 2008 and that number looks certain to be exceeded this year.

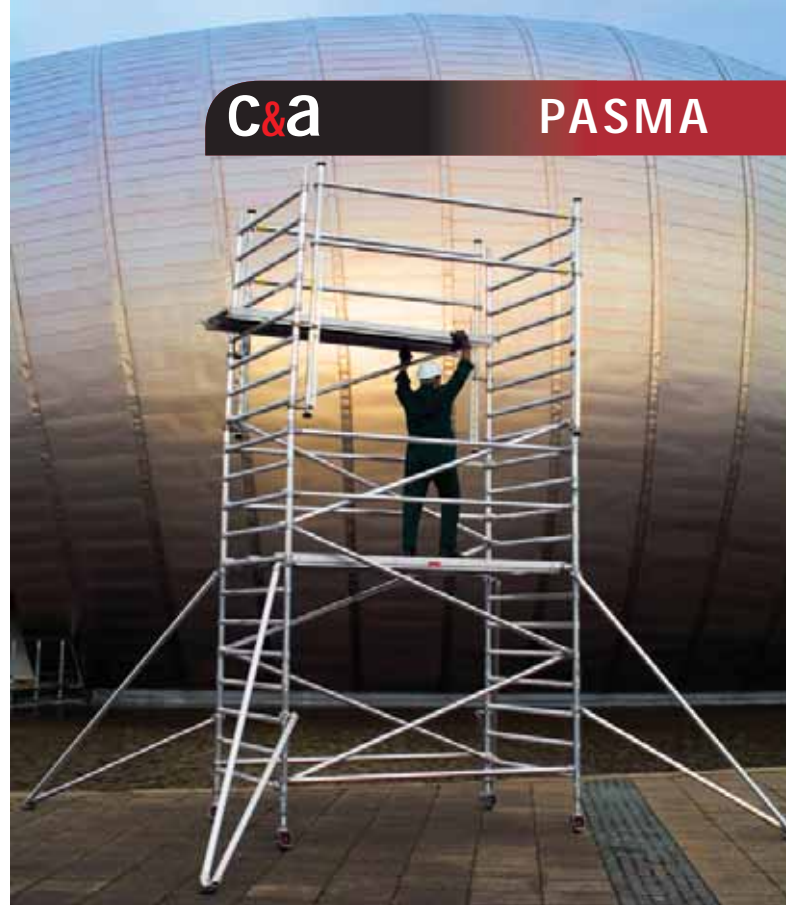


## Safety-related publications

The association's publications provide a wealth of information and guidance on all aspects of tower use. Produced by experts - people who know and understand towers and speak the language - they range from pocket cards and posters to DVD's, tower inspection records and technical/safety guidance notes. PASMA also publishes the Operator's Code of Practice, the bible of the industry, and its website [www.pasma.co.uk](http://www.pasma.co.uk) is an important focal point and resource for anyone connected with towers.

## Developing standards

A national and international contributor to the development and updating of standards for tower construction and use, PASMA's specialist committees meet regularly to advance tower techniques, technology and training for the benefit of users everywhere. As a founder member of the Access Industry Forum (AIF), the association



c&a

PASMA

is also actively involved in promoting best practice through conferences, exhibitions, seminars and workshops.

## Manufacturing members:

Companies who are licensed to manufacture mobile access towers to BS/EN 1004:2004 and which carry the current British Kitemark or equivalent, such as TUV, NF Mark, etc.

## Hirer dealers:

Members of the association who have, as a requirement of their membership, to use mobile access towers which carry the same approval marks and meet the same standards.

## Training members:

Full members of the association who have been audited and approved to deliver PASMA training courses.

## Associate members:

Managers, supervisors and health and safety professionals who wish to be

kept abreast of the latest tower news, trends and developments.

A new category of membership, hire/assembly, is currently being developed and is scheduled for launch shortly.

PASMA's open and inclusive membership policy is intended to encourage companies, both large and small, from every corner of the industry, to become members and help advance its agenda for better training, standards and best practice - thus promoting safe and efficient work at height.

## The products

PASMA members produce, rent or provide training on a wide range of products from the traditional aluminium mobile tower, to fibreglass and fully insulated towers, podium steps, bridges and modular walkways, to custom built access solutions often based on standard tower components.



PASMA members at 2009 AGM

# Choosing & Using Towers

When it comes to selecting equipment for work at height, employers are required to follow the hierarchy set out in the Work at Height Regulations 2005.

This begins with avoiding the need to work at height wherever and whenever possible, using appropriate equipment and safeguards where such work cannot be avoided and, where the possibility of a fall cannot be eliminated, using all possible means to minimise the distance and its consequences.

As more employers appreciate the productivity and safety benefits that mobile access towers can bring, the more familiar a sight they become in construction, building maintenance and facilities management as a means of providing an effective and safe means of access to work at height.

However, as with all types of access equipment, users must be satisfied that a tower is the most suitable piece of equipment for the job, that the right type of tower is selected and that it is assembled and used correctly.

There are a number of factors that must be taken into account when using mobile access towers. These include:

- The height to be reached.
- Any access restrictions such as width and headroom.
- The type of work activity, its duration and the time between tower movements.
- The climatic conditions.
- The condition and evenness of the ground.
- The shape and weight of any objects to be carried to the platform.
- The risk to people and vehicles in the immediate vicinity.
- The frequency that users will need to ascend/descend the tower.
- Any obstacles that might need to be bridged or overcome.

**Key choices to be made include:**

**Width** - is there space for a wide, double width tower or does

the work area require a narrow, single width tower? A wide tower can be built to a greater height before outriggers or counterweights are required and offers a larger work platform, while a narrow tower is ideal for working in confined areas such as stairwells and aisles.



*A narrow tower is ideal for confined areas*

**The frequency of movement** - if a tower is to be moved frequently it might pay to look at larger castors and possibly rolling outriggers.

**Ground conditions and levelling ability** - if the ground is uneven, adjustable legs are essential (and extra long ones if using on steps or slopes) and possibly a special levelling frame



for staircases. If the floor is poor, larger castors will help when moving the tower.

**Platform access** - towers are offered either with ladder spaced rungs (300mm spacings) popular in continental Europe, with built-in or clip-in vertical or inclined ladders or with stairs. If the work involves frequent ascent and descent to and from the platform, particularly with tools and equipment, a built-in staircase should be considered or perhaps a special stairway tower. In the UK most standard span towers incorporate built-in vertical ladders which are fine for most applications. Tools and equipment should then be raised to the platform using a

rope or other suitable method.

**Type of work** - if the tower is to be used for electrical work, fibreglass towers are available and these are now widely obtainable to buy or hire.

On specialised contracts where higher voltages may be present, a highly specialised fully insulated tower is available.

**Overcoming obstacles** - One major advantage of mobile towers over other access equipment is their versatility and modular nature. Most manufacturers and many specialist rental companies offer a range of attachments and accessories that allow towers to be easily adapted



*A modern fibreglass tower for Zone 1*



All manner of attachments are available to add to a tower's versatility



Bridging two towers can not only leave a clear passage underneath, but also provide a larger platform

to work over obstacles or to bridge voids to create custom work platforms. Any such applications require specialist knowledge and training.

### Using mobile access towers

#### Don't overlook the instructions

While a wide variety of towers are now available, all manufacturers and suppliers have a duty to provide an instruction manual that explains how to assemble and dismantle the tower, including any bracing requirements. If the tower has been rented, the rental company has a duty to provide this information and this must be passed on to the person erecting the tower.

The requirements of the Work at Height Regulations give priority to collective fall prevention measures which means that there are only two methods currently approved by the Health & Safety Executive (HSE) and PASMA for assembling, dismantling and altering mobile access towers. They are designed to eliminate the need to stand on an unprotected platform.

#### 3T: Through the Trap

This entails the tower erector working through the open trap door to position guardrails on the platform above before moving up onto the platform to continue the assembly process.

### Advanced Guardrail

The advanced guardrail method involves the use of advance guardrail units installed on a new platform from the level below so that when the erector climbs up on to the platform, the guardrail is already in position.

For more information on advance guardrails see page 40



Installing the guardrails above through the trap door

Before starting to assemble any mobile access tower the following points must be addressed:

1. Use physical barriers to set up a danger or exclusion zone to protect passers-by from the risk of falling objects.
2. Consult and follow the manufacturer's instruction manual. If a copy is not available, the latest edition can be downloaded from the PASMA website.
3. Check the safe working height - a tower should never be erected to heights above those recommended by the manufacturer.
4. Set out all the components on



Advanced guardrails are fitted from below.

the ground and make sure none are missing or damaged. If they are, get a replacement before starting work.

If the ground is not level, use the adjustable legs to level the tower and check it vertically and horizontally using a spirit level. If the ground is not solid, use mats, sole boards or spreader plates to spread the load. Make sure the castors are locked and the castors or base plates are positioned centrally on any boards/plates. Having assembled the first module, install the stabilisers or outriggers before progressing the build, checking first with the instruction manual. Then continue using the 3T or advanced guardrail method.

Always make sure the frames are locked together and that access and egress to the working platform are continuous and, very importantly, inside the tower. Also make certain the platform wind lock devices are secured, the

guardrails are in position and the toe-boards installed.

### Tower inspection

Finally, the Work at Height Regulations stipulate that any tower must be inspected by a competent person - someone with the experience, knowledge and appropriate qualifications to enable him or her to identify any risks that are present

and decide upon the measures needed to control those risks.

Towers must be inspected:

- After assembly and before use in any position;
- After any event likely to have affected its strength and stability; and
- At intervals not exceeding seven days.

Whilst a distinction is made for smaller towers in construction, PASMA recommends the application of the same inspection requirements regardless of height or industry to avoid confusion and to foster best practice. On a construction site, these records must be retained on site until the project is completed and thereafter at an office for three months in the UK and five years in Ireland.

PASMA offers a complete range of safety-related products providing guidance and advice on all aspects of tower use and inspection. Please see PASMA advertisement for more details.

### POTENTIAL TOWER HAZARDS

**Electrocution:** Check for overhead power lines and keep your distance

**Slips:** Take extra care when working in rain, snow or frosty weather and always wear suitable footwear

**Vehicles:** Pay due regard to vehicles if working on or near a public highway, or a forklift route in industrial premises

**Falling objects:** Be careful to safeguard against falling tools, components and materials

**Instability:** Watch out, amongst other things, for the effects of high winds, side loads, eccentric vertical loads, etc

**Falls from height:** Avoid stretching out, over-reaching or climbing on guardrails. This list is by no means exhaustive. There may be hazards that occur with a particular type of work or site conditions. Be safe, not sorry!

# Building towers safely - the options

Don Aers, technical manager at the Youngman Group, discusses the pros and cons of the various methods approved for the safe erection of mobile access towers.

Mobile working towers must be built in a way which ensures the person assembling or dismantling the tower is never in an exposed and dangerous position on an unprotected platform.

HSE guidance document CIS 10 lists the two currently recommended methods that were developed in consultation between the HSE and PASMA, they are: 3T (Through The Trap) and AGR (Advance Guard Rail). So don't listen to any of the hype or rumours that may be circulating regarding one or the other, as both methods may be used according to the experts at the HSE and PASMA. Most companies offer both systems and either is effective in the hands of a competent tower builder.



The guardrails for the next level are installed through the trap door before climbing onto the platform.

- The 3T method uses components that are readily available from all hire companies and the majority of tower users are currently employing this very safe and efficient method.

- Advanced Guardrail systems (AGR) are now available from several manufacturers for use with their individual tower designs. AGR systems can be in the form of :

- (1) Side protection positioning tools
- (2) Temporary side frames/guardrails
- (3) Permanent side frames/guardrails

(1) Side protection positioning tools are generally poles which can be temporarily fixed to the side protection components/guardrail frames and then used to lift them up and fit them into position in advance of climbing to the platform above. They are used when dismantling the tower. Side protection positioning tools can be tricky to operate, the tools are an additional component and the method is slower and less efficient than 3T or permanent side frames.

(2) Temporary side frame AGRs are positioned and removed from the safety of the platform below. They normally have a mechanism which can be operated from the lower platform to connect and disconnect it from the end frames of the tower. Once a pair of temporary side frames has been fitted to the level above, the builder can move to the upper platform and fit permanent side protection. The temporary guardrails are then advanced to the next level and the process repeated until the tower is fully erected. The advancing side frames can then be left in position at the top of the tower or replaced with permanent guardrails, freeing up the temporary frames for use

erecting other towers on site. Dismantling the tower is a reversal of the procedure but if the temporary side frames have been removed for use elsewhere then they must be refitted at the top of the tower before the process can begin. Temporary side frame AGRs are an additional component and the method is slower and less efficient than 3T or permanent side frame AGRs.

They are generally quite expensive and less robust than permanent side frames because of their more complex mechanisms and can also be more prone to damage.

(3) Permanent side frame AGRs operate in a similar way to the temporary type but they remain in place at each platform level to form the permanent side protection, thus reducing the component count. The AGR frames are positioned and removed from the safety of the platform below.

In addition to requiring fewer horizontal braces, towers built with the AGR frames can be constructed with fewer diagonals than standard towers. Towers built with a combination of AGR frames and an



A temporary AGR, note that the guardrails are in place prior to the platform.



With 3T the erector works from a fully guardrailed platform

appropriate number of diagonals make a very rigid structure. AGR towers without any diagonals can be much less rigid and in some cases will not meet the requirements of EN1004. Standing on the top of a flexing tower at six metres is a less than pleasant experience!

I also recommend that double width towers should be double decked at every platform level. Although this requires more platforms, it puts the AGR side frames at the extremities of the tower structure, increasing both lateral and rotational stiffness, but also preventing the need to over reach dangerously when fitting the AGR frames, which PASMA training strictly prohibits.



A permanent AGR/advanced guardrail - side frame



# Stay safe with HSS Training

## PASMA Mobile Access Towers and Supervisors Inspection Course



HSS Training is an accredited member of PASMA and offers a wide range of courses relating to mobile access equipment.

The PASMA Mobile Access Tower courses include classroom tuition, practical sessions and assessment on the safe erection, dismantling and use of alloy and fibreglass access towers.

The Supervisors Access Tower Inspection course is designed to enable delegates to understand current safety legislation, inspect erected towers for faults, accurately check components against the manufacturer's instruction manual and generally to be more aware of potential risks and hazards.

All delegates will receive PASMA certificates on completion of the courses.

Prices from £150



## A small selection of other HSS Training courses

### Mobile Elevated Work Platforms (MEWP)

HSS Training is an accredited member of the International Powered Access Federation (IPAF) and we offer a range of MEWP courses specifically designed by IPAF for the industry.

Prices from £175

### Occupational Safety & Health – IOSH

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Prices from £195

### Confined Space Awareness

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# PASMA training

Although there has been an enormous growth in the use of powered access in recent years, the number of mobile access towers has also posted similar but less visible growth levels. Current estimates suggest that there are around 2 million towers in the UK and Ireland alone.

The Work At Height Regulations 2005 coupled with growing fines for employers when they get it wrong means that there is strong demand for proper training. In the UK, most of those requiring training on towers choose a PASMA certified course. The trade association offers a range of courses including its Standard training course in the erection and use of alloy towers. Mark Darwin recently visited a training centre in Northampton in a bid to qualify for a PASMA card.

PASMA courses are only available from authorised and audited training centres. The courses, available nationally, provide successful delegates who pass the written and practical test with a competency certificate and photo card that allows the holder to build indoor towers up to 12 metres.

So early one Thursday morning I travelled the 10 miles to the manufacturing and training facilities of Euro Towers' in Round Spinney on the outskirts of Northampton. There I joined 11 other trainees for the one-day course. Most of the others were also local, although two

had driven more than 80 miles from a company in East London.

The day is split into two, with a 9 am start for the morning session in the training room covering the information needed to pass the written test and then the afternoon practical putting up a tower.

Subjects covered in the morning include: what is working at height, duties and legal responsibilities, tower inspection, the different equipment available including single and double width towers, guardrail heights, toe boards and rail spacing, castors, legs and braces, the two assembly methods - 3T and advance guardrail, moving a tower and stability, erection and dismantling procedures and much more - everything in fact to be aware of when assembling, using and dismantling a tower. For those unfamiliar with towers, this can be quite daunting, however the trainer explained everything very clearly and a good PASMA slide presentation illustrated each point.

At the end of this session a written test has to be completed without notes or help. To pass, trainees must achieve a pass mark of 80 per cent,



otherwise he or she has to return at a future date and retake the course.

The afternoon session is the practical (assuming you have passed in the morning session), where candidates have to assemble a tower to the satisfaction of the training instructor.

It soon became clear that we all had very different work backgrounds - from tower rental to maintenance and events contractors - but we all shared a lack of knowledge and experience when it came to alloy towers. Several of the companies had just purchased a tower - most up to four metres high - and were taking the course before using it. However, our very experienced instructor, Jason Woods, soon got the grey matter working, testing our knowledge (or lack of it) and explaining the principals behind the correct answers.

Even the answer to the obvious question 'what is work at height' revealed a variety of answers, with several 'older' trainees mentioning working above two metres, while it is at any height where there is a risk of injury from a fall and includes trenches.

Essential points to note - the main guardrail must be not less than 950mm with no gaps of more than 470mm and 150mm toe boards must be fitted to working or storage platforms. If carrying materials to the top of the platform, this should

only be done with a stairway tower.

With all other towers the materials should be hauled up using a rope, bearing in mind the maximum allowable side load is just 20kg.

PASMA's written, 'multiple choice' test covers all aspects of safety and best practice, and while answers to some of the questions were obvious (particularly as Jason's training had covered everything on the paper), there were enough to trip up those who had not been concentrating.

All passed and so after lunch we proceeded to the demonstration area where we were split into two groups each with a tower to practice on and to iron out any teething problems before the actual practical test. Just three mistakes are allowed, any more and it's an automatic fail.

With so many not having built a tower before, the practice session got off to a faltering start, but by working as a team we soon got the hang of it and successfully completed the tower assembly test.

As always, the information learnt should be mixed in with a generous dose of common sense and if you're unsure, ask someone who knows. Overall, the course is a very interesting and informative one which everyone who uses or supplies a tower should take. But, don't expect to just turn up and pass.

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# Trends and developments in alloy scaffold towers

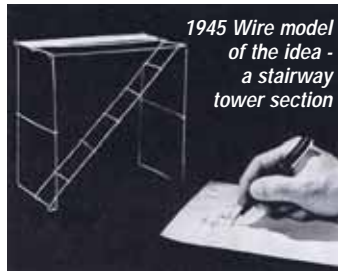
The mobile aluminium access tower was conceived in 1945, when an American inventor, the late Wally Johnson, came up with the idea of a modular, easy to assemble scaffold tower made from the high strength alloys that had been developed during the war. In 1946 he founded UpRight Inc in Berkley, California to commercialise the idea, producing the first tower in February 1947. His company, now based in Ireland, remains one of the leading manufacturers of mobile access towers to this day.



*Wally Johnson the originator of the alloy tower*

Much has changed since that first tower, with some significant developments and steady evolution. In spite of 60 years of progress, even the most modern towers still share the majority of their features with those early towers, a true testimony to the purity of the original design and concept. The chief executive of what is now Instant-UpRight, John Nevin, takes a look at current trends and future developments in alloy tower design, construction and usage.

The major changes in mobile tower usage in recent years are related to the influence of European Standard EN1004 and associated directives have had in increasing the focus on safety. This effect extends well beyond Europe. A prime example is the Middle East where major international contractors are working to the most stringent safety regulations, in line with their global policy, even though these may be of a far higher standard than the local regulations require.



*1945 Wire model of the idea - a stairway tower section*

EN 1004 and the associated focus on safety has initiated two specific outcomes. The first moves the emphasis to the safe assembly of towers, where the previous focus was mainly on the users themselves. In the UK, the Health and Safety Executive is correctly pursuing an elimination of risks for all persons when building and using mobile towers. This has had a significant impact on the way in which towers are built and on the components required. This work is ongoing and will drive further innovation.



*New rules are increasing the focus on safety*



*The first production tower - 1947*

The second is that it has helped create a far larger market for safe and efficient access equipment including mobile towers, as major rental companies look to exploit the growth potential on the back of the new regulations. At the same time the market is becoming increasingly competitive, obliging producers to continually invest in new technology such as robotics, faster assembly tables, increased automation and smarter manufacturing techniques such as Kazan and 5s as well as improved purchasing techniques, in order to meet customer demands while maintaining a satisfactory return.

**But how are these trends likely to influence the development of towers and what new features can buyers expect? Will the towers they currently own become obsolete?**

Along with the increased focus on safety and enforcement comes the introduction of new ways in which existing towers are built to comply with the new standards, and at the same time many countries are introducing their own additions and embellishments that require further development. Finland, for example, has recently modified its rules, making it mandatory for steps or stairs to replace the more usual 'built-in ladder frame'. This may well be one of those trends that will eventually spread to the rest of Europe as regulators become less



*Stairs are making a comeback in some markets*

comfortable about the climbing of vertical ladders.

The varying level of enforcement is also obliging manufacturers to develop new solutions to meet local demands. For example, working with our partner in France we have developed a number of new designs to make assembly of the tower safer according to local ideas. Some of these could have international potential. The way in which various tower manufacturers respond to these pressures and how they deal with the backward compatibility issues will certainly influence the purchasing decisions of large regional buyers.

The most significant challenge for manufacturers, however, is to provide products that enable users to comply with the increasing safety demands, while ensuring the mobile towers are a practical, cost effective and versatile access option.

## When buying a new tower system what should you look out for?

The key factors for those buying a tower system have to be safety, efficiency and competitiveness. Thus the balance between initial cost, tower assembly and safety performance needs to be carefully considered. A good example of this is a tower which includes an advanced guard rail as an integral part of the tower - not only does it provide a safer assembly method, but it also reduces the number of parts in the tower, making it faster and easier to assemble. The most important factor though is to find a supplier that is committed to keeping pace with the changing requirements.

## What should users expect when renting a tower?

Simple, safe and efficient tower erection is critical to those renting a tower, along with fewer parts and easy instructions. A major cost to both the users and rental companies is lost and damaged components, so fewer, larger and more robust components can help reduce this cost as well as making the tower easier to stock and build. Another recent trend that helps with this is the customised coloured frame and components, which not only helps prevent theft by making the parts easy to recognise, but also promotes a company's corporate identity.

There will be other developments over the coming year in terms of tracking capability with workable resilient bar code and chip systems, giving the end user greater control and transparency over the asset.



Damage resistant chips or bar codes will become essential management tools.

## How will towers stack up against powered access or ladders going forward?

For those working at height, one consideration is which equipment is best to use for the job, with mobile towers often pitched against powered access. Both types of equipment have their place in offering a safe platform for working at height and certainly some applications either suit one or the other. For general work, mobile towers offer more versatility, greater portability and a lower cost, providing a faster payback period compared to machines.

Mobile towers, powered access and ladders all have their own defined market space and while there is some convergence and competitive pressures by one on the other, overall we believe all three markets will grow on the back of an increased focus on safety and efficiency and using the right tool for the job.

In recent years we have seen new opportunities open up for customised solutions based on mobile tower systems to provide working platforms for specific applications. This has been the strongest growth area over the past two years, while sales of regular towers have been affected by the global downturn. We see this trend continuing as working at height requirements are considered earlier on in the project's life rather than as an afterthought.

Innovation will be an increasingly critical factor in the coming years and we are excited about the possibilities that increasing safety regulation, focus on ergonomics and changing work practices will bring to the tower industry.



New applications for towers are still being found.

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## TRAINING IDENTITY CARD

The bearer has passed both the written and the practical PASMA course examination and is considered competent to perform the tasks as listed overleaf in respect of towers certified to the BS/EN Standard and is awarded the PASMA Certification of Competence.

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# Low Level Work at Height - Problem Solved!

Low level access products, such as podium steps, have been an increasingly popular item in recent years.

**PASMA managing director, Peter Bennett, discusses their use and abuse and their impact on safety and best practice.**

Low level access products such as podium or pulpit steps and folding room scaffolds are not a particularly new phenomenon, but tower manufacturers were rather taken by surprise when a product range which had largely been sold in the odd one or two, suddenly became the new must-have and in some cases began to outstrip conventional tower sales as rental companies geared up to meet a seemingly insatiable demand. And what was the reason for this sudden upsurge in popularity? You've guessed it - the Work at Height Regulations of 2005!

Since 2004, industry estimates are that something in the order of 50,000 of these versatile work at height tools been sold in the UK and Ireland alone and nowhere more so than in the construction industry, where battalions of them can be seen in use by a multitude of finishing trades as they invade projects for the final fit out work.



Peter Bennett

It all started with the very strong urge to consider safer methods of working at height, particularly at low heights (below two metres), which is of course no great surprise, since it has long been highlighted that a very unhealthy number of falls from height occur in this area. Provisional statistics for 2007/8 for all workers for falls up to two metres and for falls where the height has not been stated - the premise being that reports of falls



c&a

PASMA

from heights above two metres accurately report the height of fall - show 15 fatalities, 2,779 major incidents and 3,597 lost time accidents (three days or more) .

The podiums, pulpits and folding room scaffolds seem to fit the bill since they provide a compact, lightweight and, most importantly, a protected working platform, that is, one which prevents the operative from falling by having a guardrail system installed as standard.

So, problem solved then? No, sorry, nothing's ever that easy. As the figures above show, despite the substantial uptake of safer low level access equipment, the accident rate, and the Shattered Lives which inevitably accompany such figures, remain stubbornly and unacceptably high.

In much the same way as mobile access towers, when they were first introduced seemed to be so simple to assemble that it was generally perceived to be child's play and that anyone could do it simply by following the step by step guide, so too has the perception permeated user groups with low level access equipment.

Yes, they are very simple to use. Yes, they are very simple to put together. BUT, and it is a big but, they are just as dangerous in

untrained hands as their larger tower counterparts and have many similar potentially harmful misuses which users have an uncanny knack of unconsciously finding. AND, there are some particular misuses and abuses to which low level access units are especially susceptible.

We'll start by taking some obvious examples. Most, if not all, low level access units have a locking device of some sort which locks out the base to become a rigid unit on



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which you can safely stand and work, and yes, we know it is being a little simplistic, but these have to be locked and should be checked on a regular basis to make sure they are still engaged, otherwise you will have a very shaky unit and possibly an untimely and unexpected crash.

A prerequisite for all units is, not surprisingly, a platform on which to stand comfortably and work safely. In pulpit and podium steps access to the platform is pretty straightforward, you climb the steps or rungs which lead up to the (usually gated) access point and there you are.

However, as we have said before, things are rarely that easy, although it should be. For reasons best known to themselves some users seem to prefer a bit of a challenge and want to climb up the other side - the difficult side - obliging them to climb over the guardrail onto the platform. Quite apart from the fact that this does seem an awful lot of additional, and pointless effort, it is also decidedly dangerous since it applies a quite dramatic dynamic load where it is not supposed to be which can easily overturn the unit with potentially lethal consequences.

As you would rightly expect, reputable manufacturers go to considerable lengths to ensure their products are as safe as possible, including in many cases the provision of gate access to the platform. Unfortunately, all too often, users see these as a hindrance to their work and go to extraordinary and ever more ingenious lengths to prevent them from closing by, for instance, wedging them open strapping them open with the ever useful tie wrap to make doubly sure that the gate cannot do what it is

designed to do - prevent the user from falling!

As we frequently hear, necessity is the mother of invention, and there are none so necessitous and consequently inventful than those anxious to get a job done, so even when they have not succumbed to the temptation to remove fall prevention devices, there are some users out there who feel that the designers have missed a trick and for whom those mid guardrails are ideally placed to position another step / platform to reach that previously unreachable fitting, fixing or such like.

Little do they realise that in so doing they have in fact increased the risk to themselves because the half metre guardrail that remains will not only fail to prevent them from falling, but is also likely to act as a pivot point conveniently ensuring that the falling body is flipped so as to inflict the maximum damage to the most vulnerable part of the body - the head.

These are some of the more determined, you might say, organised, misuses we encounter on a regular basis. Equally concerning however are the daily, spur of the moment misuses which are just as effective in negating the built in safety of these otherwise safer work at height tools. Climbing onto the mid guardrail is about as dangerous as placing a step or platform there, you still have the pivot point but you now add some dynamic and eccentric loads as the tradesman tries to maintain balance by wedging his upper leg against the top guardrail.

These units are generally and primarily intended for internal use and not designed for all terrain







their limitations and, like any other work at height equipment, employers have a statutory obligation to ensure that anyone who uses them is competent and aware of the factors which can affect their safe use.

This can only be effectively achieved through training which is why PASMA has devised an additional module in its widely recognised training scheme devoted solely to low level access. This is

applications, so they tend not to perform too well on sloping, uneven or undulating ground.

A couple of other favourites are of course the popular manoeuvring from the platform technique, countering the designer's job slowing device of brakes on the castors which have to be applied and released from ground level, which over the course of a day's work can cost whole minutes in an already tight schedule. Let's also not forget the most common misuse of all - over-reaching. This represents the very epitome of displacement

available through the associations network of over 300 approved training centres and is soon to be supported by a 'best practice' low level access DVD. More details can be found at [www.pasma.co.uk](http://www.pasma.co.uk)

The second is the need for a set of minimum product standards for low level access equipment. Unfortunately, wherever there is high demand for a product, there is inevitably an opportunity for some companies to offer cheap, inferior products which, in the absence of a minimum standard, can be distributed with impunity, exacerbating the already concerning accident statistics for low level work at height. PASMA's technical committee is therefore working with the British Standards Institute (BSI) to draft a publicly available specification.

*A fibreglass folding room scaffold.*



of risk. Where, in the past, tradesmen had a healthy respect for and were largely accustomed to the limitations of stepladders and would certainly think twice about over stretching. Nowadays because they have a protective guardrail around them they are all too often lulled into a false sense of security, and are more inclined to stretch that extra inch, in the belief that the guardrail has miraculous powers to suspend the laws of physics whilst they are in the protective cocoon of the low level access unit.

There are two major issues which must be addressed if we are to seriously influence the statistics in respect of falls from height at low level. The first is that everyone must accept that podiums, pulpits and folding room scaffolds have

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# Testing times ahead for crane hirers?

The CPA Crane Interest Group, which represents the UK's crane hire industry, held its annual open meeting in late September. Mark Darwin was there for Cranes & Access.

**This year's meeting, while not quite so well attended as last year, was still a lively and informative gathering with representatives from about 40 crane rental companies and manufacturers.**

Key issues covered included Thorough Examination and Testing of Mobile Cranes, Operating mobile cranes in high winds, an update on the best practice guide (BPG) on crane hire and contract lifting, the Michelin crane tyre recall, whether the CPCS crane operator test should include fly jibs and extensions and the fuel quality directive which covers the supply of virtually sulphur free gas oil.

## Thorough examination and testing

Tim Watson outlined the background to the overload test being part of the thorough examination every four years, along with the arguments of why it should not be done. An increasing number of manufacturers and insurance companies are coming out against the overload tests on the basis that it may have a detrimental effect on the crane's structure. He said that as most failures are due to metal fatigue, so it is unlikely that an overload test will reveal any visible fault in the structure. And if a crane fails during testing it is not only dangerous but expensive.

What is now recommended is an improved or more thorough, 'Thorough Examination' (TE) which if carried out correctly should pick up any major faults. This is being formalised in a CPA Best Practice Guide (BPG) on maintenance, inspection and thorough examination of mobile cranes along the lines of the tower crane document produced a few years ago.

The aim is to have a draft ready for public comment by the end of October followed by a six week comment period with publication by February 2010. By having a good mix of companies within the working group it is hoped that the guide will reflect the range of opinions and therefore be readily adopted.

The BPG promotes planned preventative maintenance, inspections and improved maintenance procedures. The improved examination will take into account manufacturers information, maintenance history, previous TE history, the working environment (marine, humidity etc) and the number of lifting operations particularly those near to capacity.



Tim Watson

Supplementary tests may be asked for by the person carrying out the Thorough Examination, depending on the circumstances (eg load indicator, repaired crane etc), the thinking is that a more thorough examination will obsolete the overload test.

Watson summed up by saying that there should be no more automatic four year tests if the TE is carried out to the defined scope of examination.

Ian Simpson of the HSE pointed out that there is no legal requirement for the four year test, it only becomes a legal requirement if a



competent person specifies that it should be carried out before the next thorough examination.

## Wind Speeds

An issue over equipment working in higher winds has been raised by the United Crane Operators Association (UCOA) which is concerned about a growing trend for mobiles and crawler cranes to be called in when tower cranes have been shut down due to excessive wind speeds.

Tim Watson reminded everyone that mobile cranes have a lower maximum operational wind speed (31 mph/14 metres/sec) than tower cranes (currently 45 mph/20 metres/sec) and therefore should have stopped working well before the tower cranes. A Technical Information Note is being prepared on this subject.

He also pointed out that contractors often overlook the fact that wind pressure on a load multiplies

exponentially as wind speed rises and gave the example of a 20mph wind on an 8ft x 4ft shutter where the force is 15kg. However if the wind increased by just over 50 percent to 31 mph, the force rises by more than 250 percent to 38kg. He also reminded the meeting that wind speed varies with height and that large surface area, light loads need reduced wind speed calculations. He advocated the fitting of anemometers on booms and jibs, rather than relying on general weather forecasts where wind speeds are measured at 10 metres above ground, while the wind speed at 100 metres is often 150 percent higher and in built up areas can be twice the speed. Finally he reiterated the fact that the operator has the primary responsibility for stopping the crane in excessive winds, in conjunction with the appointed person - not site personnel.



Mobile cranes have a lower maximum operational wind speed than tower cranes

### Best Practice Guide for crane hire and contract lifts

Ian Simpson of the HSE warned that companies are relying too much on the card system as a method of proving competence. He said that 'training cards are not enough' and companies could 'come unstuck' if they did not carry out additional training. He noted that several accidents investigated by the HSE showed that the operators had not been given additional training on the crane they were operating.



Ian Simpson

"We have an over-reliance on the card system but companies must go further to satisfy their legal requirement," he said. "The CPCS red cards are issued when a test is passed, but operators must be given additional training on each and every different crane they are to operate and they must be supervised and monitored. If there is an incident, the company needs to be able to show that this additional training has been given."

He said that crane familiarisation was probably best given by the crane manufacturers. Companies should also ensure that Appointed Persons are competent for the size and complexity of the lift. "We have many examples of AP's planning lifts way above their competency level," he said.

#### Hire desk training

A joint venture between the HSE and CPA, the first pilot hire desk training session involved 30 delegates from North Wales and North West in Bootle at the end of September. The scheme will be introduced at the end of this year and is aimed to help hire desk personnel direct the customer either to a crane hire or contract lift, hopefully reducing accidents.

The format of the question flow chart was agreed at the CPA meeting at Vertical Days earlier this summer and is now a finished document available on the CPA website. While the questions in essence have not changed, they are now more rigorous and a form ensures that all answers are recorded which will support the crane hirer should there be an accident.

#### Michelin tyre recall

Michelin representative Jock Aitken said that crane companies should already have received letters by registered post regarding the replacement of its 445/95R25 X Crane 174F tyre. If not Michelin can be contacted on 0800 454774.

The tyres should not exceed an axle weight of 15.6 tonnes, for cranes



below this weight there is no issue. Cranes registered after September 2008 should have an STGO plate stating that it forbids running with axle weights of more than 15.5 tonnes without the formal approval of the manufacturer. He said that to date Michelin had not received one request for approval and so took the decision to issue the recall.

The tyres can manage loads of up to the maximum 16.5 tonnes, BUT normally only at the reduced speed of 36 mph. He said that the tyres were designed for EU axle loads of 12 tonnes with higher loads permitted at reduced speeds. The speed ratings of the tyre is indicated by the last letter - an E representing a maximum of 70 km in an hour and F 80 km in an hour, not KPH!



Colin Wood



#### Diesel particulate filters

Kevin Minton of the CPA said that there had been little further activity, however, the Olympic Development Authority (ODA) is conducting a study into the matter. As it is unlikely to start until next year and probably last six months, the result will almost coincide with the 2011 emissions directive, while the ODA will be close to the handover stage of its contract.

#### Jib test

After the heated discussion last year as to whether operators should be tested on fly jib/boom extension installation as part of the CPCS test, a show of hands this year confirmed that it should not be included.



A diesel particulate filter fitted to a crane

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# Solid base helps Terex loaders

The UK has for some time been one of strongest markets for Terex Atlas, now known as the Loader Crane Division of Terex. The company is widely acknowledged as the market leader, thanks to a strong base with builders' merchants. General sales manager Lee Maynard, spoke to Cranes & Access about the market and the business and how he is facing up to it.

**Cranes & Access:** In recent years the UK has been the largest market for Terex/Atlas - has it not? Is this still the case and why?

**Lee Maynard:** It is certainly true that historically Terex has been strong in the UK and remains so. However, it is a major player in Germany and is enjoying fast-growing sales in the Middle East. No company can afford to be complacent and we are no exception. Our success is down to our commitment to the UK. We believe it has a great deal to do with the fact that customers are dealing direct with the manufacturer on all fronts - sales, service, spares and training.

**C&A:** In spite of all this, sales have surely dropped substantially - with some companies reporting declines of 60 percent or more. What sort of reductions have you seen and what steps has the company taken to remain in the black?

**LM:** We don't for a minute claim to be immune from the current economic climate. The commercial sector remains challenging, but we are continuing to do solid business in other sectors - for example, the military. We are currently fitting TLC240.2E's to 33 specialist 6x6 off-road Iveco Trakkers for ALC, and undertaking trials to supply a further 71 TLC105.2's on the same chassis for the Self Loading Dump Truck (SLDT) project. One deliberate step we've taken, not just this year and last but over several years, is to invest in the scope and quality of our after-sales service. With fewer orders around, it's helping us to win business from new customers.

**C&A:** How is the Terex loader crane order book holding up?

**LM:** Here in the UK we're maintaining and developing market share but, not surprisingly, there are fewer orders around to be won. We remain strong in the builders' merchants sector and continue to enjoy solid sales in the

grab loading and plant industry. The military business is also holding up, while sales to local authorities and the utilities also remain healthy. We pride ourselves on the long term relationships and close rapport we have with our customers - a fact substantiated and reflected in our order book by the number of referrals we receive and repeat business.

**C&A:** When do you see the current slow down turning the corner and beginning to pick up?

**LM:** There is some evidence to suggest that the market is stabilising but how reliable that evidence is



Lee Maynard

remains to be seen. As a company we have certainly witnessed an increase in the number of enquiries received and quotations submitted. Whether these materialise into orders this year or next, or perhaps not at all, is a question that is still to be answered.

**C&A:** While times like this are a challenge it can also create opportunities. How is Terex responding to the changed market conditions in the UK loader crane industry?

**LM:** For our part, we're working harder to support and communicate with our customer base so that we remain the preferred supplier as and when new business arises. We continue to invest in our after sales service and

grow our field service operation while enhancing its effectiveness by introducing a purpose-designed call tracking system. It prompts our service controllers to take specific action and communicate with customers at predetermined points in the call handling process. It's an invaluable tool in helping maximise our first time fix rates on site.

Alongside this we've made maintenance and repair contracts an integral part of the business at a time when more and more companies are understandably taking a critical look at whole-of-life costs.

**C&A:** You've talked about service, but what's happening on the product side?

**LM:** We recently delivered the first of a new generation of cranes, a 380.3 A3, to a plant hire specialist in the north east. It's the first of in a range of .3 models designed to take into account the requirements of European standard EN 12999. The new models incorporate a rated capacity limiter that monitors the position of the stabilisers, helping reduce the risks resulting from stabiliser misuse.

The new cranes can be configured to work with either a straightforward legs-in/legs-out arrangement, or as a fully variable system where capacity is determined by the degree of deployment of the stabiliser extensions. The range also offers a more user-friendly tilting stabiliser system, increasingly important as emissions control equipment on trucks gets more complex, leaving less room for the stabilisers.

**C&A:** So what of the future? What are your aims and objectives?

**LM:** The aim of Terex, and Atlas before it, is to build on its heritage of offering choice, quality, value and service to customers. We believe that offer is the best it's ever been, given the current team and the new products.



The first of a new range, the Terex 380.3 A3



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# ALLMI & CPCS reach new agreement

ALLMI has reached an agreement with CPCS that makes current ALLMI cardholders eligible for red CPCS cards, providing the cardholder has passed the ConstructionSkills Health & Safety Touch Screen Test within the two years prior to application.

ALLMI cardholders using this route will then have until the end of the life of their red CPCS card to achieve the relevant S/NVQ which will qualify them for the blue CPCS card. Please note that, under the terms of this agreement, the expiry date on the card issued by CPCS will match the expiry date on the applicant's ALLMI card. However, there are two exceptions to this rule, which are as follows:

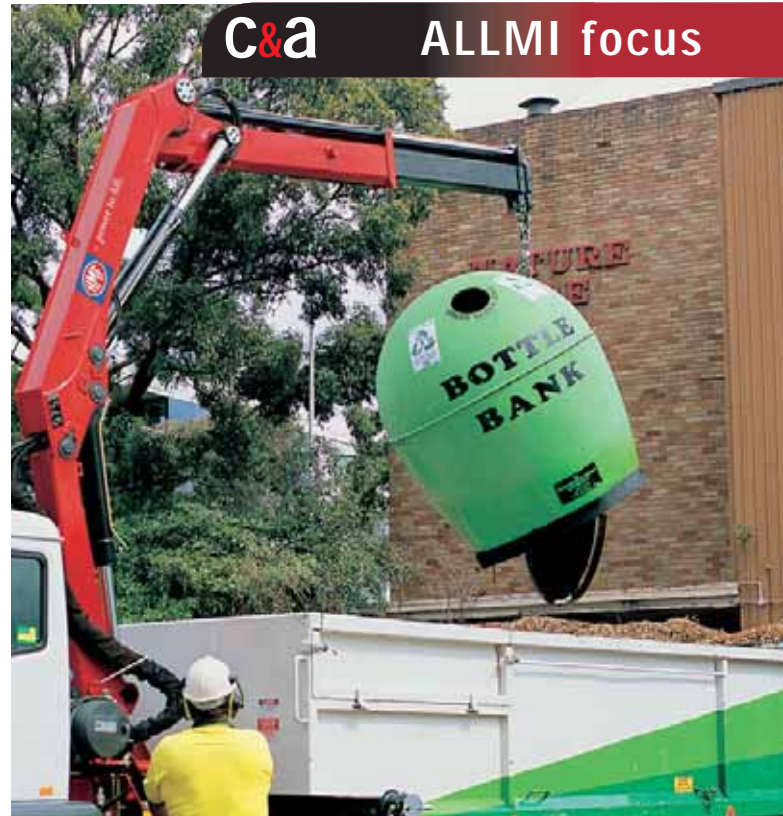
1. Should the expiry date on the ALLMI card be more than two years from the CPCS card's issue

date, then the maximum two year card life will be given by CPCS in order to ensure compliance with standard CPCS rules.

2. Should the remaining life of the ALLMI card be less than six months, then ALLMI refresher training will be required before a CPCS application can be made, this will then result in a CPCS card being issued with a two year life span.

Please note that this agreement applies to ALLMI lorry loader cardholders only (not slinger / signaller cardholders), and that the ALLMI lorry loader categories eligible for CPCS applications are C & D, 1-6. Should applicants hold categories outside of this list then they will need to contact ALLMI for further advice.

In order to apply, cardholders must complete and return the appropriate



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ALLMI focus

application form to ALLMI (available to download from the ALLMI website), together with a cheque for £25 made payable to ConstructionSkills (or a purchase order number if an account is held with Construction Skills).

This agreement is expected to remain in place for the next 12 months, during which time ALLMI and CPCS will hold further discussions in order to continue to support each other's activities and determine the nature of a

permanent agreement.

ALLMI executive director, Tom Wakefield, said: "we're very pleased to have reached this agreement. It represents significant progress and it demonstrates the strength of the relationship between ALLMI and CPCS. The next step is to form a working group consisting of ALLMI, ConstructionSkills and industry representatives, with a view to further aligning the two schemes and formulating a permanent arrangement."



## Engine Management Systems project launch review

On the 25th September over 60 representatives from the truck and loader crane industries came together to listen to the findings of ALLMI's Engine Management Systems (EMS) working group, a committee that was put together two years ago to investigate possible solutions to the problems surrounding the wiring and programming of EMS. Delegates received a series of presentations from the working group members, with representatives of truck, loader crane and PTO manufacturers each offering a different perspective on the issues faced by their industry and explaining the benefits they've gained from the documents and communication processes that have been trialled over recent months.

ALLMI's technical manager, Alan Johnson who heads up the project, said: "The turnout for the meeting was excellent and the feedback we've received so far has been extremely positive. We're confident that the meeting will lead to further buy-in from the few remaining truck, PTO and loader crane manufacturers

not currently involved with the project, which will mean that very soon we'll see the solutions we've developed being adopted across the industry with the ALLMI website becoming a one stop shop for all EMS related information. In addition to EMS, we had a very productive discussion on Whole Vehicle Type Approval and as a result, have agreed on the formation of a working group which will be tasked with providing guidance on this subject specifically relating to loader crane installation."



Les Drage, technical & sub-contract manager for T H White speaking at the launch

## BS7121 Part 4 - out for public comment

The draft of the new BS7121 Part 4, the British Standard for lorry loaders, was recently made available for public comment by the British Standards Institution (BSI). The draft can be obtained from ALLMI or is available to view on the BSI website <http://drafts.bsigroup.com/>. ALLMI chairman, Mark Rigby, said: "it's pleasing to see the development of the new Standard reaching this stage. As an association we've put a tremendous amount of work into this project and we're encouraging our members to read and comment on the document so that we can collate a formal response. As such an important Standard, it's vital that all those involved with lorry loaders have their opinions heard. The 'Public Comment' phase closes at the end of October and we're expecting to see the document published some time during March or April of next year."



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Tel: 0845 600 1550  
Email: [michelle.pentony@easiuplifts.com](mailto:michelle.pentony@easiuplifts.com)



For further information on our IPAF Access Safety Training courses please contact:

Web: [www.aplant.com](http://www.aplant.com)  
Tel: 0845 600 8573  
E-mail: [cts@aplant.com](mailto:cts@aplant.com)



All training centres above offer IPAF approved and audited courses for Operators of Mobile aerial work platforms, European directives require that all staff are fully and adequately trained in the safe use of the equipment they operate.

See [www.ipaf.org](http://www.ipaf.org) for full listing

# Training failure costs £100,000

Select Plant Hire has been fined £100,000 for the Croydon tower crane accident in June 2007. The cranes superstructure flipped over backwards and landed on the roof of the Croydon Park Hotel. The operator, John Young, 39, miraculously survived, but suffered multiple fractures and was in a body brace for 10 weeks.



Prosecutors blamed inadequate training for this accident

Select admitted breaching health and safety laws while the crane was being climbed, the erectors had failed to secure the superstructure to the tower before trolleying in a new section. The prosecution claimed that they had not been properly

trained to climb the specific crane and were not sufficiently supervised. Andrew Kinnier, speaking for Select, said the company had an "impeccable" safety record, while new measures, including improved training, have been put in place.

# Scaffold fall costs £16,750

John Doyle Construction Ltd of Little Burrow, Welwyn Garden City, Hertfordshire, has been fined £3,500 plus costs of £13,244 after pleading guilty to breaching the Work at Height Regulations 2005, following an accident at the Hilton Hotel site in Liverpool in July 2007.

John Doyle employees were moving scaffolding tower on the site when it overturned and fell down an embankment. Gerard Baccino, 49, was removing lifting chains from the top of the scaffold and fell around six metres to the ground when it toppled over. Baccino, a father of three, suffered back injuries in the fall, fractured his pelvis and chest, and has been unable to return to work. Mark Cuff, HSE's investigating inspector, said: "This incident was entirely avoidable and was caused by John Doyle Construction asking Mr Baccino to work at the top of a

structure that was inherently unstable. The scaffold tower was being used during the construction of concrete columns. It was specifically designed to be lifted as a single unit, but the company decided to partially dismantle it and move it in two parts. It should have considered the implications of not following the procedures for lifting the scaffolding. Its failure to do so resulted in one of its employees being seriously injured, and it was only by chance that there wasn't a fatality." Baccino joined Doyle's just four days prior to the accident.

# Fall costs Carillion almost £50,000

Carillion (AMBS) Ltd, of Glasgow, was fined £40,000 and ordered to pay £8,300 after pleading guilty to breaching the Work at Height Regulations 2005, for failing to ensure cleaning work was properly planned and supervised and for failing to take measures to prevent a fall at the Ratcliffe-on-Soar power station in Nottinghamshire.

On 7th October 2007, a temporary industrial cleaner working for Carillion at the E.ON power station was asked to clean ducting that supplied air to the boilers. Two ducts were separated by a gap, with no edge protection and there was a drop of six-and-a-half metres to the grating below.

The cleaner was provided with a harness and given instructions, but was not provided with any training on how to use it. The harness is designed to halt someone mid-fall, so it only reduces the potential for injury rather than preventing the fall altogether.

The cleaner unclipped himself from the girder the harness was secured to, but then fell between the gap. He suffered a broken femur, 11 broken ribs, a bruised lung and two cuts to his head which required stitches. He has been unable to return to work.

HSE inspector Sian Tiernan said: "Every month 1,000 people suffer serious injuries as a result of slips, trips or falls in the workplace. These life shattering injuries can be avoided by sensible, proportionate management of the risks, but sadly that was not done in this case."

# Who trained him then?

Spotted by a reader in Germany, this man and the operator believe that the clamshell of an excavator is a suitable work platform.

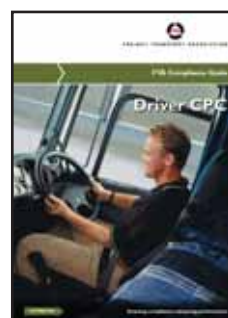


# Guide to driver CPC training compliance

European Directive 2003/59/EC, came into effect in September, requiring all drivers of delivery trucks above 3,500 kgs - C1, C1+E, C or C+E- to gain a Certificate of Professional Competence (CPC) by 2014.

New drivers will simply need to pass a test at the start of their career, while drivers who already hold a relevant licence, will need to attend an approved course for a minimum of seven hours and complete a total of at least 35 hours of training every five years.

Some drivers are exempt, including those who drive a vehicle which is a work tool, rather than a delivery vehicle. So truck/van mounted lifts are exempt, while rental delivery drivers are not. The UK's Freight Transport Association (FTA) has published a guide to the subject, including what is required to carry out the training in-house. The FTA can be contacted on +44 (0)870 60 50 000. [www.fta.co.uk](http://www.fta.co.uk)



# New Liebherr training facility

Crane manufacturer Liebherr has extended its range of services by offering fully certified and accredited training courses in plant lifting operations from its UK headquarters in Biggleswade, Bedfordshire.

The new, purpose-built training centre is on the same site as the impressive Liebherr UK operations and has its own specific training area and dedicated mobile crane. Headed up by training manager Andy Claypole, the set up reflects Liebherr's typical 'no shortcuts' standards.

Liebherr training is fully accredited by the CITB (Construction Industry Training Board) and City and Guilds Institute and uses its expertise and knowledge to deliver approved qualifications and assessment in plant lifting operations in three categories - Intermediate

Construction Training (ICT), National Vocational Qualification (NVQ) and Construction Plant Competence Scheme (CPCS).

The training courses also cover a wide range of statutory courses ensuring compliance with lifting operations and lifting equipment regulations (LOLER) and British Standards for the safe use of cranes (BS 7121 range).

"Our programme covers the full range of courses from the basic operations course - a 10 day foundation course for potential mobile crane operators with no



Training manager Andy Claypole (centre) with Operator Trainers Craig Scammell (left) and Gordon Barber.

formal instruction all the way through to experienced operators requiring one day refresher training - through to the four day slinger and signaller foundation, the two day lifting tackle inspector course, right up to the four day planning and managing of complex lifting operations for the CPCS Appointed Person," said Claypole. "The training school provides both classroom and real-life, hands-on experience and assessment in our specially constructed proving ground using our own dedicated 30 tonne mobile All Terrain crane for the practical aspects of the training courses. All courses are available in CPCS or non CPCS format and can be tailored for individual clients if required."

During the C&A visit to the training centre, a full familiarisation instruction course was being given to Ainscough employees prior to the company taking delivery of a new 250 tonne, six axle Liebherr LTM 1250-6.1 which included all the set-up and operational procedures including jib set up. These in depth 'familiarisation' courses are additional to the standard accreditation instruction and testing. (See CPA page)



Ainscough operatives on a familiarisation course on a Liebherr LTM1250-6.1 all terrain mobile crane

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# MEWPs are safer and more productive: Study by major contractor

Research on the "Selection of Access Equipment" commissioned by UK-based Crown House Technologies, part of the Laing O'Rourke Group, has found mobile elevating work platforms (MEWPs) to be safer and more effective compared with other methods of working at height.

"Following our study we were able to provide evidence that MEWPs are safer, more productive, ergonomic and avoid unnecessary strain injury," said Gerry Mulholland, HSE leader at Crown House Technologies (CHT), speaking at the Europlatform conference in Milan, Italy. "MEWPs are also easier for site management to maintain the appropriate safe standards as there are fewer variables and fewer opportunities to make the wrong choice. General site opinion from our workforce is that MEWPs get the job done faster and more easily."

The findings were the result of a complete review of low level work at height procedures (up to 4.5 metres) for mechanical and electrical installation carried out by CHT in 2008. The research began with a

series of seven road shows attended by over 170 people across the UK where CHT asked their workforce, "What do you prefer to work from?"

Falls from height are the primary cause of serious injury in the construction industry. CHT's detailed review found that just under a fifth of all accidents on site are related to access equipment. A small proportion of these are caused by MEWPs (19%), compared with podiums, mobile towers, ladders and A-frames.

The study also looked at the cost of access-related accident claims, repair costs and loss and damage costs from a selection of projects, including: Heathrow Airport Terminal 5, the Royal Ascot Racecourse Grandstand, the Slough Treatment Works, the Arora Hotel at Heathrow Terminal 5, and the York Building, Marble Arch in London.



"MEWPs get the job done": Crown House Technologies' HSE Leader Gerry Mulholland speaking at the Europlatform conference (photo: Access International)

While the weekly hire rate for a MEWP is more expensive than other equipment, CHT expects to see fewer falls from height and fewer accident claims in the future. Reviewing the personal injury claims data, it found that over a two-and-a-half-year period, podiums accounted for 41 percent of claim costs while MEWPs were 11 percent.

CHT undertook a series of time and motion studies using different types of access equipment on two different projects. On average, MEWPs were

found to be three times more efficient than mobile towers and podiums.

"The findings have led us to eliminate the inconsistent use of access equipment and standardise the selection of this equipment," said Mulholland. "We have developed a matrix which is used to help select the most appropriate item of equipment for any typical M&E task we undertake, up to 4.5 metres working height, helping the user to select the right access equipment for the job."

## IPAF declares the WAHR a resounding success

IPAF has responded to the review of the Work at Height Regulations (WAHR), launched by the UK Parliament as part of post-implementation reviews of existing legislation.

"The regulations have been a major step in bringing about safer work places where work at height is carried out," said the federation in its written submission to the House of Lords select committee on the Merits of Statutory Instruments.

IPAF also called on the UK government to campaign for more even and wider implementation of the European Temporary Work at Height Directive 2001/45/EC, as British business is currently being placed at a competitive disadvantage.

"The UK has been at the forefront of the campaign to reduce deaths caused by temporary work at height," noted the federation. "However, this may have put the British economy at a disadvantage because the Temporary Work at Height Directive has not been implemented to the same degree in other EU member states. We call on the UK government to push for more consistent implementation of the Directive in other EU member states based on the experience in the UK. This should help to promote consistent enforcement by authorities and a level playing field for contractors quoting for work across various states."

## PDS draws another record turnout

This September's IPAF Professional Development Seminar (PDS) in Stoke-on-Trent attracted a record turnout of around 205 instructors and staff from IPAF-approved training centres.

"It was a wonderful event with a highly focused group of people," said IPAF managing director Tim Whiteman. "There was a high level of discussion and debate on issues regarding training." The event was rounded off by IPAF president John Ball, who congratulated the industry on creating a successful voluntary training programme.



IPAF instructors turned out in full force at the PDS

## Mark the date of the IPAF Summit and IAPAs

The next IPAF Summit and International Awards for Powered Access (IAPAs) will be held on 25 March 2010 in London. The venue is the Grange St. Paul's Hotel, Godliman Street, close to St. Paul's Cathedral in The City.

The deadline for submitting award entries is 31 December 2009. Details will be available shortly at [www.ipaf.org/iapa](http://www.ipaf.org/iapa)



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Offices in France, Germany, Italy, the Netherlands, Spain, Switzerland and the USA.

# Biggest gets Bigger

The first scale model version of the Mammoet PTC crane was introduced in 2008 and at the time it was the largest mass-produced 1:50 scale model made. In the base configuration it is around two metres high and is an extremely impressive example of the model maker's art. It remains the best model reviewed to date on the Cranes Etc website.

Not content with its size, Mammoet commissioned WSI to produce an extension set for the PTC and this has now been released. It contains a number of main boom and luffing jib sections as well as other components, and these combine with the base model to produce a giant that stands almost four metres to the jib tip.

The manufacture and detailing of the parts are of the same high standard as the base model. Assembly is

fairly straightforward, but it is a big job and up to eight hours should be allowed, and two people are required at various points in the process.

What results is a staggeringly impressive model crane which has very high quality engineering as the stresses generated in a model like this are significant. The only issue is where to display such a large item, it would look great in a corporate office. The extension set is highly recommended and can be obtained from the Mammoet Store for €249.



The massive extended PTC



Heavy luffing boom



With the extension kit fitted the PTC stands almost 4m high

# Kramer Allrad 3307

Although the standard scale for construction equipment models is 1:50, telehandler manufacturers have tended, in recent years, to commission models in the larger 1:32 scale. One new model in this scale is the Kramer Allrad 3307 which has been produced by Universal Hobbies. It is a classic rigid chassis telehandler with an access platform attachment..



Detailed cab

The first impression of the model is that it is nice and chunky looking, although not as heavy as expected because many parts of the model are plastic. However the use of plastic

has been carefully managed so that visually it is hard to tell the plastic parts from the metal and the model looks very good.

The tyres have a heavy and realistic rough terrain tread, and they steer well on their axles. An interesting feature is that turning the front wheels actually turns the steering wheel inside the cab. The cab itself is very detailed with the joystick control authentically modelled. The cab door opens while realistic lights and mirrors adorn the outside.

The first - base section of the boom is metal with hydraulic hoses running along its underside. The rest of the boom is made from high quality plastic which reduces the weight and improves the stability of the model. There is further nicely made hosing at the platform connection to the boom. The basket itself is well detailed

featuring anti-slip flooring and good structure, while the hand rails look particularly realistic.

Overall the 3307 is a high quality model and is rated as 'Highly Recommended'. It can be obtained for around £30 which represents very good value.

To read the full review of this model visit [www.cranesetc.co.uk](http://www.cranesetc.co.uk)



The KramerAllrad 3307



Basket extended

## Cranes Etc Model Rating

Packaging (max 10)	8
Detail (max 30)	22
Features (max 20)	14
Quality (max 25)	18
Price (max 15)	13
Overall (max 100)	75%

# 360° rotation - on a fork

Dutch telehandler rental company Slemaco has patented and obtained CE approval for a set of forks for telehandlers which offer a full 360 degrees of rotation in order to allow wide loads to be rotated and telescoped into narrow openings, such as windows.

The company, based in Biezenmortel, north of Tilburg has spent 10 years operating and renting telehandlers, giving them a deep insight into the products, their applications and some of the challenges user face. It occurred to them that picking up palletted loads in narrow confined areas, or placing long items = equal wide loads into buildings with narrow openings often reduced jobsite efficiency, based on this the owners Ruud Slenders and Ronald Maas set to work to design a solution, once perfected they called it the Romaster.

The rotation is made possible thanks to a fairly large slew bearing with hydraulic worm drive which allows 360 degree continuous rotation - if desired. However it is the ability to rotate the forks by up to 90 degrees each side of centre that most users will appreciate. The Romaster uses the telehandler's standard quick release connections so that a fleet owner need not purchase one for every machine in their fleet.

Once the two owners have perfected the design they applied for a patent and called in TÜV to verify their

calculations, inspect it, check its conformity to all relevant EU directives and CE mark it. Now that this has been done the company is looking to market it internationally in partnership with equipment distributor VGM. Slemaco will handle the home market while VGM will look after exports.

So far the company has tested the Romaster with Merlo, Manitou and Dieci telehandlers, the TÜV inspection and approval process included a look at the interface with the telehandler and its effect on the boom etc...



The Romaster  
360° forks



The forks allow a long load to be turned to pass through a restricted opening.



The Romaster can pick and place a load from an angle



during normal anticipated use. However to date none of the telehandler manufacturers have tested or approved the installation. The Romaster has a maximum capacity of 2.5 tonnes and Hans Visser of VGM says that while suited to all industrial telehandlers he prefers to mount it to 360 degree models and straight frames fitted with outriggers.

## Use it with gloves

Getac UK a manufacturer of rugged computers aimed at field-based applications has launched a new line of rugged Tablet PCs - the V100 - which it claims are the first rugged computers to offer a Multi-Touch screen for use with or without work gloves. The new Multi-Touch technology allows users to move and edit documents, rotate maps and photos, zoom in and zoom out on the maintenance manuals and navigate numerous system applications by using a series of single touch, dual touch, "flick," and application "gestures" with their fingers.

Getac's Resistive Multi-Touch technology is not based on capacitance sensitivity, which means users can perform these actions, and many others while wearing protective gloves. This makes it ideal for industrial and field professionals who work with dangerous chemicals or perform their job in extreme weather conditions. Even with gloves, the sensitivity and accuracy of the multi-touch screen is extremely high. The screen features 2048x2048 resolution, 100 points per second report rate, and less than

Getac's new V100 rugged tablet PCs have new easy to use touch screen technology.



35ms response time. The tablets are also completely compatible with Microsoft's Windows 7.

"Our customers work in some of the most extreme environments and weather conditions where touch screen technology and flick gestures are faster, safer, and more convenient than using a keypad," says Peter Molyneux, business development director at Getac UK.

Getac's Multi-Touch technology will also offer when it is launched later this month.

## enquiries

To contact any of these companies click on the 'Access & Lifting Directory' section of [www.vertikal.net](http://www.vertikal.net), where you will find direct links to the companies' web sites for up to 12 weeks after publication.

To have your company's new product or service featured in this section, please send in all information along with images via e-mail to: [editor@vertikal.net](mailto:editor@vertikal.net) with 'Innovations' typed in the subject box.

Dear Mark,

I would like to comment briefly on the letter from my old friend and former colleague Stuart Anderson, in your last issue on "Who built the first fully hydraulic rope crawler crane?" Stuart is, of course, correct, in what he writes - when it comes to technical knowledge on cranes past and present, he is like a walking dictionary. However, the limited development of cranes by Hymac never altered the basics of that company as a hydraulic excavator producer and sales of cranes were few, and to the best of my knowledge, confined almost exclusively to the UK market.

Sennebogen metamorphosed themselves completely from a small manufacturer of hydraulic excavators mainly sold under the Zeppelin badge, into an internationally known producer of specialist cranes of all sorts, a most incredible achievement.

As I heard from the father's own lips, this was purely due to the courage and foresight of his son Erich Jnr., thus matching his parent's enterprise and determination as the founder of the business. I am sure that it will continue with future generations of Sennebogen.

To end this letter on a flippant note, if one dropped the word "crawler" and interpreted the word "hydraulic" in its literal sense, it would be Coles in 1879 who produced the world's first hydraulic crane, using water not oil...

Yours Sincerely

Dick Lloyd

R.J. Lloyd

Dear Leigh,

I must ask for you to consider withdrawing the IPS parts advert on your web site on the grounds that it advocates smoking by showing a man with a pipe stuck in his mouth on the advert. On another subject of employers seeking workers can you print an apology for misleading us out of work people. If you can advertise for them then there are no jobs so put up the jobs or print an apology, sounds like sour grapes but you made the statement and therefore in name of balance and fair play print the jobs or retraction due to the bosses covering their failing businesses by saying they need workers - common practice.

**More than cynical**

*We looked at the IPS advert, which is a deliberately retro advert promoting its parts service, we are entirely*

*happy that it does not promote smoking in any way and that the image is entirely in order. As to our correspondents' other point, we asked for further clarification but as of going to press have not had any further response. We think he is referring to the offer we have made to run jobs wanted adverts for free in order to help those currently unemployed. We do know for a fact that the few we have run have drawn some responses with at least two of them leading to more than one job offer. We can also confirm that as far as we are aware all of our job advertisers have gone on to hire the staff they were looking for. We have withheld this mans name as he has not responded with his approval or clarification and far be it for us to not print a complaint.*

LWS

Dear Sir,

The Office of Fair Trading recently revealed the extent of the fines handed out to 103 contractors who it deemed had been guilty of bid rigging and cover pricing. Although the fines total £130 million, the OFT pointed out that they could have been far higher were it not for the current economic climate.

The question now is, what effect will the whole situation have upon the guilty parties? Many people will presume that the big players will find it easier to cope with the financial penalties but the fines are proportionate to turnover. For example, ARG Mansfield Ltd, a smallish player with a net worth of less than £100k has been fined £12k, whilst Kier Group has been hit with a fine of nearly £18 million. Normally the fines would have to be paid within two months but the OFT is allowing the contractors to pay off their penalties in instalments over a three year period. This should help to minimise the impact on each company's cash flow. :

I think the OFT will be pretty flexible with the instalments. Their purpose was to take a stand and clean up the construction industry, it was not to close down companies and put more people on the dole... The OFT has also directed procurers not to automatically blacklist the guilty parties from future tendering processes as it feels that cover pricing was so endemic in the industry that it was almost 'the norm' and that there were many more guilty parties than the ones that were actually penalised. The general consensus is that punishments have been meted out and lessons have been learnt so everyone should move on.

I am though sceptical about the 'forgive and forget guidance'. Whilst the OFT may have some sway with public sector procurers, the private sector may not choose to be so forgiving. Some private companies who feel that they have been ripped-off in the past may not invite these contractors to tender for future projects and contractors that rely on private sector work could see their future order books dwindling.

It is too early to say what effect this situation will have on the 103 contractors, however at we at Top Service are monitoring them all carefully, large and small companies alike.

Yours truly,

Emma Bridges

Director Top Service



Dear Sir,

I read with interest your article on Nifty Lift's SiOPS System, although the system appears robust, it seems to me that a machine travelling over rough terrain and the operator forcing the 'system' downwards (by hanging onto one of the handles provided) will make the machine stop inadvertently.

I base this on the company's video showing a 'light' downward force only is required to 'trip' the device. This then has the effect of making a safety system stop the machine for no apparent reason. If this happens often enough during the operation of the machine it becomes inconvenient. Then the operators will try to circumvent the device, therefore rendering it useless. One must remember that a 'simple' system (as you put it) is also easy to go around and modify.

Safety systems have morphed over the years. A simple little switch or two can be circumvented if a system alerts an operator of a danger when there isn't one. I have seen too many of these types of safety devices being 'modified' (on other types of agricultural and construction machines) because they became a nuisance. In a court of law, the question always asked in depositions is: "Could you have foreseen that the device would cause inconveniences when operated that would have forced the owner/operator to circumvent it in order to do his job?" In this case I would have to say YES. A device cannot impede an operator from doing his job by causing nuisance emergency stops

I know your answer will be that the operator MUST complete a daily check list before he operated the machine but if it is the same operator who 'modified' the system, that check sheet will be checked as 'operational' when it actually is not. I also know that the legal system here in Europe is different to that in the USA, but eventually it will happen.

Best regards

Claude Dubé

Managing Director/Geschäftsführer

SALTA Engineering GmbH

Delmenhorst Germany

*We did raise this point with Nifty lift prior to publishing and were assured categorically that the settings were such that accidental activation would be unlikely, the video mentioned was set up simply to indicate how it works, and the operator was not put through a real life crushing incident. However Mr Dubé makes an excellent and very valid point and we do agree with the overriding point that he raises.*  
Ed

## Mea Culpa

Hello,

I do not understand, why you still publish pictures of machines where the operators are not wearing harnesses. Do you just highlight missing harnesses in case of accidents and/or fatalities?

I would suggest either to not accept such PR pictures without harness wearing operators or not to blame victims of accidents when they have not been wearing a harness. If you accept such PR pictures as these from UpRight, you should also stop publishing the "Death Wish" series.

Kind regards

Frank

*We are not sure which Frank this is, but he makes a very valid point which many other visitors to Vertikal.Net raised with us. The photo that Frank refers to was sent in from Omega lift of Holland (Where there is a massive resistance to wearing harnesses) which builds the new track mounted AB46 for UpRight.*

*Most manufacturers are now very alert to this issue and we receive very few such pictures these days. We completely missed this one, saying that we then missed another sent in by Aldercote a few weeks later! We passionately promote the wearing of harnesses and short lanyards in boom lifts and do all we can to spread the word. Having said this sometimes we do receive a great photo showing some real benefits or interesting application where the operator is not wearing a harness.. we will take a look at our policy on these...*

LWS

Dear Leigh,

I contact you with regards to the letter in your latest issue from Gary Brady. I am the person that Mr Brady failed to name in his letter and feel that I must give my response.

I was employed by Company X prior to them being taken over by Company Y. I moved from Company X to my current employer shortly after the takeover and felt that the requirements of many of my customers that had been with me and Company X for some time were not going to be met by the new suppliers, whom they had moved away from in the past.

There was no need for me to cut the rates as the customers only needed to know from me that they were going to receive the same service as I and my previous company had provided them in the past.

As many of the customers say you can call a Doberman a Poodle but it will always be a Doberman, changing the name of a company will not always work. To this end they were more than happy to move their business and continue to work as before.

My old employer has contacted my new employer on a number of occasions saying that the tactics we were using were unfair so Mr Brady's comments seem a bit rich.

I am hoping that you may print this response as the person in the letter from Mr Brady although I am not named by him many who know the situation know exactly that he was referring to me and I feel that it is important that I should be able to put forward my side of the story.

Yours,

*This letter has been edited in parts, in order not to inflame the situation and to try and prevent us ending up in the middle of it. In the same vein, we recommended that the respondent withhold his name. The point he was making was that he left due to concern over the takeover and his role within the new operation, and that those customers who moved with him did so for reasons other than price.*

*We all know how these things work and we have no way of separating the truth from the fiction. The key point for us is that the access rental industry as a whole needs to raise its level of professionalism, particularly when it comes to sales and marketing.*

LWS

# Whats on?

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

## SAIE 2009

Bologna Fair, Italian Building products exhibition.  
October 28-31st, 2009, Bologna, Italy  
Phone: +39 051 282111  
Fax: +39 051 6374013  
E-mail: [saie@bolognafiere.it](mailto:saie@bolognafiere.it)



## Big Five 2009

Middle East construction show in Dubai  
November 23-27, 2008 Dubai, UAE  
Phone: +49 (0) 89 949 22 0  
Fax: +49 (0) 89 949 22 350  
E-mail: [info@imag.de](mailto:info@imag.de)

## Cranes Asia

Two day seminar on crane safety  
December 9-10, 2009, Singapore, Singapore  
Phone: +44 (0)20 8269 7743  
Fax: +44 (0)20 269 7803  
E-mail: [khearn@progressivemediagroup.com](mailto:khearn@progressivemediagroup.com)

## Executive Hire Show 2010

Exhibition for the UK Tool Hire industry  
February 3-4, 2010  
Coventry, UK  
Phone: +44 (0)1249 700607  
Fax: +44 (0)1249 700776  
E-mail: [nigel@executivehirenews.co.uk](mailto:nigel@executivehirenews.co.uk)

## ARA / Rental Show 2010

Atlanta Georgia Feb 8th to 11th 2010  
Tel: +1800 334 2177  
Fax: +1309 764 1533  
E-mail: [info@therentalshow.com](mailto:info@therentalshow.com)



## Middle East Cranes Conference

Conference on Crane safety  
February 23-24th 2010 Dubai, UAE  
Tel: +44 (0) 208 269 7781  
Fax: +44 (0) 208 269 7803  
E-Mail: [info@progressivemediagroup.com](mailto:info@progressivemediagroup.com)

## IPAF Summit

Annual Summit for International Powered  
Access Federation  
March 25th 2010, London, UK  
Phone: +44 (0) 1539562444  
Fax: +44 (0) 1539564686  
E-mail: [info@ipaf.org](mailto:info@ipaf.org)  
[www.ipaf.org](http://www.ipaf.org)



## Bauma 2010

World's largest construction equipment  
show, April 19-25th, 2010 Munich,  
Germany Phone:   
+49 (0) 89 51070

## Safety & Health Expo

Health and safety show May 18-20th,  
2010 Birmingham, UK  
Phone: +44 (0) 207 921 8067  
Fax: +44 (0) 207 921 8058  
E-mail: [tbond@cmpinformaton.com](mailto:tbond@cmpinformaton.com)

## SED 2010

UK construction equipment show  
May 18-20th, 2010 Rockinham  
Speedway,   
Corby, UK  
Phone: + (44) 020 8652 4810  
Fax: + (44) 020 8652 4804

## Vertikal Days

UK /Ireland crane   
and access event  
Haydock Park June 16th/17th 2010  
Tel: +44 (0) 8448 155900  
Fax: +44 (0) 1295 768223  
E-mail: [info@vertikal.net](mailto:info@vertikal.net)  
Web: [www.vertikaldays.net](http://www.vertikaldays.net)

## Platformer Days

German access equipment event  
August 27-28th, 2010  
Hohenroda, Germany  
Phone: +49 (0) 5031972923  
Fax: +49 (0) 5031972838  
E-mail: [2010@platformers-days.de](mailto:2010@platformers-days.de)

## Verticaaldagen Benelux

Benelux lifting event  
September 2010  
Safaripark Beekse Bergen, Netherlands  
Phone: +31 (0)6 30 421 042  
Fax: +31 (0)84 710 0518  
E-mail: [info@verticaaldagen.net](mailto:info@verticaaldagen.net)

## Conexpo 2011

The leading US equipment show  
March 22-26th 2011  
Las Vegas, Nevada, USA  
Phone: +1 414-298-4133  
Fax: +1 414-272-2672  
E-mail: [international@conexpoconagg.com](mailto:international@conexpoconagg.com)

## Intermat 2012

International construction equipment show  
April 21-26th, 2012 Paris, France  
Tel: +33 1 49685248  
Fax: +33 1 49685475   
E-mail: [info@intermat.fr](mailto:info@intermat.fr)

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25 t Demag AC 25	2000	4x4x4	25.00m + 13.00m
30 t PPM ATT 335	1997	4x4x4	27.40m + 15.00m
35 t PPM ATT 400	1998	4x4x4	30.40m + 15.00m
35 t PPM ATT 400/2	2000	4x4x4	30.40m + 8.00m
40 t Terex-Demag AC 40L	2009	4x4x4	37.40m + 8.00m
40 t Liebherr LTM 1040-1	1994	6x6x6	30.00m + 8.00m
45 t Faun ATF 45-3	2004	6x6x6	34.00m + 15.20m
50 t Demag AC 155	1993	6x6x6	40.00m + 17.60m
50 t PPM ATT 590	1996	6x6x6	40.00m + 15.00m
50 t Faun ATF 50-3	1997	6x6x6	38.00m + 16.00m
50 t Demag AC 50-1	2002	6x6x6	40.00m + 17.00m
50 t Grove GMK 3050	2006	6x6x6	38.10m + 15.00m
55 t Liebherr LTM 1055.3-1	2004	6x6x6	40.00m + 16.00m
60 t Faun ATF 60-4	2000	8x6x8	40.00m + 16.00m
70 t Grove TT 865	1997	8x6x8	38.00m + 18.50m
75 t Grove GMK 4075	2001	8x6x8	43.20m + 27.00m
75 t Grove GMK 4075	2001	8x6x8	43.20m + 17.00m
80 t Liebherr LTM 1080/1	1999	8x6x8	48.00m + 17.00m
90 t Faun ATF 90G-4	2008	8x6x8	51.20m + 19.00m
110 t Faun ATF 110G-5	2006	10x6x10	52.00m + 16.20m
120 t Faun ATF 120-5	1997	10x8x10	49.00m + 16.20m
120 t Terex-Demag AC 120	2007	10x8x10	60.00m + 17.60m
160 t Faun ATF 160G-5	2009	10x8x8	60.00m + 37.40m

**TELESCOPIC - TRUCK CRANES**

Make / Type	y. o. m.	Drive	Boom / Fly Jib
25 t Kato NK 250 E	1998	6x4x2	30.00m + 7.50m
25 t Tadano TL 250 E	1998	6x4x2	30.00m + 7.50m
50 t Kato NK 500 E	1997	8x4x4	40.00m + 15.00m
50 t Tadano TG 500 E	1999	8x4x4	40.40m + 14.60m

**ROUGH-TERRAIN CRANES**

Make / Type	y. o. m.	Drive	Boom / Fly Jib
50 t Tadano TR 500 E	1989	4x4x4	34.10m + 17.10m

**REACHSTACKER**

Make / Type	y. o. m.	Drive	Boom / Fly Jib
40 t PPM 40 GMI	1991	4x2x2	4 th height

**BOOMLIFTER**

Make / Type	y. o. m.	Drive	Boom / Fly Jib
3.5 t JCB Teleskidler 535-125	2007	4x4x4	12.50 m
5.0 t Terex Girulift 5022	2001	4x4x4	22.00 m

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**Upright X32N**  
Electric Scissor Platform  
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Universal Platforms [www.universalplatforms.com](http://www.universalplatforms.com)  
Wilson Access [www.wilsonaccess.co.uk](http://www.wilsonaccess.co.uk)

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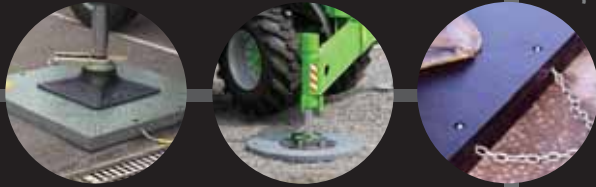


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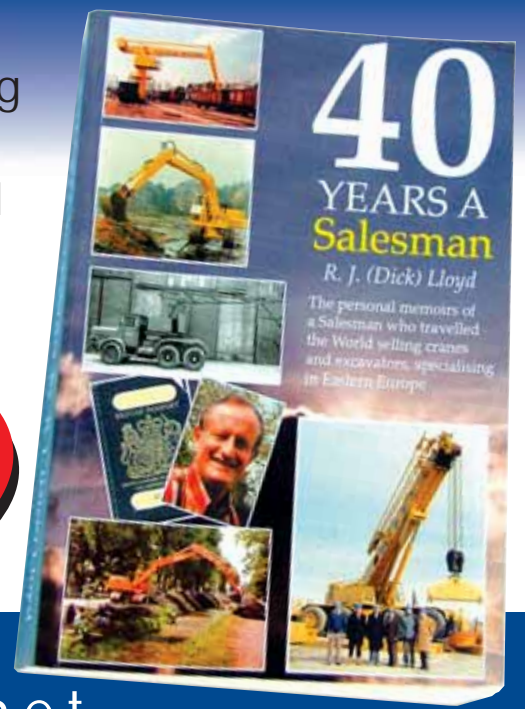
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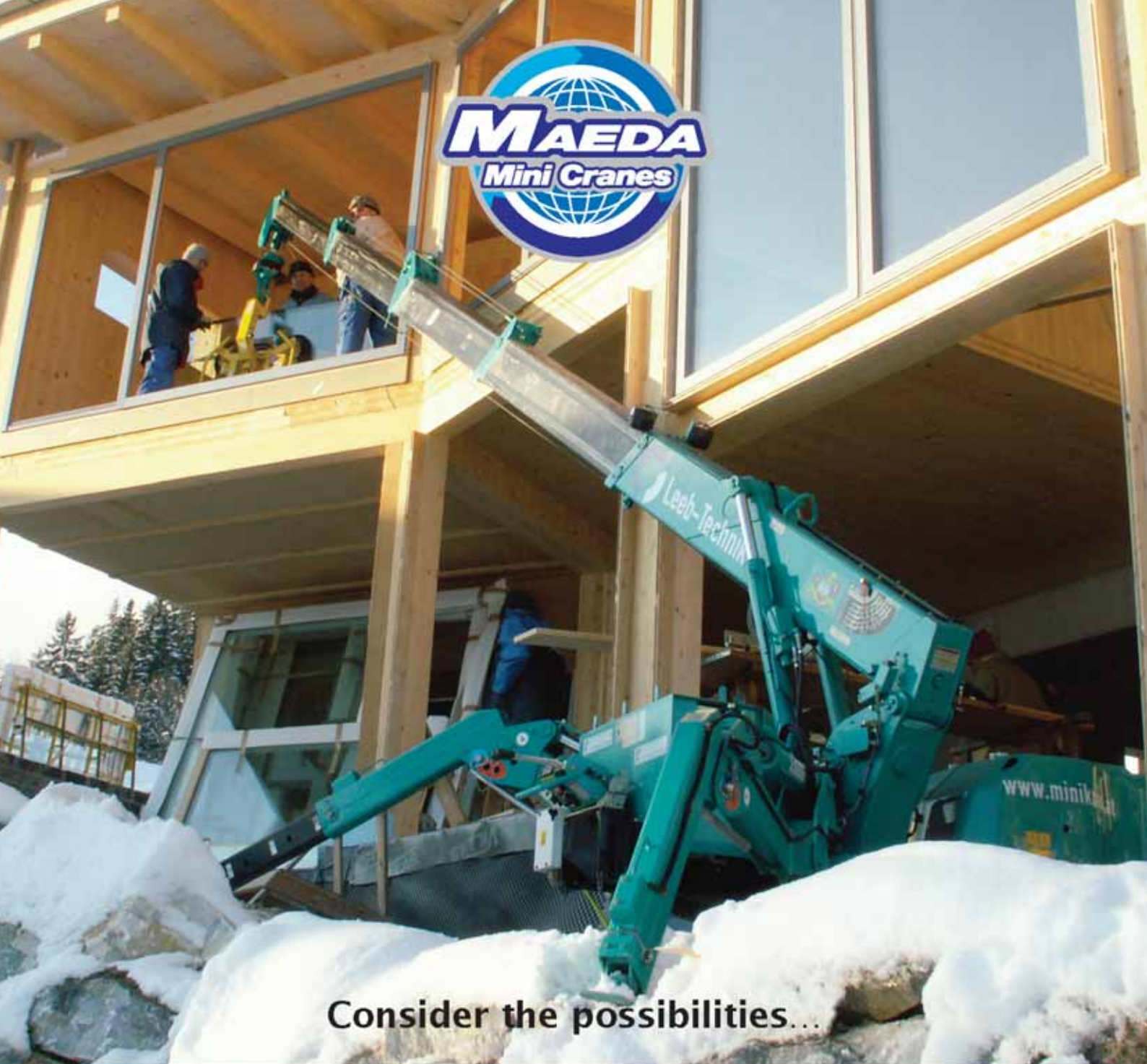
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