CIAILES SECONDICTION November 2013 Vol.15 issue 8

Mastclimbers and hoists

Heavy lift
Outriggers

....Manitex acquires Valla...Merlo's Hybrid telehandler...New lifts from Palfinger & Ruthmann.

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HHHHH



5J63 AJ ARTICULATING BOOM

21.38 m working height and a horizontal reach of 12.19 m

Combining a working height of 21.38 m, a horizontal reach of 12.19 m, and an up and over clearance of 8.38 m, Skyjack's SJ63 AJ is designed for versatility. Superior positive traction and terrainability is provided by the axle based 4WD used in many of Skyjack's product designs, which accounts for a proven low maintenance, rugged and reliable drive train. 360 degree turret rotation and zero tail swing allow for flexible operation in tight locations.

The 63AJ features a unique open center knuckle riser design for improved visibility, compact dimensions, and below grade reach capabilities. Dual lifting cylinders provide superior comfort and stability, while also maintaining true vertical rise which prevents drifting forward or backwards.



On the cover:

A brightly illuminated harbour crane at the LaLa Port in Toyosu, Tokyo. Photograph by ntstnori.











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crane from PM, Bobcat upgrades telehandlers, Hewden spends £61 million, third quarter financial roundup.



relatively quiet in terms of the development of large cranes from the major manufacturers. Although we have seen deliveries of the recently launched 3,000 tonne Liebherr LR13000 and 2,300 tonne Manitowoc 31000, customers are not exactly lining up to order more of them. And yet on the other hand



smaller units are selling like hot cakes. Cranes & Access investigates....

Outrigger mats 27

Every year since 2005 we have highlighted the importance of the safe use of outriggers and mats as well as spreader plates, cribbing and other forms of ground protection. All are intended to prevent cranes, aerial lifts and telehandlers from overturning. Unfortunately, eight years on, it is clear that many crane



operators, owners and site managers still fail to treat this area seriously enough.

Mastclimbers and hoists 37

With the construction industry gradually recognising the many advantages that mastclimbers provide for façade and other works, Mark Darwin pays a visit to UK-based mastclimber rental company Brogan Group and talks to operations manager Jim Casey about the company and the industry as a whole.

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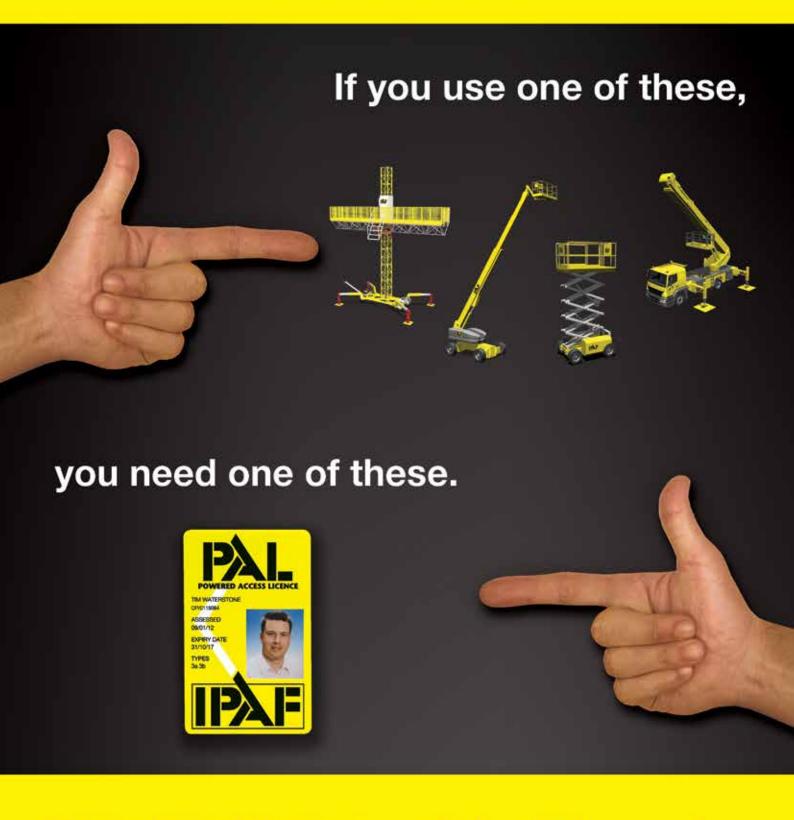
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In the next C&A

The next double issue of Cranes & Access, scheduled for the second week of the New Year, will feature our annual roundup of the major news stories of 2013 along with our annual rental rate guide. It will also include features on mid to large truck mounted lifts and loader cranes. If you have any contributions or suggestions, please contact our editorial team.

"Why is there never enough time to do it right and yet there is always enough time to go back and do it again when it's not right? Always do it right and do the right thing".





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For users & buyers of lifting equipment November 2013 Vol. 15 issue 8

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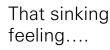
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I recently had a ride in a friend's brand new car and the technology was astounding. Radar anti-collision, automatic braking, lane control and automatic parking assist (yes it parks the car for you) were just a few of

the new-fangled 'aids' installed to avoid accidents. Innovations aimed at idiot proofing driving the car, but that also de-sensitise the whole process. Given the rate that this technology is being introduced, it won't be long before the car is driven automatically at a predetermined speed and we have no control whatsoever.

This month we feature an article on outriggers, mats and methods of spreading outrigger loadings from cranes, aerial lifts and telehandlers to prevent them from sinking into soft ground or punching through voids and overturning.

Although we have covered this topic every year since 2005, it is still an area operators/owners/site managers fail to take seriously enough. Regular readers of Vertikal.net may well tire of reading of 'yet another overturned crane or aerial lift' but a quick look at photographs of the incident often show a total lack of outrigger mats, with the outrigger/s submerged into the ground or void. Not all overturning incidents are due to a lack of mats - but a significant number are. Other causes can be incorrect outrigger set up, the wrong counterweight installed or incorrect settings programmed into the overload indicator, however the majority are caused just plain and simply through not using outrigger mats on unsuitable ground.

As with cars, technology is playing its part with automatic monitoring of outrigger positions - and in some cases jack pressures - linked into the machine's load management system limiting capacity and working envelope. Some also sense the actual installed counterweight, all helping plug potential operator errors. However the monitoring of ground conditions and cribbing is still under human control. This is obviously too much for some who totally disregard the use of mats. At the last Conexpo IPAF asked visitors to estimate a boom lift's weight and individual wheel loadings, as the machine slewed its extended boom. Almost everyone underestimated, and many were shocked by the substantial loadings when the boom was fully extended over one of the wheels. With the internet highlighting the number of overturning incidents, surely the proper setting of outriggers and use of mats is now a given? Take a look at page 27 and see what

Given the number of bad drivers on the road, I suppose it's not surprising that machine operators also still make basic errors. Perhaps we should have a saying: Don't be a prat – use a mat!

Mark Darwin

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



Manitex to acquire Valla



Boom truck, crane and port handling group Manitex has agreed the acquisition of Italian industrial pick&carry crane manufacturer Valla.

Manitex chief operating officer Andrew Rooke said: "In line with our stated growth strategy both through new product development and complementary acquisitions, we have reached an agreement in principle to acquire Valla, the Piacenza-based manufacturer of pick&carry cranes with lifting capacities from 2.5 to 90 tonnes."

Manitex also announced its results for the nine months to the end of September. Total revenues were up almost 21 percent to \$179.6 million, while pre-tax profits came in at \$10.3 million 11 percent up on last year. In the third quarter revenues improved over 7.5 percent to \$57.5 million, while pre-tax profits remained flat at \$3.8 million.

Ascendant restructures

UK-based aerial lift manufacturer Ascendant Access has appointed an administrator in order to restructure the business, which is likely to include a change of ownership. We understand that the company built up a sizeable debt with the UK tax authorities during the recession and has been unable to negotiate a workable re-payment schedule, forcing the insolvency filing. The company is 75 percent owned by UK rental group Facelift, with managing director Steve Dean holding the balance.

Merlo Hybrid ready for production

Merlo unveiled a production version of its hybrid telehandler at November's Agritechnica show in Hanover. First seen as a concept/ prototype in 2010, the 4,000kg/seven metre 40.7 Hybrid is now ready for sale and offers substantial improvements in efficiency compared

to regular telehandlers, along with the ability to function as an all-electric machine.

The machine uses a 76hp diesel combined with a 50kw electric motor in place of the usual 120hp diesel. The unit will work for up to four hours in Eco mode in which a lithium ion battery pack and the electric motor power the drive function, while the diesel engine powers the boom functions and accessories. The battery pack lasts two hours when used as an all-electric machine. Merlo claims that the system can reduce diesel consumption by as much as 30 percent as well as cut noise levels, benefiting both bystanders and the operator. It can also be used as an all diesel machine.





Aircraft support scissors

MEC Aerial Work Platforms has announced the introduction of the first models in what will be its Aircraft GSE (Ground Support **Equipment) Series of scissor lifts.** Designed especially for aircraft support applications, the first two models in the new range - the diesel/gas powered MEC 4069RT-A and battery/hybrid electric 4069ERT-A - are both 40ft models aimed at maintenance work on both jumbo and smaller aircraft. Designed in partnership with the engineering team of a major UK based international airline, the units have a 4.22 metre extended platform and 400kg platform capacity.





The most significant feature on the new machines is the unusual scissor style sectionalised guardrails. The VVC (Variable Vertically Collapsing) concept can adjust to the curvature of an aircraft's fuselage without compromising safety. The design also incorporates an over-wing maintenance hatch, allowing work on the wing surface without reaching outside the guard rails. Aircraft bumpers with shut down sensors, aviation paint and adjustable programmable speed controls are just a few features that tailor the unit to the aviation business.

First Reserve purchases TNT

First Reserve private equity is to acquire Texas-based TNT Crane & Rigging from owners Odyssey **Investment Partners. In August** this year Odyssey asked JP Morgan Chase & Co to explore opportunities to sell the US-based crane rental group.

No details have been released but the deal may be worth more than \$650 million and is expected to complete before the end of the year. TNT was founded in 1984 by Troy Lambert with a single 18 ton mobile crane. The management team has retained a stake in the business



which has continued to grow by acquisitions including Southway Crane & Rigging, TSD Crane & Rigging and Greenergy Construction & Maintenance. The company currently operates a fleet of 439 cranes throughout the Gulf Coast and south east of the United States.

TYHI unveils 500t AT crane

Although it has little to no experience with All Terrain cranes Chinese heavy engineering company Taiyuan Heavy Industry (TYHI) unveiled its 500 tonne TZM500 All Terrain crane last month.

The new crane features a seven section 84 metre main boom with guving system and is aimed at wind turbine erection, petrochemical, nuclear power and commercial construction work.

The company - part of the TZ group - is better known for its heavy industrial overhead cranes, although it has a 660 tonne crawler crane on test. It recently built a 6,400 tonne four tower gantry



crane for lifting reactor vessels and claims to have begun manufacturing a 1,200 tonne telescopic crawler crane - the TZT1200 - with a wheeled version, the TXM1200 on the way.

Another acquisition for NCSG

Canadian crane group NCSG - previously Northern Crane - has acquired Doug's Crane of Prince Rupert, British Columbia. Doug's Crane was founded in 1984 by



Doug Mackereth and provides a full service crane operation in the Prince Rupert region. As part of the deal Mackereth and the other owners Doug's have taken an equity stake in NCSG, and will work with the new owners to expand the crane and heavy transport business in the Prince Rupert area. NCSG began as Northern Crane Services in 1987 and was taken over in 2006 by Northwest Capital Appreciation. Since that time, it has made seven acquisitions including A-1, Mullen and Parkland.

IPS acquires PLC Sales

UK-based Independent Parts Specialists (IPS) has acquired PLC Sales, the specialist supplier of outrigger mats from founder



Bill Green who will remain with the business, which will now trade as Outriggerpads.

Outiggerpads says that it will offer a wide variety of products covering most applications, with vertical load bearing capacities from five to 350 tonnes, and prices to suit all budgets. It will operate from IPS headquarters in Telford, Shropshire, customer services and logistics will be handled by the IPS team, while Green will be on hand to provide technical support and maintain longstanding customer relationships.



n e w s

Yanmar takes stake in Manitou

Japanese engine and construction equipment manufacturer Yanmar has acquired a 6.26 percent stake in Manitou. The shares were purchased from French-based bank Société Générale and follows on from the strategic alliance the two companies signed in early 2012 for compact excavators and skid steer loaders in North America and a more recent cross distribution deal in Mexico and South America.

New 24m Palfinger

Palfinger Platforms is to launch the P240A truck mounted platform which features a working height of 24 metres.

Although details of the machine have not been disclosed, the unit is likely to be the latest model in its new Smart Class, joining the 20 metre P200A and 13.5 metre P140T from the company's Italian joint venture operation.



Liebherr splits tower cranes and concrete



Liebherr is to separate its tower crane and concrete mixing businesses into two separate divisions. The worldwide tower crane headquarters will remain in Biberach/Riss, Germany, while the new mixing technology division will move to Bad Schussenried,

Germany. Liebherr Biberach will produce K and TT self-erecting cranes, MK mobile tower cranes, larger EC B top-slewers along with EC-H, HC, HC L and DR cranes.

Liebherr Industrias Metalicas in Pamplona, Spain will produce H and HM selferecting ranges and small EC B flat-top cranes, while its plants in Brazil and India will manufacture the 85 EC B flat-top crane. Liebherr has also created two specialist tower crane operations in Biberach:- Liebherr Tower Crane Solutions (TCS) - a specialist team to provide consultancy relating to special applications including power station and wind power projects - and Tower Crane Centre (TCC) for rental and used cranes.

Dominique Tasch, managing director of Liebherr Biberach said: "The environmental conditions in the markets for our tower cranes have been changing at an increasingly fast pace for some years now. In order to remain successful we need to align internal processes and structures with the requirements of the international market."



n e w s

Fassi to launch new crane

Italian loader crane manufacturer Fassi has launched a new 15 tonne/metre loader crane. The F165AZ has been developed with an eve on the French public works market and features a built-in foldable control station and unusual over-centre boom geometry, both intended to take up less space and free up the truck bed from obstructions. especially handy when used for loading/ unloading loose material with a clamshell grab. The three section boom has two The boom flips over telescopic sections the top into its working position. which use a single cylinder and extension

chain, saving space which allows all hoses to be routed internally. Maximum reach is eight metres.



Counterfeit crane warning

Terex has issued a new warning regarding counterfeit Terex/Demag crawler cranes being assembled, branded and sold as used Terex cranes in China, South Korea, Singapore, India and Pakistan.

While they are made to look like Terex cranes - most commonly CC2500 lattice boom crawlers - they are often painted red and assembled using a combination of old Terex parts and poor fabricated copies, blending technology and components not designed to work together. The counterfeit cranes can usually be spotted by their poor weld quality, inferior steel structures, improperly fitted tracks and many of standard safety components are often missing.

Klaus Meissner, director of product integrity for Terex Cranes, said: "We are aware of three different 'designs' of the CC 2500-1 crane on the market, and at least nine or 10 fake cranes that have been sold, all originating from China. The use of these inferior, counterfeit cranes can result in deadly

Terex stressed the importance of inspecting any used crane before purchasing, including checking serial numbers.



Bavarian access days

A number of new aerial lifts were unveiled at the fourth annual BühnenWies'n access event in Oberbechingen, Bavaria, Germany. PB added to its ECO series range with the introduction of a 24 metre S240-24 scissor lift, while GSR unveiled the 13.6 metre E140P mounted on a Piaggio compact chassis. Offering a 6.1 metre outreach, it features variable outriggers, an optional insulated basket and a gross vehicle weight of 2,200kg. Also on show was Cramer's Niftylift HR28 - the first unit to be delivered.



The GSR E140P mounted on a Piaggio compact chassis

First HR28 in UK

UK rental company GT Access has taken delivery of the first 86ft Niftylift HR28 Hybrid 4x4 boom lift in the UK as part of an order for Niftvlift boom lifts worth over £2 million.



The very first model was shipped to Cramer in Germany at the end of September. The HR28 has a 28 metres of working height and a class leading 19 metres outreach. Its total weight of just 14,500kg gives both transportation and fuel economy benefits. Standard features include an oscillating axle, SiOPS operator safety system, 150 degree articulated jib, 180 degrees of platform rotation and 280kg platform capacity. Tim Ward of Niftylift said: "For the first time a 90ft plus machine will not need a 'Low Loader' to move it to site. With the right specification a 26 tonne truck can be used, offering huge cost savings for our customers."

Management changes at Nationwide

Mike Potts, managing director of Nationwide Platforms has resigned, along with commercial director Rob Owen and executive director of HR Kate Liggins. All three sat on Nationwide's executive board. Potts joined the business at the end of 2010, while Owen only came on board in May, at which time Liggins was also promoted.

The move comes as part of a restructuring that will bring in a new managing director and delegate Profit & Loss responsibility to the regions.



Mike Potts

Four G20s for O'Shea

Compact crane specialist GGR has delivered four Galizia G20 two tonne pick&carry cranes to UK contractor and equipment rental

company CJ O'Shea.

The G20 - the smallest model in Galizia's range of pick&carry cranes - will be used by O'Shea on its residential, retail and commercial development projects. Measuring just over two metres long and 935mm wide, the battery powered rear steer crane is well suited for work in sensitive or congested environments. O'Shea ordered the crane with the optional searcher hook which extends the lifting height to 6.32 metres and the maximum radius to 4.7 metres.



Two new Ruthmann

German truck mounted lift manufacturer Ruthmann has unveiled two new truck mounted lifts - the T630 and the TBR220.

The 63 metre T630 truck mounted lift at the company's

international sales and service meeting in Germany

The T630 offers a 63 metre working height with 39 metres of outreach. Mounted on a four axle, 32 tonne chassis the company said it has an overall length of 11.9 metres and can therefore be driven on roads throughout Europe without special permits or exemptions. Features include a 20 metre top boom plus a 180 degree articulating jib, four locations to control the machines outriggers and the company's optional Lift-Up material handling system.

The new 22 metre TBR220 is available on a range of 3.5 tonne chassis. It is equipped with a four section main boom and 2.2 metre articulated jib offering an outreach of up to 16.4 metres. With a platform capacity of 230kg, its interchangeable basket system allows operators to switch between an aluminium or double-insulated 1000 volt synthetic cage.



New Sinoboom scissor

Chinese equipment manufacturer Sinoboom has launched a new 15ft platform height GTJZ04 compact electric slab scissor lift. The new elevator-type model is 760mm wide and 1.77 metres long, has a working height of 6.6 metres and weighs 1,210kg. The platform includes a 900mm roll-out deck extension taking the extended platform length to 2.54 metres, capacity is 280kg.



The World leader in Van mounted aerial access platforms





Record overload test for Zoomlion AT

Chinese crane manufacturer Zoomlion has completed a 7.500 tonne/ metre overload test with its 2.000 tonne QAY2000 All Terrain crane.

The crane, first seen at Bauma China in late 2012, spent the summer undergoing heavy-load operating testing on the nine plus three axle chassis at Zoomlion's facility in Quantang. This followed a two month road and type test at the China National Construction Machinery Quality Supervision testing centre in Xibozi, Beijing. The crane then completed a 6,000 tonne/ metre overload test on October 24th, before successfully carrying out the 750 tonne load at 10 metres radius overload lift.



Genie ships 1,000th GS-4047

Genie has shipped the 1,000th 40ft battery powered GS-4047 self-propelled slab scissor lift, since production started in April 2012.

The GS-4047 has a working height of almost 14 metres and is the largest Genie scissor lift produced at the Terex facility in Coventry, UK. Joe George, Genie managing director Europe, Africa and the Middle East said: "Today, more than 40 percent of the equipment produced for our customers in Europe, the Middle East, Africa is manufactured within the region and we plan to increase this. Designed and produced in Europe for Europe, the GS-4047 combines the benefits of increased working height with compact dimensions for indoor applications in confined spaces. High demand illustrates the success of our local market responsiveness."

1 Up takes first UK 280TJ

UK-based rental company 1 Up Access has taken delivery of the first 86ft Manitou 280TJ boom lift in Britain and one of the first units to be delivered in Europe.

The 280TJ's single stage riser, three section telescopic boom and two section telescopic articulated jib offers a working height of 28 metres and 21 metres outreach, combined with a maximum platform capacity of 350kg. Powered by a Kubota engine, the unit includes four wheel drive, four wheel steer and weighs 16.5 tonnes. 1 Up managing director, Ben James, said: "We have recently purchased five booms from Manitou and have been extremely impressed with the product quality. We are in discussions with Manitou to add further booms to the fleet for 2014."



JMS adds Hinowa spider lifts

UK-based equipment rental company JMS Plant Hire has purchased five Hinowa spider lifts, widening its access range.

The lifts - supplied by Access Platform Sales (APS) - include one 20.1 metre Lightlift 20.10 Performance IIIS, two 17.1 metre Goldlift 17.80XL IIIS and two 14 metre Goldlift 14.70 IIIS. JMS has rapidly expanded its access division over the past few years and now has a fleet of more than 600 platforms, including low-level push arounds, mast booms, scissors and larger boom lifts. Managing director Mark Jackson said: "Our access platform division is expanding very rapidly and there will be plenty more fleet additions and other news in the near future."



Collé adds new 90 metre Palfinger

Collé Rental & Sales' new Palfinger P900 has gone into service. The 90 metre platform will be used on a wide variety of applications, including the maintenance of wind-turbines.

The P900 has an outreach of 32.3 metres and platform capacity of 530kg (with the option of up to 700 kg). The jib articulates up to a 180 degrees and the platform rotation is a full 180 degrees. The P900 can also reach eight meters below ground level. The platform is mounted on a five axle Scania chassis with a total weight of less than 48 tonnes outrigger spread is 7.26 x 7.2 metres.







Italian loader crane manufacturer PM launched three new loader crane models - the 30.5SP, 40.5SP and 150SP - at a recent customer event.

With a maximum load moment of 108 tonne/metres, the 150SP is available with an 11 section boom and seven section jib, which offers 25 degrees of above horizontal articulation. With this combination it offers a maximum

tip height of 38.6 metres and a maximum radius of 35 metres at which it can handle 830kg. It also offers a 20 metre radius at a height of 26 metres, with the boom at full elevation and jib horizontal where it can lift more than 1,000kg. The maximum lift capacity with shorter boom and no jib is 24.5 tonnes at a 4.3 metres radius.

The 30.5SP has a load moment of 25 tonne/ metres, a maximum hook height of 30.3

metres and an outreach of 26.8 metres. The 34.4 tonne/metre 40.5SP offers a 26 metre tip height and maximum radius of 22.2 metres.

Time Benelux opens new service facility

platforms, having sold off a large number of machines at recent auctions.

13 new trailers in order to improve efficiency and logistics to support its

network of 31 depots and the Core Fleet Guarantee for next day delivery.

The company is also investing in a fleet of 20 new Scania tractor units and

Time Benelux hosted a customer open day at its new 800 square metre distribution and service facility in Tienen, Belgium.

Visitors were able to see a variety of Versalift and Ruthmann models including Ruthmann's 72 metre T720 (Versalift is the Ruthmann distributor for Benelux), alongside Versalift machines from its light, medium and heavy duty ranges which offer platform capacities of to 200kg, 230kg and 265kg respectively. One of the smallest lifts on show was a demountable 14 metre telescopic LDT-140-TB mounted on a 4x4 VW Amarok pick-up.

The company's new Quick Shift mounting concept allows the pick-up to be converted into a salt spreader or a high pressure washer within

Sven Seldeslachts, sales manager Time Benelux, said: "Many customers found the time to come and see the new facilities, on a cold and rainy November day. We have a strong position on the Belgium market and it was time to build up our service facilities, as part of our focus on customer service."







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Manitou dips



Nine month revenues at

Manitou fell nine percent to €872.9, third quarter revenues fell two percent to €281.6 million driven by lower industrial sales. Telehandler and aerial lift sales increased six percent to €198.5 million.

Terex Cranes falls

Revenues at Terex Cranes fell two percent in the first nine months to \$1.45 billion while operating profits declined 27 percent to \$84.8 million. Third quarter revenues fell 12.5 percent to



\$453, but operating income dropped 44 percent to \$28.9 million.

Genie marches on

Nine month revenues at Terex AWP/Genie were \$1.65 billion, 21 percent up on last year and operating income improved 45 percent to \$254 million. Third quarter revenues increased 22 percent to \$533 million, while operating profits jumped 40 percent to \$80.7 million.



Hiab edges up

Revenues at Hiab moved up a one percent to €611 million while operating income dropped 26 percent to €13.5 million. Third guarter revenues increased four percent to €198 million, while operating profits edged up four percent to €5.6 million.

Haulotte moves up

Year to date revenues at Haulotte increased six percent to €257.2 million thanks to higher new machine sales at €215.5 million. In the third quarter revenues were €81 million, 16 percent up on last year and the first increase in third quarter revenues for several years.



Profit boost for Manitowoo

Manitowoc Cranes reported a nine percent rise in nine month revenues to \$1.82 billion, while operating profits jumped almost 53 percent to \$152 million. Third quarter revenues improved 10.4 percent to \$612.6 million, with operating income more than doubled to \$55.7 million.



Mills continues to roar

Nine month revenues at the aerial lift division of Brazilian-based Mills jumped 45 percent to R260.2 million (\$113.8 million), while pre-tax profits were 38 percent higher at R88.6 million (\$38.8 million). Third quarter revenues climbed 39 percent to R93.9 million (\$41.1 million), however pre-tax profits fell four percent to R60.1 million (26.3 million) due to higher costs of new branches and funding.

Ramirent falters

Nine month revenues at Ramirent fell 7.7 percent to €480 million while pre-tax profits dropped 12.9 percent to €51 million. Third quarter revenues were down 10.6 percent at €166.2 million, while pre-tax profits plummeted over 26 percent to €20.6 million.

Bronto flies



Bronto posted a 16.5 percent rise in year to date revenues to \$105 million, while operating income surged 68 percent to \$7.4 million. In the third quarter, sales improved 51 percent to \$38.6 million driven by Europe, the Middle East and the USA. Operating profit for the quarter jumped 75 percent to \$3.3 million, while the backlog fell 20 percent to \$80.3 million.

JLG profits rise 65%

JLG has reported its full year revenues of \$3.12 billion, operating income for the year jumped 65 percent to \$379.6 million. The backlog at the end of the period was two percent higher at \$367.9 million. In the fourth



quarter, revenues were nine percent higher at \$780.6 million, operating income for the quarter was up 36 percent at \$81.2 million.

Skyjack boost

Year to date revenues at Skyjack - Linamar's Industrial division - increased 14.5 percent to \$447.9 million and operating income doubled to \$46.8 million. Third quarter sales grew 25 percent to \$127.6 million with operating



income increasing from \$800,000 last year to \$7.5 million this year.

Tat Hong suffers

First half revenues at Singapore-based crane and equipment company Tat Hong dropped 16 percent to s\$360.8 million. Mobile crane rental dropped 13.6 percent while tower crane rental improved 12.9 percent. General rental and distribution fell steeper still. Pre-tax profits were almost halved to \$26 million.



Palfinger moves ahead

Year to date revenues at Palfinger increased four percent to €716.1 million, while pre-tax profits improved 5.5 percent to €46.3 million. Third quarter revenues increased eight percent to €241 million on stronger sales of loader cranes in the UK, Denmark, Finland and Germany. Higher platform sales were helped by the Italian operation. Pre-tax profits for the guarter were up 17 percent to €14.1 million.

Ritchie rises

Auctioneers Ritchie Bros lifted revenues four percent to \$336.2 million, while pre-tax profits



improved eight percent to \$87.3 million. Third quarter, revenues were up 15 percent at \$105.8 million while pre-tax profits doubled to \$25.6 million.

Speedy expands overseas

First half revenues at UK rental company Speedy were £169.8 million, almost the same as last year, while pre-tax profits improved 12.5 percent to £5.3 million. Revenues from international operations increased 29 percent to £11 million.



Cramo boosts profits

Cramo year to date revenues were 4.3 percent lower at €482.2 million while pre -tax profits increased 5.3 percent to €33.9 million. Third quarter revenues



slipped five percent to €173.6 million, while pre-tax profits jumped 10 percent to €26.1 million.

Essex Crane struggles

Essex Crane rental saw nine month revenues drop five percent to \$73.1 million due to lower sales of used equipment. Pre-tax losses were cut from \$14.6 million last year to a \$9.6 million loss so far this year. Chief executive Ron Schad announced his departure shortly after the results were announced.





Bobcat upgrades telehandlers

Bobcat has launched upgraded versions of its largest fixed framed telehandlers, the 4.1 tonne/13.7 metre T40140 and the four tonne/17.5 metre T40180. Both models have increased maximum lift heights and are available with either a Stage IIIB Deutz TCD 3.6 L4 or a Stage IIIA Perkins 1104D-44TA power unit.

The T40140 can lift four tonnes at its maximum lift height and 1.3 tonne at its maximum reach of 10.4 metres. The T40180 can lift up to 2.5 tonnes at its maximum lift height and 560kg at 13.7 metres. The new models feature hydrostatic transmissions, semiautomatic wheel alignment and the company's side shift and levelling systems as standard. An LCD digital display provides operators with a quick overview of the machine's performance as well as a readout of the frame levelling and boom angle.

First Toucan 12E Plus delivered

German rental company Arbeitsbühnen Seeger has taken delivery of the first two Toucan 12E Plus mast booms having ordered them at the Bauma launch earlier this year. Managing director Karlheinz Seeger said: "One of the main reasons for selecting the 12E Plus is the maximum outreach of over 5.5 metres, as well as the working height of 12.6 metres. After many years of



experience with the JLG Toucan Series, it was an easy decision to make."



Bronto S230 XDT for

Abilene, Texas-based TGM Wind Service has taken delivery of the first 230ft (70m) Bronto S230 XDT.

The unit - known as the S70 XDT in Europe - offers an outreach of 35 metres and features fully variable H-type jacking, 180 degree platform rotation and an extendable basket. TGM already has eight 90

metre S90HLA/295HLA units, and is looking to expand its fleet for wind turbine blade repairs as well as electric utility applications and petro-chemical work.



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Innovations









ews HIGHLIGHT

- Tadano America has appointed Jay Shiffler as vice president marketing.
- Dave Stewart, one of Skyjack's longest serving managers has left the company.





- Canadian aerial lift group WesternOne has reported a 67.5% rise in revenues.
- US distributor Stephenson Equipment has appointed Darrick Marris as crane sales rep.
- Tanfield has completed the transfer of its Snorkel business to Don Ahern.
- Ernst Kumposcht, co-founder of Maltech Austria has died.
- Germany's Schwenk Platforms has purchased a Teupen Leo 18GT plus spider lift.
- UK rental company Elavation celebrated nine years with an order for more Niftylifts.
- Atlanta-based Phoenix Crane Rental has taken delivery of a pink **Terex** T340-1 truck crane.
- Ron Schad chief executive of Essex Crane is to resign once a replacement is appointed.
- Terex has appointed international logistics company Ceva Logistics as parts partner for Brazil.
- Trojan Battery has appointed Start Trading as its master distributor for Bulgaria.
- US rental company Trico Lift is moving from Millville to Mickleton, New Jersey.
- German crane company Völkl has taken delivery of a Grove GMK5220 All Terrain crane.
- Speedy has appointed Mark Rogerson as group COO, Mike McGrath MD International has departed.
- UK-based training company ALS Safety has opened a new location in Hunslet, Leeds.
- Canadian rental company G. Cooper Equipment Rentals has acquired City Rentals.
- UK access rental company Safe Access Solutions (SAS) has appointed Peter Whittall as a director.
- David Jackson, VP engineering at Tulsa Winch has died.
- Bobcat has signed a supply 'partnership' agreement with **Deutz** engines for its telehandlers.
- Lufthansa Hungary has taken delivery of two Genie booms.
- Manitou, is equipping its six and seven metre agricultural telehandlers with **Deutz** engines.
- Trojan battery has appointed Ed Dunlap as chief financial officer.
- Thomson Fly has purchased two Ascendant truck mounted lifts from Platform Sales & Hire.



Jay Shiffler

Modulift has warned of misuse of its beams at the Gorgon Project in Australia.

Hans Lehmann has ordered a Gottwald mobile harbour crane and three Terex CS45KS reach stackers

Eric Millard, retired European engineering director for Grove Cranes has died.

UK-based parts supplier IPS has appointed Dromad Hire as its parts partner in Ireland.

PASMA has formed a partnership with Scotland's electrical trade association SELECT.

 UK rental company Geoff Huntley Plant has purchased five high capacity Manitou telehandlers.

Richard Del Campo of JLG has moved to Jerr-Dan as general manager. Mammoet has placed a record order for

Richard del 650 lines of SPMTs with Scheuerle. Campo UK-based AFI is putting service &

inspection history of its used machine inventory online.

 Australia's EWPA has alerted aerial lift owners to check aerial lift control box guards are fitted.

Palfinger has appointed Alba Braunschweig as service partner - recycling and waste industries in Germany.

David Graham managing director of Speedy Hire in the UK & Ireland has left the company.

 Cargotec- MacGregor has acquired Norwegian-based Aker Pusnes.

 Overhead crane specialist Konecranes has opened a new service facility in the UK.

David Graham

Australia's EWPA and 3 have established a new chapter for Northern Territory.

John Penny, managing director of UKbased loader crane manufacturer Penny Hydraulics, has died.

- UK rental company **Nixon Hire** has taken delivery of 107 JCB telehandlers in a deal worth £7 million.
- Two tower cranes collapsed in London following hurricane force winds.
- JCB is planning a greenfield manufacturing facility near Jaipur in Rajasthan, its fourth in India.

Hiab president and Cargotec executive director Axel Leijonhufvud has resigned.

 UK-based Central Platform Services has appointed Nick Childs as general manager.

Cargotec has announced plans to restructure its Hiab crane business in order to improve profitability.

Liebherr GB has appointed Mike Hanlon as its ports and re-handling specialist.

Tompkins has taken delivery of the first Wacker Neuson telehandler in the UK.

UK-based Healey Tool Hire has added a Niftylift HR21 Hybrid self-propelled boom lift.

- Ainscough Wind Energy Services has appointed Gavin McEvoy as technical sales manager.
- PSR the access service division of IAPS - has opened a service centre in Wishaw, Scotland.



 German-based Rickmers has placed an order for six Liebherr heavy duty ship cranes.

The Modern group has appointed Sam Maury as product manager for cranes. Grúas Aguilar has taken delivery of the

first Liebherr LTM 1750-9.1 in Spain. Liebherr has delivered its first TCC 14000-400 D

- Litronic mobile harbour crane.
- Genie has introduced a Spanish version of its Lift **Pro** online training programme.
- Neremat has been appointed as the Belgian dealer for Potain top-slewing cranes.
- Faymonville is to open a service centre in Noginsk, near Moscow, Russia.
- Andrew Brown previously UK sales manager for Kobelco Cranes has died age 69.
- UK-based Hire Station appointed Brian Sherlock as managing director of its Core Tools division.
- Ritchie Bros has appointed Joerg Bachmann as director of marketing for the European region.

IPAF is expanding in the Benelux region with

the appointment of Jur Kamsteeg.

Higher Concept has appointed **Syrinx Hire**

Software as its reseller for Australia and New 7ealand.



- Speedy has agreed a joint venture with J. & J. Denholm in Kazakhstan.
- Mike Potts, managing director of Nationwide Platforms has resigned, along with commercial director Rob Owen.
- Tim Frank has resigned as chief executive of Sany America barely a year after his
- Goscor Access Rental has ordered 80 new
- TVH has become the sole reseller of Sevcon MOS90 motor control units.
- UK-based Tagattach has appointed Orr Safety of Louisville, Kentucky as its USA distributor.
- Jimmy Cook, one of the UK's Lighthouse Club oldest and most loyal supporters has died.
- UK-based rental company Prolift has expanded its fleet to more than 400 units.
- Skyjack has appointed Ken Moore as area sales manager, Australia.





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Pushed to the limit?

Compared with 2012 which saw the launch of the Liebherr LR13000, Manitowoc 31000, Terex Supalift 3800 and Liebherr LTM 1750, this year has been a relatively quiet in terms of the development of large cranes from the major manufacturers. The 3,000 tonne Liebherr and 2.300 tonne Manitowoc have found customers - Mammoet and Chunio Construction of South Korea respectively - but we are not exactly seeing buyers lining up to order them. Meanwhile the smaller units are selling like hot cakes.

There have been a few large cranes unveiled this year such as Liebherr's 1,000 tonne LR 11000 launched at Bauma and Mammoet's 600 tonne capacity MTC15 'terminal crane'.

At first sight, the 15,000 tonne metre load moment unit - which can lift its maximum 600 tonnes at 25 metres - looks a versatile machine. It employs regular lifting winches, has a boom-up system, a ground bearing pressure of 10 tonnes per square metre, needs just one 80 tonne mobile to help with assembly, is operated by one person and can be erected in seven to 10 days. However its lack of slew means that it limits its use making it ideal for port operations. After all, a high lifting capacity and low operational and transport costs is a rare combination.

Load modularisation

Designers of large infrastructure projects continue to push load modularisation to the limit - designing ever larger and heavier modules which then set new challenges for moving and lifting them. Yet the major crane manufacturers appear to have current lift requirements in hand with good selection of equipment able to cope with increasing greater lifting demands. This is primarily because the large infrastructure/ petrochemical plants currently being built were designed up to 10 years ago and lifting technology and capacities have increased significantly since then. However as newer designs reach the construction stage over the next five years demand for larger cranes or lifting devices will increase again, putting further strain on crane





development and capacities. For example, it is rumoured that a new refinery in Saudi Arabia is currently being quoted that will require twin ringer cranes to cope with the super heavy lifts unable to be carried out with conventional cranes.

Filling the gap

Our last look at the heavy lift sector identified a lack of cranes with capacities of between 700 and 1,200 tonnes. Terex has now finally started shipping its AC1000 All Terrain crane - originally a 1,000 tonner, the company now refers to it as a '1,200 tonne capacity class' cane. In the last month four have been delivered - two to Germany, one in the Middle East and one in the USA.

The smaller 750 tonne capacity Liebherr LTM 1750 and the 650 tonne capacity Terex Supalift 3800 crawler crane have also been selling in strong numbers indicating increased global demand for this size of crane. Liebherr has been pumping out the LTM1750 as if it was a taxi crane, while Terex claims to have taken orders for more than 20 units of its Supalift 3800 mostly into the wind sector because of its efficient wind configuration.

The Supalift 3800 is able to handle the latest nacelles such as the Enercon E101 which weighs 67 tonnes, has a 100 metre rotor diameter and hub heights to 150 metres. The Supalift 3800 is able to handle this size of turbine while its predecessor the Terex CC2800 - cannot.

Rumours that Terex was to update its 1,000 tonne CC5800 at Bauma did not materialise but an upgrade may be on the cards in the distant future. However the star of the Terex CC line up is the CC6800 which uses the same base as the 1,000 tonne CC5800 but has a different boom system giving its capacity of 1,250 tonnes. The gains in lift capacity over the CC5800 mean that most customers opt for the larger 6800 with about 10, CC 6800s sold for every CC5800.

The most popular Terex CC model is still the 2800 with more than 300 units sold. In comparison around 30 units of the 1,600 tonne CC8800 (or 3,200 tonne in Twin configuration) have been sold with the CC6800 somewhere in the middle. We have also heard that Terex is working on a new increased capacity boom system but no details are available yet.



Liebherr 1,000 tonner

Liebherr's new 1,000 tonne LR 11000 crawler launched at Bauma fills the gap between its 750 tonne LR 1750 and the 1,350 tonne LR 11350 and in order to respond to growing demand for cranes in the 1,000 tonne range for applications such as offshore wind turbines and handling their foundation structures in port. The crane is currently undergoing tests so is not yet available for delivery.

The company says the LR 11000 is economical in terms of size and transport logistics and having a large number of boom variations means it is very versatile. The standard S main boom and W luffing jib allows various boom combinations including a PowerBoom system with a heavy luffing jib which requires only the P adapter for this purpose. Main S boom operation is possible with a 1,000 tonne or a 650 tonne boom nose. The standard LR 11000 is prepared for the P boom system, operation with a ballast trailer and all winches. Special equipment such as a fixed jib for assembling wind turbines with high hub heights is also planned.

Many of Liebherr's crawler crane innovations have been included in the LR 11000.

The design of the P boom has

been taken from the 3,000 tonne LR 13000, the new crane cab was developed for the LR 1600/2 and the adjustable derrick ballast radius and lattice guide frame are taken from the 1,350 tonne LR 11350. The main carbody including slew ring and base section of the superstructure forms a transport unit which can be rapidly connected to the superstructure frame using just four bolts, with no need for a quick-release connection. The undercarriage features a 360 degree platform with guardrails with access ladders on both sides. The platform provides safe, easy access to the superstructure and cab.

A large number of details aimed at making transport and erection easier have also been taken from the 600 tonne LR 1600/2. These include the removable A-frame including reeving system, fall protection equipment and stacking supports for lattice sections.

Easier transport

The new LR 11000 is designed with transport width of 3.5 metres and height of 3.2 metres. The crawler carrier and the carbody each weigh 60 tonnes and are the heaviest transport packages, although they can be reduced to 45 tonnes for regions with more stringent transport regulations. And as with other Liebherr crawler cranes, the

smaller lattice sections can be positioned inside the larger sections to reduce transport volume.

The counterweight comprises standard 10 tonne Liebherr cast plates allowing them to be used on all Liebherr crawler crane models. The LR 11000 operates with a maximum of 250 tonnes superstructure ballast, 90 tonne central counterweight and up to 450 tonnes of derrick ballast. The derrick ballast is infinitely adjustable up to 20 metres and with a fixed lattice guide it can be extended to radii of 20, 25 or 30 metres. The LR 11000 has been designed for use in constricted areas such as refineries. The basic has an operational track width of just 9.2 metres and the suspended ballast can be reduced to a minimum of 12 metres on the basic machine.

Big Chinese crawlers

The large capacity crawler crane is one market sector that Chinese manufacturers are competing head-on - at least in terms of capacity. In 2011 Zoomlion launched the 3,200 tonne ZCC3200NP and Sany introduced the 3,600 tonne



A Sany SCC9000 with 66m boom, 54m jib and 51m superlift radius to hoist the dome of No3 generating set which weighs 155t, is 11m high and 37m in diameter.

crane's development, the firm also invested a substantial sum in a 'super-computing centre', to design analogue simulation hoisting software, processing equipment and detection instrumentation for the process. Sany has also applied for about 30 patents for elements of the crane's design such as the double main chord, single jib section as well as the double super cab and hopes that the end product will end



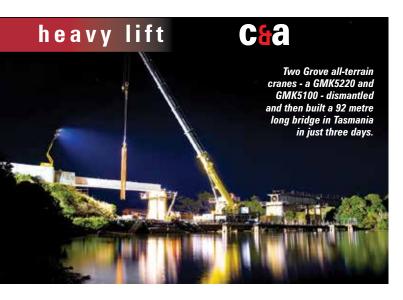
SCC8600TM. While most crane buyers are yet to be convinced about the design integrity and quality of these large Chinese crane, Sany says its 500 strong joint US and Chinese R&D team used the very latest design methods to address the problems of non-linear and large deformation inherent in designing such a large crane. It also applies the high-risk coefficient recommended by Chinese standards body Code of China used in the nuclear industry. As part of the

the dominance of major European and American players in the Chinese domestic market for nuclear heavy lifting technology.

With a maximum load moment of 82,000 tonne/metres the 3,200 tonne Zoomlion ZCC3200 was developed for use on the thirdgeneration nuclear power stations. The design rationale was to produce a large capacity travelling crane and used 3D design software to determine best practice assembly procedures. Zoomlion has applied







for more than 20 patents on the ZCC3200NP. These include the parallel double jib, a parallel closed control system and a multiple engine power unit.

Since the launch of these two super crawlers, a joint venture between XCMG and Sinopec Engineering has topped them both with the 4,000 tonne XCG 88000 which carried out its first commercial lift during this summer - installing a 118 metre high, 1,679 tonne propylene tower at an industrial park in Yantai City, in north east Shandong Province.

The lift follows a full test program in which XCMG claimed a world record lift when the 88,000 tonne/metre crane raised a 4,500 tonne test load on a 60 metre boom at a radius of just over 17 metres. The crane, which can also be configured as a 2,000 tonne class crane - similar in concept to the Terex CC8800 Twin - has previously lifted 2,500 tonnes on a 96 metre main boom.

Each of these cranes marks an important step in the development of the Chinese crawler crane industry looking at a global market. While very few Chinese cranes of 600 tonnes and more have been exported so far, they have had a

The XCMG 1,000 tonner XGC16000

major impact on the local market for big cranes, which for several years was lucrative market for the big three crane manufacturers. As Manitowoc, Terex and Liebherr of a Chinese media scandal has revealed third-quarter profits down by more than a third, while Sany reported profits down by half. Zoomlion has battled a string of questions about the reliability of financial reports and accusations of outright fraud over more than a year and has consistently denied any impropriety. A few weeks ago a Chinese reporter confessed to taking bribes to write damaging stories about the company, after being arrested by police in the atest set of accusations against the group.

The Chinese construction equipment industry has come under intense pressure since the huge government stimulus - which followed the financial crisis - began to run out and a boom in property building and physical infrastructure began to decline.

producing these mega cranes cope with the real world?

Wind power still driving

Wind power is still a big driver for manufacturers in the heavy lift sector particularly for crawler cranes up to 1,200 tonnes as can be seen with the number of specific wind power attachments now available. A few months ago we looked at the growing use of tower cranes for wind turbine erection and this is growing in popularity as hub heights and nacelle weights increase, giving designers a ready-made and cost effective lifting solution that can currently cope with nacelle weights up to 125 tonnes and hub heights over 120 metres. With the rising costs of larger capacity cranes this may be the answer to the next generation of turbines, with nacelles hub heights of over 150 metres.



struggled to cope with local joint ventures to compete with smaller cranes, they were gradually pushed into smaller and smaller niches, with the big crawler crane market looking like a final haven. The speed with which the local producers designed and built 1,000 and then 2500 tonne plus cranes was spectacular and at the same time frightening and is has almost cut off sales of imported units. However a number of high profile serious incidents with these large locally built units has reinforced any earlier concerns western buyers may have had. In the end it might be the slowing

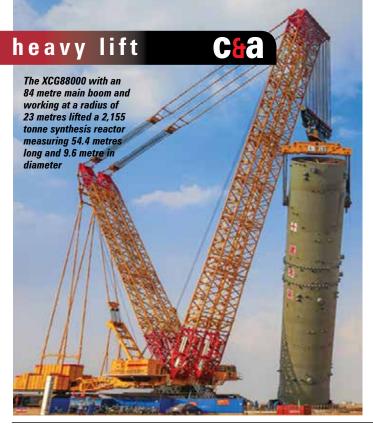
Chinese economy that curbs the gravity defying growth of local crane companies. Zoomlion whose finances have been at the centre

Sales have been falling and inventories of unsold equipment have been building up at both local government-backed Zoomlion and the privately owned Sany Heavy. Will the Chinese companies

However we are entering the next stage of large infrastructure projects with increased module sizes. With this in mind it will be interesting to see the next stage of development in the mega capacity crane.







Largest crawler claims record

The world's largest capacity crawler crane - the 4,000 tonne XCG88000 - has completed a record breaking lift working in China on a project for Shenhua Ningxia Coal.

Helping construct an indirect coal liquefaction project, the XCG88000 lifted a 2,155 tonne synthesis reactor measuring 54.4 metres long and 9.6 metre in diameter. The crane was rigged with 84 metres of main boom and was working at a radius of 23 metres (rated load 3,300 tonnes). The lift took just two and a half hours, saving a whole week when compared with the previous installation schedule. The XCG88000 will lift seven other reactors of the

same size and weight during the project.

Earlier this year the crane completed its first heavy lift at a Sinopec site at an industrial park in Yantai - a 1,680 tonne propane tower was lifted at a radius of 30 metres, the total load was 1,790 tonnes. The crane was then disassembled and transported half way across China more than 1,600km - to the Shenhua Ningxia project. When completed it is expected to produce four million tonnes of oil and olefin supporting synthesis gas per year, including 2.7 million tonnes of blended diesel, 983,000 tonnes of naphtha and 333,000 tonnes of LPG.

Big crane will travel

A 1,600 tonne capacity Terex CC8800-1 crawler crane was transported 1,250 km from Kuwait to Yanbu in Saudi Arabia to lift a 771 tonne, 67 metre high hydro treating reactor, at the Yanbu **Export Refinery.**

The Daelim Industrial Company of Saudi Arabia, contracted heavy lifting specialists Integrated Logistics of Ahmadi, Kuwait to carry out the lift and it selected the CC 8800-1 as the main crane, with a Manitowoc 18000 as the tailing-in crane. The CC8800-1 required 20 low loaders, 67 flatbed and two hydraulic trailers to make the 1,250 km trip, which took about seven days.

Once the crane's components arrived on site, Integrated Logistics' nine crew members - two operators, six riggers and one supervisor began assembly of the crane and supporting equipment. The crane was configured with a 78 metre main boom and the maximum 640 tonnes of Superlift counterweight, with 295 tonnes of counterweight on the superstructure and 60 tonnes of central ballast. The counterweight radius for the superlift tray was set at 25 metres. Two 800 tonne hook blocks and one 1,000 tonne Crosby shackle were required to lift the massive reactor, bringing the total lift weight to 810 tonnes.

After six days, Integrated Logistics crews were ready to hoist the

reactor into position. Lift conditions were ideal with favourable weather and wind speeds of less than seven metres a second, well within the crane's rating of 9.8 metres per second. Working radius during the lift ranged from three to 24 metres, with the lift competed in a day. The crane was then dismantled for shipment back to Kuwait.

"Using the CC8800-1 as the main crane, we maintained a lifting speed of about two metres a minute and the accuracy of the crane's control system helped with the lift," said Manoj Kumar, general manager operations for Integrated Logistics.



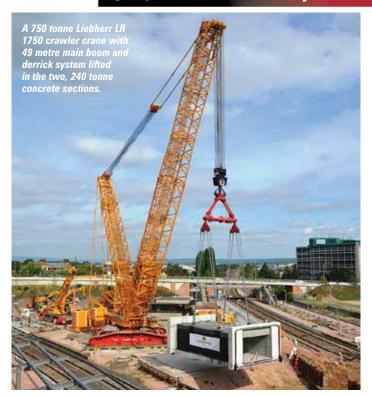


Wiesbauer places precast concrete elements

A project to modernise the **Bad Kreuznach railway station** in Germany included a brand new pedestrian underpass. The underpass was made up of two large precast concrete box elements, each weighing 240 tonnes. In order to keep disruption at the busy junction to a minimum, the elements were precast in a dedicated area of the site and then had to me lifted into position alongside the tracks.

Crane rental company Wiesbauer was given the task, for which it selected a 750 tonne Liebherr LR 1750 crawler crane. The crane was rigged with a 49 metre main boom and derrick system, it then lifted the two sections to the track area

during a pause in the train services. The challenge was made more difficult due to the limited space available and obstacles such as an electricity substation and a signal box within the tail swing area of the crane. Because the precast elements were so heavy, it was essential to distribute the weight evenly between the four wire rope lifting straps embedded into the concrete. To do this, a heavy duty spreader beam with compensators was used. The four heavy looped wire rope slings were then attached to the lifting straps via 120 tonne heavy duty shackles and specially made sheaves. The total load with rigging was 262 tonnes which was then lifted to a radius of 32 metres.







Manitowoc 31000 completes its biggest lift

Manitowoc's largest crawler crane the 2,300 tonne capacity 31000 has completed its largest lift to date, picking & carrying a 650 tonne cold box at a liquefied natural gas plant in Gwangyang, South Korea.

The lift at the Posco E&C plant was carried out by the 31000 owned by South Korea's Chunio Construction. the first to be delivered. It has been working on site since March and is scheduled to carry out a 900 tonne lift this month and two 1,000 tonne lifts in December and February.

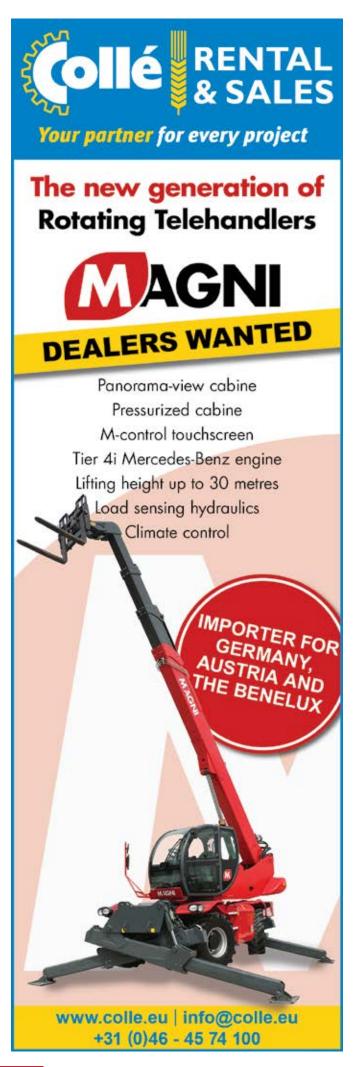
"It is great to see this flagship crane performing, making an awkward lift look easy," said Chunjo chairmanChang Hwan Jang. "The 31000 has a minimal footprint thanks to its Variable Position Counterweight but also offers a huge capacity, so it fits our needs perfectly. We are delighted with how well the crane is performing and look forward to seeing the next challenging lift it tackles."

The 31000 lifted the 55 metre tall cold box measuring nine metres square off a flat-bed trailer in tandem with a 600 tonne capacity Manitowoc 18000, also owned by Chunjo. Once airborne and upright,

the 31000 carried the load to its final location. The entire operation took less than two hours. The tight lift was hindered by a high wall to one side of the crane that restricted its movement. To avoid this, the crane's 55 metre boom was raised to its highest angle, bringing the load closer in and minimising potential swing.

The 31000's VPC system minimises the crane's footprint and ground preparation by suspending the counterweight in mid-air, rather than using a wheeled counterweight trolley. The VPC automatically positions the 31000's counterweight to fit the required lift and ranges from eight metres fully retracted to 29 metres fully extended. Since arriving at the plant, the Manitowoc 31000 has completed several large lifts including placing reactors that weighed 250 tonnes and 450 tonnes each.

Based in South Korea, Chunjo operates a fleet of more than 120 Manitowoc crawler cranes, Grove mobile cranes and Potain tower cranes. It owns more Manitowoc 18000s than any other company in the world.



Superlift 3800 erects Enercon E 101 wind turbine



Developed with lifting large wind turbines in mind German heavy lift specialist Franz Bracht Kranvermietung used Terex's new 650 tonne capacity Superlift 3800 to erect an Enercon E-101 wind turbine to hub height of 149 metres. The Scharrel community wind farm at Saterland's Ostermoor bog in Germany is built with a focus on big wind turbines in order to generate "green" electrical power.

Thanks to the crane's lateral outriggers, the Bracht team erected the 3800 with much less ballast than is usually required for a crane of this size and without an assist crane, reducing transport costs and set up times.

Thanks to its design to make assembly easy, the crane was fully set up with 153 metres of main boom and 12 metre LF superlift configuration in just two days. Terex claims the Superlift 3800 is the only crane in its capacity class (599 to 699 tonnes) that can erect Enercon E-101 wind turbines at hub heights of up to 150 metres.

The Terex Superlift 3800 first erected the concrete tower sections with a mobile tailing-in crane. Once the concrete tower was completed, the 67 tonne nacelle was lifted to a height of 150 metres and placed on the tower. The final portion of the lift involved positioning and connecting three 50 metre long rotor blades to the nacelle.

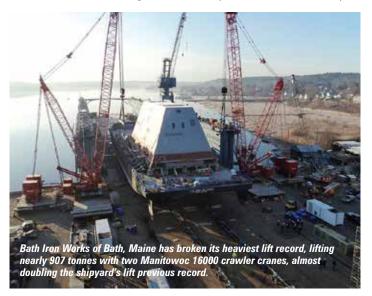
Record lift in Bath

Bath Iron Works of Bath, Maine which has been building ships for the US Navy for 128 years, has broken its heaviest lift record, lifting nearly 907 tonnes with two Manitowoc 16000 crawler cranes, almost doubling the shipyard's previous record.

The lift was part of a project to construct the Navy's next-generation DDG 1000 Zumwalt-class destroyer. Along with two of the company's 300 tonne capacity gantry cranes, the two Manitowoc crawlers lifted the 900 tonne deckhouse from a barge and

set it on the hull of the ship. The deckhouse contains the ship's bridge, command center and battle room.

The two Manitowoc 16000s were setup to lift their full capacity and rigged with 47.8 metres of main boom, and Max-ER attachments,





boosting their capacities to 400 tonnes. The deckhouse was rigged with 12 nylon straps and then lifted from the barge to a height of 27 metres and held in place for three hours, while the barge was moved out from underneath and the 12,000 tonne ship was moved into place underneath, allowing the deckhouse to be lowered onto the ship's hull. Contractor Reed & Reed provided

the cranes and oversaw the lift, it has been working with Bath Iron Works since 1928. The Manitowoc 16000s - the largest capacity cranes in Reed & Reed's fleet - were chosen because the lift required two matching cranes simplicity. Preplanning work involved reinforcing the pier beneath the 16000s with steel bridge girders to support the high point loadings.



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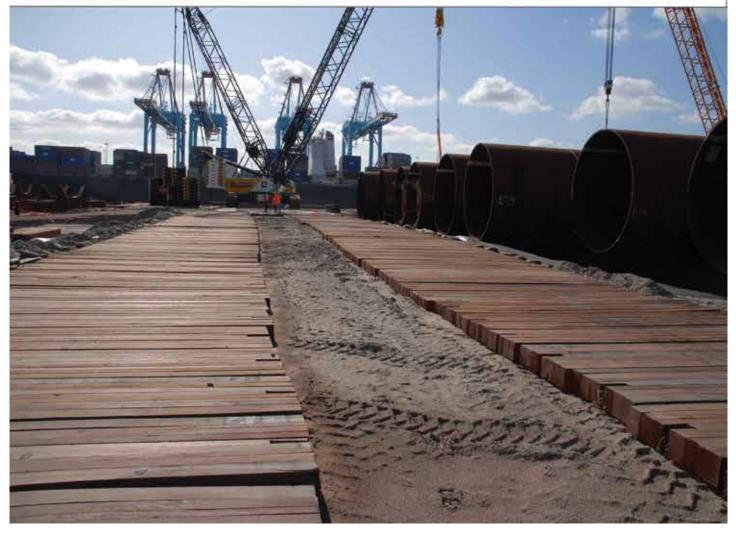




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Ground control to majo safety

Each year since 2005 we have devoted space and time in at least one issue of Cranes & Access to focus on outrigger mats, cribbing and other forms of ground preparation or protection to prevent cranes and aerial lifts - not to mention telehandlers - from sinking into soft ground and overturning. While the annual feature was originally intended as a look at trends and developments in outrigger mats/spreader plates it soon became clear that many crane operators, owners and site managers do not treat this area seriously enough, or are even downright ignorant of the measures that need to be taken when using heavy lifting equipment on suspect terrain.

This year is no different. Looking back over the number of overturning incidents reported on www.vertikal.net it is clear that this remains a major issue. As we have said many times before, if everyone in a position of responsibility took a few simple precautions and made sure that decent mats - spreader plates if you prefer - or timbers were always under the cranes, aerial lifts and larger telehandlers outriggers or wheels/tracks, we would almost certainly see a massive reduction in the number of overturning accidents. Not all overturning incidents are down to the failure to spread outrigger pad loadings of course, some are caused through incorrect outrigger set up for the lift, the wrong counterweight used and/or the wrong settings programmed into the overload indicator.

Multiple outrigger positions, capacities and load charts add superb versatility to a crane or work platform, allowing set up and operation in tight spaces. However this extra capability, when added

to the wide range of counterweight choices and other stability related limits on the working envelope, does create a complex web of permutations. And as you might expect a wider range of set up configurations leads to a much greater chance of making a mistake that results in an overload situation which can so easily prove fatal, and is always costly.



Technology however is catching up fast, as are regulations and





standards. On the technology front an increasing number of products are now equipped with fully automatic outrigger sensors which are linked into the machine's load management system. With an aerial lift it limits the lift's platform capacity and working envelope to that which is possible with the actual outrigger set up, while crane systems are now available that in addition to the outrigger base also sense the counterweight installed and add this information to the usual boom length and angle to display and limit the machine to the relevant load chart for the

outriggers

Cla

actual machine set up. This ability is gradually becoming a feature on European, Australian and North American market mobile cranes, with other regions sure to follow. In some markets regulations enforcing this technology are already on the horizon. In Europe it already applies to new loader cranes, while telehandlers are now fitted with more detailed load management systems, which incorporate outrigger/stabiliser monitoring.

able to sense if the outriggers have been extended and to what degree, another possible operator error possibility is plugged, pushing even more focus on to consideration of the ground conditions under the outrigger foot/ pad. This is not something which cannot easily be handed over to electronics. It is an area that will by its very nature always remain firmly in the operator's hands - at least for routine day to day lifts. The operator's knowledge and experience will increasingly count for most of the difference between a successful job or an overturning incident and all the ramifications that this can bring.

Larger or more specialised jobs already tend to be planned and ground bearing loads carefully calculated and managed at least in most of the developed world.

However even here mistakes can be made as human error creeps in. If a safe lift relies on assumptions of engineering work being carried out by the main or other contractor, it is always wise to double check and absolutely make sure that those measures have been taken care of before every lift, rather than assuming that it has been done. A few years ago a brand new 250 tonne crane broke through the concrete decking of a multi- storey building in Australia, all because someone either removed or failed to put a prop/support under one of



This 250 tonne crane found the one missing deck support prop among hundreds









dozens of clearly marked spots for each outrigger jack positions. And this in spite of the crane carrying out hundreds of identical lifts on other parts of the deck, all of which went perfectly to plan. Trust is good, but when its life and reputation at stake it always pays to be sceptical and to double check for yourself. Another quite different example involved a 100 tonne All Terrain crane that had to drive into a new marina and set up in a specific position in order to lift a large boat. The dock loadings had all been provided, the loadings calculated

and the job meticulously planned, but as the operator drove down the marina, something caused him to swing the crane wider as he approached the lift location, and run much closer to the edge of the dock than was planned or anticipated. The ground substructure should still have supported the crane, but it proved to be not quite as solid as reported, and when combined with the crane travelling closer to the edge than planned, extra pressure was exerted on the steel piles that formed the dock edge. The bolts holding the piles together popped,





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causing the entire dock edge to collapse, sending the crane into the water.

Last minute deviation

Deviations from a well thought through plan is another classic cause of overturning incidents, or for that matter any incident. The dockside example is a perfect illustration, if the crane had kept to its planned route all would have been well. The cause of such a deviation is typically caused by an unpredicted change of circumstances, for example a



vehicle parked in the middle of the planned route. The crane operator and his team all so often make a split second decision, instinctively deviating around the vehicle without thinking that this might take the crane or lift onto less stable ground. or at least remove planned margins for error by taking the loading closer to uncertain ground conditions. A number of similar incidents have occurred with All Terrain cranes relocating with counterweight and extensions installed, where the minor detour has taken the crane onto ground that has a slightly higher side gradient than the planned route, and over the crane goes. In at least one overturning case that we are aware of the crane operator, trying to squeeze past the obstacle, pulled in extended outrigger beams that had been serving as a back-up precaution in the way that training stabiliser do on a child's bicycle! It is better to stop and wait for the obstacle to be removed. Just remember if the crane goes over those who may have encouraged the detour and





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chivvied the operator - will be well away from the scene and strangely absent minded.

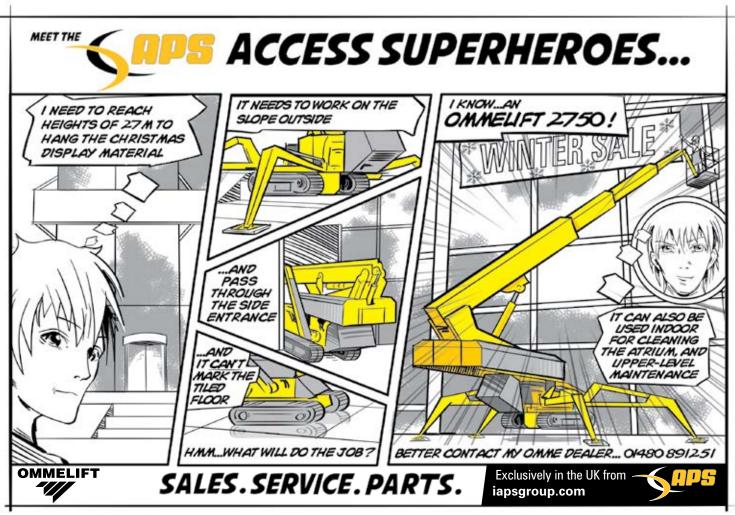
Wheels and tracks check the route

While we have largely focused on outriggers, the same rules apply to self-propelled lifts and crawler

cranes. Ground conditions must be taken into consideration. Operators familiar with smaller crawler cranes are often of the opinion that a set of tracks replaces any need for mats or ground covers, unless the surface needs to be protected. However when it comes to larger cranes, even seemingly solid ground will







outriggers

Cla

be vulnerable to the point loadings that can be created at the front or rear of a set of tracks, especially when the machine's weight is not evenly distributed. The operators manual of any self-propelled lift will clearly state that the ground where the lift will work and drive should be checked before crossing it. An 80ft boom lift for example will be carrying around four tonnes, and that's if the machine is perfectly balanced. Add to that the fact that

poly-filled tyres can concentrate the load due to a lack of flex and point loadings can soar. If the boom is raised weight can shift to a point where one wheel might be applying a force of over eight tonne on a piece of ground smaller than your hand. Sidewalks, ground close to old buildings, grass and disturbed ground are almost certain to contain weak areas that will not support such weights.







Timber mats make tracks

A yard in Belfast, Northern Ireland is being used as the feeder port to store and load out heavy components for the 108 turbine West of Duddon Sands wind farm off the coast of Britain. In particular mono piles and transition elements weighing up to 500 tonnes are shipped to the feeder port from a fabrication yard in Aalborg, Denmark. They are then stored on site before being loaded as needed onto the two jack-up ships, the Pacific Orca and the Sea Installer for installation.

The wind farm is a being built for the Dong Energy/Scottish Power Renewables joint venture by WindForce a joint venture between Boskalis Offshore and Volker Stevin Offshore. The elements are stored on a concrete berm cast for the purpose, while a 1,350 tonne Liebherr LR11350 crawler crane - rented from Weldex - is used to unload move and load the heavy components. The massive crane runs on a track-like platform to spread to loads and allows safe movement. The tracks are made from 300 navvy mats each measuring 200mm thick, one metre wide by five metre long supplied by German company Ko-Mats. The mats have been laid out with gaps in between which are then were filled with ballast stone left over from the construction of the berms. The wind farm is due to be completed shortly and go online next year. It will have a total installed capacity of 389MW, enough to supply more than 300,000 households.





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Mats for fancy floors

UK-based Outriggerpads (previously PLC/Eco pads) has introduced a new outrigger mat with an integrated non-marking rubber base with highly durable ultra-high molecular weight polyethylene (UHMWPE) hard wearing top surface for use on high-value floors. The new mats are aimed at machines such as spider cranes and lifts working in areas such as hotels, shopping centres and stately homes etc.

Bill Green of Outriggerpads said: "A lot of internal work in sensitive areas is carried out by spider lifts which require outrigger pads. Our poly-rubber pads provide complete protection for expensive flooring such as marble or oak, without compromising the durability and stability benefits of a standard pad."



The new Poly Rubber mats feature a rubberised bottom for special surfaces and a normal hard wearing polythene top

And Hi-Viz mats

Outriggerpads has also introduced a high visibility mat range. Made from the same ultra-high molecular weight polyethylene as its regular mats, they are coloured a fluorescent yellow and are designed to alert contractors or pedestrians to the potential trip hazard of an outrigger pads. Available with

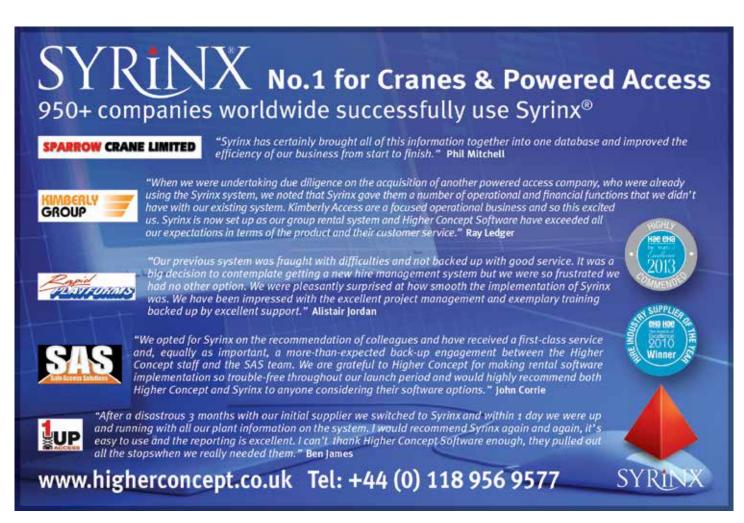
loading capacities from five to 350 tonnes the pads will not splinter, rot or rust and can adapt to the contours of uneven terrain - but still return to its original shape after use.





Steel mats bridge canals

When Koh Brothers Building & Civil Engineering was commissioned to enlarge Singapore's existing underground canals, it selected a Sennebogen 683 HD telescopic crawler crane for the lifting and piling work. The crane was chosen for its compact working dimensions, but it still needed to work over the top of the existing canals. The company therefore developed a rigid steel platform to spread the loadings over the canals, using a combination of beams and steel plates.



Lifting mats safely

A new hook, specifically designed to lift on its tip in order to help lift large mats, has been introduced by TPA Portable Roadways, which claims to be Europe's largest portable roadway supplier.

The hook was specifically designed to install and recover TPA's metal ground panels, used to create access tracks over soft ground, allowing cranes and truck mounted platforms to reach remote sites, such as utility pylons. The hooks are inserted into ends of the panels and are designed to work in this manner. while regular hooks are not.

TPA operations director Steve Humberstone said: "The TPA hook has been developed in the UK

through a close working relationship between TPA and Lifting Gear Products which has more than 50 years' experience in the design, manufacture and supply of lifting and mechanical handling equipment. We at TPA are proud to be industry pioneers with the introduction of this key operational and critical safe system of work. When lifting and laying panels, we are sure that our processes and equipment are the safest available."



The new Blue Hook is designed to lift its full load on the hook tip.

Paul Elliott of Lifting Gear Products said: "The TPA hook has obvious safety advantages when performing panel lifts and provides both



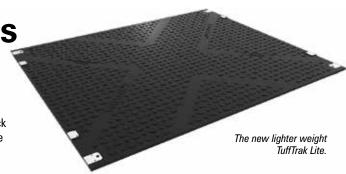
The Blue hook in action.

TPA and its clients with a LOLER approved safe method of lifting and working - something other hooks used in the industry do not have".

New 'Lite' ground plates

Zigma Ground Solutions has added to its TuffTrak range of temporary road mats with the launch of TuffTrak Lite, which utilises a new fabrication design to substantially reduce the weight of each mat while maintaining key performance and durability criteria.

The three metre by 2.5 metre mats weight just 180kg, compared to the regular TufTrack mat which weighs 295kg for the same dimensions. An XL, extra large 4.1 by 2.1 metre version of the regular mat weighs 360kg.







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The complete package

UK-based Brogan Group is one of just a handful of sizeable companies in the country offering a mastclimber rental service, in spite of the growing awareness and their increased take-up over the past 10 years. Although very slow to adopt new ideas and methods, the UK construction industry is gradually recognising the many advantages, including cost and time savings that mastclimbers provide. Mark Darwin talks to Jim Casey, Brogan's mastclimber and hoist operations manager about the company and the industry.

The last two years has seen a noticeable improvement in awareness and usage. For Brogan this now means that about half of all its access enquiries involve the use of mastclimbers in the overall package. Unfortunately the poor returns in the sector means a general lack of investment in new equipment, resulting in a fairly static national fleet of around 1,500 workable units.

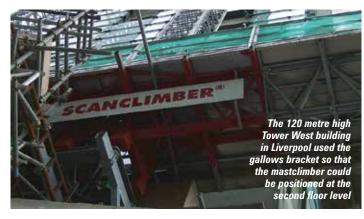
Due to the size and complexity of most building designs, the decision to use scaffolding, hoists or mastclimbers is never straightforward and in many cases can be a combination of all three. For the past 25 years Brogan has grown and expanded from a pure scaffolding company and now offers a complete package of longer term access solutions, including scaffold, hoists and mastclimbers.

Formed in 1988 by James Brogan the company's aim at that time was to become a strategic supplier of contract scaffolding to major UK contractors. Work on high profile projects in London helped to build the company's reputation for service and performance. For several years the company doubled its revenues

year on year, expanding its client base and successfully tendering for larger and more prestigious projects.

Like many scaffolding companies, the mid to late 1990s saw Brogan move from tube and coupler to system scaffolding. Its first contract at the University of East London for Carillion consisted of a number of circular student accommodation buildings, ideal for the Cuplok system scaffold that it had selected. During the early years Brogan also opened several depots outside of the UK, including Dublin, Ireland and Vilnius, Lithuania.

"In the early days many of the Eastern European countries used mastclimbers rather than scaffolds and with many Lithuanian workers in the UK - including some working for Brogan - we thought we would set up a scaffold depot and training centre in Vilnius with the hope of modernising the antiquated scaffolding methods in the country," says Jim Casey, Brogan mastclimbers and hoists operations manager. "Experienced scaffold trainers would travel from the UK to Lithuania to train operatives before they came to the UK to work."











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This means your problem gets solved quickly and painlessly wherever possible - allowing you to get back to your business. Over the years the company has had depots in Cork, Liverpool and Manchester. Currently operations in the UK include the head office in New Southgate, North London and a depot in Bedfordshire to support and service operations in the south east. It also has an office and depot in Rathcoole, Dublin, and offices in Dubai and Abu Dhabi.

Having seen mastclimbers in use in Scandinavia and North America and on display at trade shows, Brogan decided to expand its range by investing in the technology, purchasing its first Scanclimber machines in 2005. Scanclimber models are still a major part of Brogan's heavy duty fleet today. Given the wide variety of applications that mastclimbers are used for - from brickwork and cladding to fixing windows - several ranges are required, including heavy, medium and light duty machines. Brogan currently has more than 220 mastclimbers - the majority less than six years old - and in excess of 50 hoists. Scaffolding however still accounts for over 85 percent of the group's £13 million annual revenues.

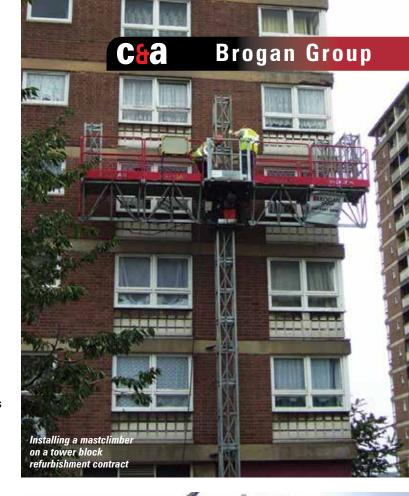
Mastclimber investment

After much research Brogan decided to purchase from three different manufacturers, Scanclimber, Camac and Fracco covering its requirement for lightweight, medium and heavy duty machines. With these three brands in the fleet Brogan claims to have the correct sized mastclimber no matter what the contract. The heavier duty machines are used for applications such as brick laying, being able to cope with the heavier loads. They can also be fitted with running rails, gantries and weather protection. Loading jibs/davit are also available on the heavy duty machines. These have a working radius of six metre and a capacity of

550kg with 260 degrees of slew. "We have been very particular in our choice of equipment when expanding our fleet," says Casey. "There are many cheaper machines available but we decided to stav with the market leaders. Last year we purchased 45 new units and we have been expanding our fleet year on year since the start in 2005. Sometimes clients are aware of their benefits and ask for them specifically, while with other contracts we might suggest that they use mastclimbers as a more time and/or cost effective solution to scaffolding."

"In the UK there are only a handful of sizeable mastclimber companies in the market, although there are a number of companies that run a couple of units in their fleet. Because of the wide variety of access required on many modern contracts a combination of solutions is often the ideal solution. Crash decks and pedestrian access would be done by scaffolding however a great deal of thought and planning has to be given to providing the best solution between scaffolding and mastclimbers depending on the height, length, contract time and schedule of work that needs to be carried out. There is never a straight-forward solution."

"There are many benefits for clients from dealing with just one company for all of its access requirements, particularly when a range of different equipment is needed throughout the contract. It is difficult for smaller companies to offer a decent mastclimber service, and I do not think that this is the way forward for the sector as it requires a great deal of design, installation, certification and accreditation resources. If you only have a few machines you cannot make the











resulting overhead pay off."

Platform extensions and innovations

Over the years Brogan has worked with mastclimbers manufacturers to develop and improve the product for the UK market. The company has for example designed a mechanical sliding mechanism fixed to the platform - approved by manufacturers - which cantilevers a small platform extension on the inside, allowing workers to get closer to the face of the building. The system was designed by Casey who prior to joining Brogan was a mechanical engineer, designing chassis in the commercial vehicle sector. "The platform extension has been used extensively by clients as it offers a ready-made safe solution for a tricky access problem," says Casey. "Other companies use fixed extensions, however there is a

safety issue when manually filling in the gap between the platform and the extension which is repeated when the extension is removed. Our system moves forward and back as one piece, with no gaps between the platform and the extension."

On heavy duty machines with platform widths of 1.6 metres the platform extension can be up to three metres wide and on the lighter units with 1.2 metre wide platforms up to a one metre extension. The sliding platforms can be offered in different shapes, or even profiled, depending on the building shape. One added safety feature of the system is that the main platform can only move when the extension has been fully retracted into the main platform, removing the risk of hitting a person or part of the building.

Slow to change

"UK contractors are slow to change



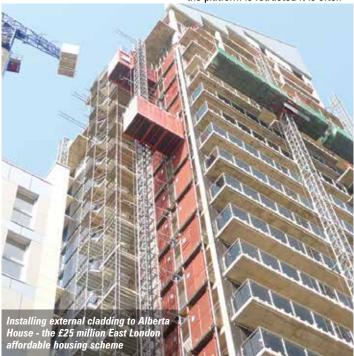
from scaffolding, but mastclimbers now account for about half of all new enquiries, an enormous improvement over the last year or two. Bricklayers in particular are resistant to change and still request scaffolding. However once they have used a heavy duty mastclimber with a five tonne capacity for bricks, muck and tools - they see the benefits of always working at the right height, protection from the weather etc... For window and cladding installation and bricklaying there is also a corner wrap around which gives up to 1.5 metres work platform around the corner of the building."

Scaffold v mastclimbers?

There is no fixed rule about

additional cost of a hoist and driver which has to be added into the scaffolding quote to move materials up and down to the work levels and the materials then have to be distributed from the hoist to the place of work. When all this is taken into account it tends to work out at the 20 weeks contract length, rather than heights or lengths."

Other factors may include the aesthetics of the different solutions, particularly important on large tower block refurbishment or work on historic or landmark buildings. Residents or sightseers don't want to look at a scaffold every day, whereas a mastclimber is only seen when the platform is working. When the platform is retracted it is often



how to decide whether to use scaffold/hoists, mastclimbers or a combination of the two. In the UK for example some companies will say that mastclimbers are generally used on projects more than 20 metres high. With scaffolding cost-effectively limited to around 45 metres, the higher the project the more likely mastclimbers will be used. One example given is of a 100 metre long building with a height of 25 metres i.e. 2.500 square metres where the mastclimber solution is said to offer cost saving in the region of 60 percent. According to Brogan the break point is more dependent on time.

"If the contract needs the access system for more than 20 weeks then it is probably going to be cheaper with scaffolding," says Casey. "However it depends on the type of job and the scheduling of the works. There is of course an difficult to see the masts in place on the elevations. There is also less repair work to the building when using a mastclimber because of the reduced number of anchor points.

No room on the ground

Brogan also has the capability to design, fabricate and manufacture custom work equipment when required. One such contract requiring a cantilevered gallows bracket system which allowed the mastclimber to be sited at the second floor level was on the 34 storey, 120 metre high Tower West building in Liverpool.

The glazing contractor, working for main contractor Carillion, required two mastclimbing work platforms to be erected to the full height of the structure on the North elevation. However due to site boundaries and restrictions at ground level it was not possible to base the machines



on the ground floor so a cantilevered gallows bracket system was used, allowing the machine to be based at second floor level.

In partnership with Scanclimber's design team, the Gallows bracket was designed to support the machine base load of 12 tonnes fixed through the 450mm thick reinforced concrete structure wall with high tensile steel 20mm diameter threaded rod and spreader plates.

The bracket exerted a force of seven tonnes horizontally onto the permanent structure and the bracket had to be designed to ensure its dimensions between the fixing points did not clash with the existing vents, voids and reinforcement that had been formed in the concrete face.

Safety first

"We are very strict when it comes to safety. Fortunately the mastclimber sector in the UK has a good safety record with very few incidents. Sadly some other countries do not have our vigilance when it comes to operating and maintaining equipment," says Casey. "A fatal incident in Spain a year or two ago highlighted the problems that can arise from a lack of maintenance and machine abuse. However we understand that at that time, anyone could have rented the mastclimber in the same way as renting a lawnmower although this has now changed."

We only use directly employed labour to erect or dismantle machines and all our employees are fully trained and competent go through our IPAF mastclimber training centre in London. Operatives are either trained on site or at our training centre and have to go through the basics of safe operation, visual checks, levelling, moving the platform and the rescue plan in the event of a failure. We also run our own transport fleet and the trucks are equipped with heavy duty

Palfinger loader cranes to help with loading and unloading of equipment should no site crane be available."

Double stacked

There are some contracts that can benefit from double stacked mastclimbers - two platforms on the same mast. It is not very common and only used on very tall buildings where different trades are working at different levels at the same time. "Brogan has carried out contracts in the past however when you explain to the client that platforms must be at least three metres apart, you must have deck protection for the lower platform, and then ask how will the materials get to the upper platform it is often not as appealing as it first seemed," says Casey. "It has to be well thought out - and for most recent enquiries there have been more cost effective solutions."

"It is also usually more beneficial to have several machines on a façade rather than - if it were possible one long platform. This is because different trades work at different speeds and each would tie up the platform for different times at different levels. It is also far better from a cost point of view to have several smaller mastclimbers along a façade rather than one or two longer platforms."

More competition?

With the increased popularity of the mastclimbers are more companies likely to enter the sector?

"I think it is highly unlikely even with the growing popularity, that there will be more rental companies entering the market," says Casey. "Most existing companies will expand their own fleets but at the moment there are major barriers to entering the market, while current pricing strategies adopted by certain players limits growth and investment. What may be more likely is further consolidation amongst the larger companies. We are here for the long haul so we

Brogan Group

would not rule out an acquisition if the price and products were right - we never say never. Most rental companies will also continue to use existing manufacturers for products because compatibility allows more flexibility and also makes servicing and training easier."

Still a lack of awareness

Main contractors are still learning about mastclimbers although this is improving as construction and planning managers move between projects and spread the word. Perhaps one of the main factors restricting their growth is the amount of support and back-up required. A mastclimber cannot just be hired out as an item of equipment - there has to be an approved design and then erection and dismantling by trained specialists. "We are already busy but if we win just five percent of our existing enquiries then the mastclimbers will be very busy," adds Casey. "Because of this we are currently looking for skilled mastclimber and hoists employees in addition to trainees that have the correct qualifications. The future for mastclimbers looks really healthy."





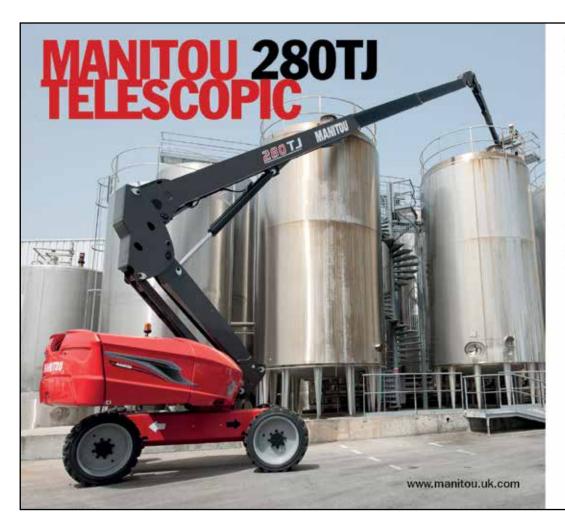
Westfield Shopping Centre, Stratford London was a particularly interesting and tricky contract using a total of 28 mastclimbers working on the main ceiling of the pedestrian walkway. The mastclimbers were used so the contractor could work on the whole ceiling rather than installing a very large bird cage scaffold. The speed of erection was a major factor as the contract had to be completed very rapidly. Client changes meant units had to be moved rather than dismantled and Brogan devised a bespoke jacking system and used castors to slide the machines into new positions.

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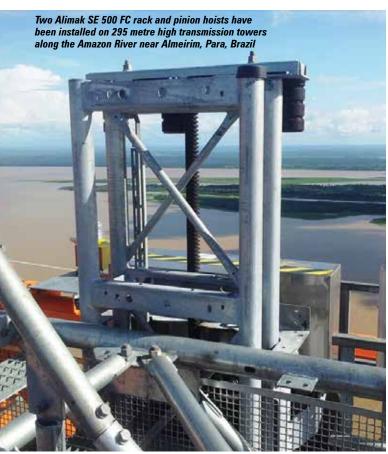
Elevators over the Amazon

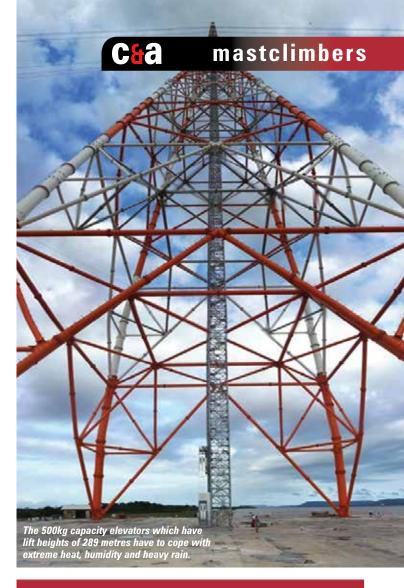
Two Alimak SE 500 FC rack and pinion passenger hoists have been installed on 295 metre high transmission towers along the Amazon River near Almeirim, Para, Brazil to provide access for critical servicing and maintenance.

Located near the equator the towers are the tallest of their kind in South America and are part of the 1,191km high voltage line running from the Tucuruí Dam in the State of Pará, to Manaus in Amazonas and carry three 500 kV and two 230 kV power lines over the Amazon River.

The 500kg capacity elevators have lift heights of 289 metres and must cope with extreme heat, humidity and heavy rain. Alimak Hek working for contractor, Isolux Corsan installed and commissioned the pair earlier this year, allowing service and maintenance personnel

to access power cable stays and aircraft warning lights located on each tower. Alimak says its rack and pinion drive system offers advantages over wire rope and hydraulic elevators - by carrying its own machinery the elevator does not require a machine room or load-bearing elevator shaft. It also claims a safety advantage over traction elevators because in a power outage, the car uses gravity and a centrifugal brake system to descend back to the nearest landing at a controlled speed. Should the passenger car exceed the rated descent speed, it is stopped automatically by a safety brake.





Märker cement works

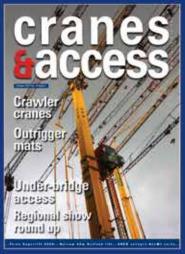
Geda has installed an SH 2000 industrial lift at the Märker cement works in Harburg, Germany. The lift travels 70 metres up the preheater tower and is used for essential maintenance work during production - 24 hours a day, seven days a week. The 1.55 metre by 2.8 metre lift has a rated load of 2,000kg and enough space to transport bulky, heavy

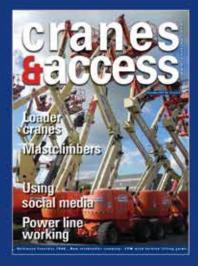
The lift travels 70 metres up the preheater tower and is used for essential maintenance work during cement product

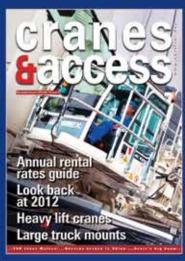
parts easily and safely up or down the tower. The lift has been specially adapted to withstand the difficult conditions - very high temperatures and large volumes of dust from the cement making process. On each of the nine landings special landing level safety gates and landing enclosures ensure extra safety at the entry and exit points.

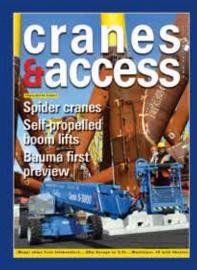


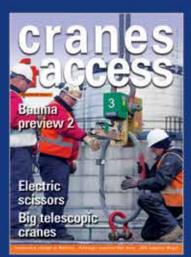














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Ship mast refurbishment

Harsco Infrastructure has provided mastclimbers for a major ship refurbishment project in Scotland. The company supplied six, twin-mast Hek MSHF mastclimbers to help clean, repair, blast and repaint the 66,538 tonne Haewene Brim - a Floating Production, Storage and Offloading (FPSO) vessel - owned and operated by Bluewater **Energy Services.**

"Given that this was a time-critical project, the use of scaffolding to provide access was not practical as it would have taken far too long to install and then strike," said Harsco site service manager, Joe Smith. "There would also have been issues with the space required to construct the scaffold. Mastclimbers were

ideal as they could be put into place in a fraction of the time."

The mastclimbers were also well suited to the physical profile of the ship as it has an unusual, 252 metre long flat-bottomed hull with smooth, vertical sides. The refurbishment process involved different stages - high-pressure cleaning and shot-blasting, prime coating and specialist painting which had to be carried out in strict sequence. Each platform was 25 metres long and stood freely on a mobile chassis reaching heights of 25 metres with each having a top tie installed for additional support. This allowed the contractor full height and uninterrupted access to the ship's hull.

The maintenance work on Haewene

Brim took place in a dry dock at Nigg Yard near Invergordon in Scotland. The dock itself had to be drained before the mastclimbers could be installed. In order to keep the overall project schedule as short as possible, Harsco assembled the machines offsite, and delivered them to Nigg Yard fully assembled, allowing for guick installation with the support of an on-site crane.

"I found the mastclimbers to be very practical and productive for shipyard work," said Alec Angus, hull & tanks supervisor for Bluewater Energy Services. "They eliminated a great deal of time that would

have incurred using scaffolding, self-propelled access platforms and other access methods to high areas."

Harsco Infrastructure supplied six, twin-mast mastclimbing work platforms to help refurbish the Hawene Brim Floating Production, Storage and Offloading vessel.

mastclimbers

"The mastclimbers were used to access the starboard side first, and then moved to the port side," adds Joe Smith. "That meant that we had to be very flexible and responsive to the changing needs and timings that we encountered during the 26 day project."

Harsco also provided a number of self-propelled booms for access to the more difficult-to-reach areas around the bow and the stern.

Hoists reach new heights

Brookfield Multiplex installed three high-speed Alimak construction hoists at The Tower, One St George Wharf, London. At a height of 185 metres it is one of the tallest residential buildings in Europe.



Two of the hoists - the 100 metres a minute, 3,200kg capacity Scando 650 FC-S 100 - are specifically designed to speed up construction time and save costs with a full height transit time reduced to just 90 seconds, compared to more than four minutes using standard hoists. The hoists also incorporate VFC drives which have improved levelling accuracy and power savings of around 30 percent.

The hoists are installed in conjunction with a common tower system which is manufactured from aluminium alloy to minimise weight and has a five metre square footprint, yet is capable of running multiple hoists simultaneously. This access system allows all material and personnel transportation to be concentrated in one area, which streamlines loading efficiency at ground level.

The hoist system installed at The

Tower also incorporates a three by 4.6 metre 'Mammoth' hoist with a capacity of 5,500kg, which was used for the fast movement of larger materials. All hoists can be operated simultaneously.

The common tower solution provides a clear (five by five metres) landing space at each floor to allow the safe and easy movement of materials in and out of the hoists. Only the common tower - and not the hoists - is tied directly into the building, allowing external cladding to be applied to the whole building during construction with the exception of the 4.5 metre access openings at each level. As a result there are far fewer panels to replace at the end of the project, which dramatically speeds up de-rigging.



lift capacity of 5,500kg for the fast

movement of larger materials



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Manchester castle development

The Student Castle project in the heart of Manchester has been helped with a double-decked mastclimber from Harsco Infrastructure. Working with main contractor Shepherd Construction, Harsco designed and supplied the bespoke system to provide access to all external elevations, allowing the architectural panels to be easily applied to the 31storey student accommodation block.



The Student Castle - adjacent to Manchester Oxford Road rail station - has a complex building profile with variations in height, projections and recesses. Mastclimbers were proposed as they provide clear, unobstructed access to all areas of the facade, while allowing the transport of materials to the working area to be unimpeded.

A mix of single and double mast platforms in 17 positions around the exterior of the building were installed, some reaching up to 100 metres in height. Of the 17 platforms, six were 'double deck' allowing two different operations to take place simultaneously. Several of the mastclimbers installed were mounted on roof areas at



Of the 17 platforms six were 'double deck' - two independent platforms on the samae mast - allowing two different operations to take place simultaneously.

various points around the structure, requiring carefully engineered load-bearing support structures.

While most platform access solutions force the user to lower the whole platform to base level to enter and exit the platform, Harsco's system allowed the team working on this project to access platforms from the upper floors of the building. As a result, the main contractor reported improved efficiency.

mastclimbers

World class teaching hospital

When the first patients arrive in the new Stockholm University Hospital Nya Karolinska in Stockholm in 2016, awaiting them will be customised patient care in one of the most modern university hospitals in the world.

The Multilift P6 is the smallest in the range with a capacity of 650kg or six people, lift speed of 24

metres per minute and maximum

lift height of 100 metres.

When complete, the pioneering hospital will have 600 in-patient beds and a capacity of up to 1,600 patient visits per day. The Karolinska Hospital Project will also set new environmental benchmarks - its innovative heating and cooling system as well as the use of solar and wind energy are integral aspects of the design. The project is being financed by a co-operation between public and private investors and at a cost of 14.5 bn Swedish Krona and covering 32,000 square metres is Sweden's biggest building and the world's biggest hospital building project that has ever been built using PPP financing model.

Construction work is being carried out by Swedish construction company Skanska. On site there will be 400 temporary construction site containers used both as offies and work containers. These are placed on top of each other forming a complex several storeys high. Swedish law states that in buildings with at least three storeys, a hoist must be installed during construction work to transport people and materials. Skanska opted on two Geda Multilift P6hoists. And each of the 10 tower cranes is equipped with Geda 2 PK operator hoists.

The Multilift P6 is the smallest in the range with a capacity of 650 kg or six people, lift speed of 24 metres per minute and maximum lift height of 100 metres. One of the machines at the Karolinska Hospital is used to transport people and loads on the scaffold staircase tower of the Skanska work and office containers as well as an emergency hoist to quickly transport any injured people down using a stretcher. The second hoist is installed on the containers at the Skanska service centre.

The two GEDA Multilift P6 devices were also equipped with electric unloading ramps. At the exit level the unloading ramp can simply be opened by pressing a button - a solution that saves both power and particularly back strain.

Thanks to the ten Geda 2 PK crane operator hoists the crane operators are quickly lifted to their cabins. The GEDA 2 PK is designed to transport 2 people, whereas the maximum load is 200 kg. This allows, if necessary, the transportation of material for maintenance work to the top. The lifting speed is 25metres per minute and the maximum lifting height for the hoist is 150 metres. The car has a ramp which makes the step onto the crane perfectly safe. The crane operator hoist can also be used in an emergency recovering or saving unconscious or sick crane operators.

Construction work on the project should be completed by 2016.



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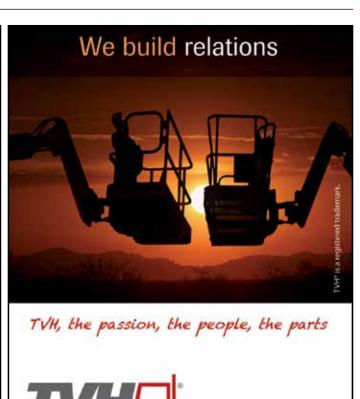






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The importance of tyre replacement and tyre pressures

Research undertaken by a major telehandler manufacturer indicates that a five percent reduction in tyre pressure from the manufacturer's specified values, can result in a 30 percent reduction in capacity at certain points on the load/height/radius curve which could result in the vehicle overturning. Because tyres deflect/distort under load they have a significant effect on telehandler stability and load carrying ability.

An example of the importance of properly planning tyre replacement occurred when a telehandler operator checked the tyre pressures on his machine. Having completed the checks, he was walking away when one of the tyres exploded.

Subsequent investigation revealed that the tyre, which had recently been replaced, was a 14 ply with a 3.5 tonne load rating, rather than the manufacturer's specification of 16 ply with a six tonne rating. The contractor also found that the



tyre had been ordered from the company's approved supplier by asking for a tyre for the model of the telehandler, without mention of ply

or load rating. A subsequent check of other machines found that a third of them were fitted with incorrect

Safe use of telehandlers updated

Telehandlers are involved in 20 percent of all mobile equipment deaths in the UK, with many fatal and serious injuries resulting from machines on the move, particularly when reversing. Incidents can also occur during lifting should the machine overturn, trapping the operator or bystanders. The dangers of overturning prompted a revision earlier this year of the Strategic Forum Plant Safety Group's Safe Use of Telehandlers in

Construction guide, which was first published in 2012.

The original guide was published to help the construction and related industries reduce the risk of accident and injury when working with telehandlers. The main changes affect sections dealing with tyre replacement and tyre pressures, to reflect the importance of tyres on the stability of a telehandler. More emphasis has also been added to the guidance on use of seatbelts as an essential safeguard against the operator being crushed should the machine overturn, while the section on suspended loads has also been extended to give better guidance to industry.



Following a meeting with the Home Builders Federation (HBF), the section on suspended loads has been extended to give better guidance on good industry practice. Further work with telehandler manufacturers is continuing in this area to help align industry best practice and training with manufacturers' information and instructions.

Seatbelts save lives...

A survey of reported telehandler accidents in the UK carried out by the Health & Safety Executive shows that in seven years there have been at least 72 lateral overturns of telehandlers. In three cases the operator was killed by being ejected from the cab and crushed. In a further two cases the operator was ejected from the cab and received serious crushing injuries. Had three of these operators been wearing their seat belts they would in all probability have lived

CPA director Kevin Minton said: "The safe use of telehandlers guide was well received in the

industry and the principles of the document have possibly saved lives. The 2013 revision with added safety points is another step forward in protecting the operator and other site personnel from the potential hazards involved when using these machines incorrectly. The most significant development is the understanding of the importance of tyre replacement and tyre pressures, and how these can drastically affect the performance and safety of the machine. However the group's work has not yet ended, and much remains to be done on suspended loads and in other areas."

The revised version of Safe Use of Telehandlers in Construction is published by the Construction Plant-hire Association on behalf of the Strategic Forum Plant Safety Group, and is available to download from the CPA website at www.cpa.uk.net.

New guideline for hydraulic hoses on mobile cranes

Exchange of hydraulic hoses has been discussed on and off over many years and the crane manufacturers under FEM have published a new guideline -FEM document 5.020 – which has a publication date of 1st November 2013.

The new guideline has been produced following a fatal road accident caused by a car skidding on oil that had allegedly leaked from a poorly maintained mobile crane. The guideline covers the service life of hydraulic hoses in addition to information regarding regular inspection, and replacement of hoses. This document applies to all hydraulic hoses in mobile cranes and is

considered as complementary information to the machine operators' manual. It applies to all types of mobile crane as defined in EN13000 Cranes -Mobile Cranes. The full guide can be downloaded from the FEM website: http://fem.uniweb.be/ index.php/prodGroups cranes/en/









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ALLMI Crane Supervisor course update

The development of ALLMI's Crane Supervisor programme continues to gather pace following the latest round of pilot courses which are being held through December. Designed to assist employers in meeting their obligations under BS7121 Part 4, ALLMI's course complies with the requirements of this British Standard and equips those looking to fulfil the crane supervisor role with the required technical and legislative knowledge as well as a high level of practical skills.

ALLMI's technical director Alan Johnson said: "The crane supervisor is the person who controls the lifting operation and is responsible for ensuring that it is carried out in accordance with the Appointed Person's safe system of work."

"For basic and lower level intermediate lifts, where the operator is working on his own, it is quite reasonable for him to act as his own supervisor, but for the higher categories of lift, the role will usually need to be undertaken by

a dedicated member of the lifting team. For this reason the training requirements will differ. It must be stressed, however, that in all cases employers will need to be able to demonstrate that the person concerned has been appropriately trained and is competent to carry out their duties."

David Gale of 19 Transport, who recently undertook the training, adds: "I was extremely impressed with the quality of the course content and documentation and the way in which the training constantly



The ALLMI Crane Supervisor course includes the following modules:

Module 1: Course Introduction Module 2: Legislation Module 3: Roles & Responsibilities Module 4: Introduction to the Loader Crane Module 5: Rated Capacity Module 6: Hydraulic & Safety Systems Module 7: Pre-operational Checks Module 8: Maintenance & Testing Module 9: Lift Categories

refers back to, and is tied-in with, the requirements of BS7121 Part 4. It has strengthened my supervisory skills and has also qualified me to act in a stand-alone, dedicated role, which is often needed when the company undertakes its higher

Module 10: Assessing Loads Module 11: Siting the Lorry Loader Module 12: Accessories/ Attachments Module 13: Site Surveys Module 14: Slinging/Signalling Module 15: The Lifting Plan Module 16: Theoretical Assessment Module 17: Practical Assessment Module 18: Summary & Feedback

level intermediate and complex lifts. In my opinion, it was extremely worthwhile and I would recommend it to others looking to fulfil this role, regardless of the lift categories they are involved in."

Manager courses – are you complying with PUWER 9.2?

ALLMI's range of manager courses is proving increasingly popular and the association is experiencing a surge in demand for the training.

The courses assist companies in complying with the requirements of PUWER (Provision and Use of Work Equipment Regulations) 9.2, which states: "Every employer shall ensure that any of its employees who supervise or manage the use of work equipment have received adequate training for purposes of health and safety, including training in the methods which may be adopted when using the work equipment, any risks which such use may entail and precautions to be taken."

ALLMI chief executive Tom Wakefield comments: "The provision of manager courses is part of our on-going efforts to further improve the level of knowledge, awareness and competency within the industry, as well as compliance with the requirements of PUWER 9.2. Demand for the courses continues to grow, as companies recognise that those managers and supervisors who attend are gaining an even better understanding of the technical, legislative and operational issues relating to areas

of the business for which they are responsible. The knock-on effect of this is that standards are then raised throughout the company."

ALLMI provides the following courses for managers:

- · Lorry Loader Operator
- · Slinger/Signaller
- · Appointed Person
- · Thorough Examiner

A tribute to the late John Penny

ALLMI recently received the very sad news that one of its long serving committee members, John Penny of Penny Hydraulics, had passed away following his battle with cancer. Speaking for the association ALLMI chairman Mark Rigby said: "John was a staunch servant to the association and he played an extremely active part in many of our projects and activities. He was involved with ALLMI for many years and through his valued membership of the association's Technical and Training Committees, as well as BSI, CEN and ISO, he



played a significant role in the raising of standards. John was a credit to the lorry loader industry and he will be sorely missed by all."

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An eye opening mock trial

Working Well Together - a joint construction industry/Health and Safety Executive initiative in UK - will host a half day event entitled 'Wrong Direction, Don't Fall for It' next month re-enacting the proceedings of what happens when a company is found liable for the death or injury of an employee.

Presented by HSE inspectors and lawyers, the live dramatization focuses on Andy Cartridge, the operations director of a fictional company which is being investigated after an employee was injured by a fall from height. Cartridge is first interviewed by health and safety inspectors under Police and Criminal Evidence (PACE) conditions. After finding the company to be liable for a series of safety breaches, he is then cross examined by a barrister - Hayley Saunders of Shoosmiths law firm. Once the performance has concluded there will be an opportunity to ask HSE inspectors and Saunders questions about the investigation process and of the individuals involved with the case.

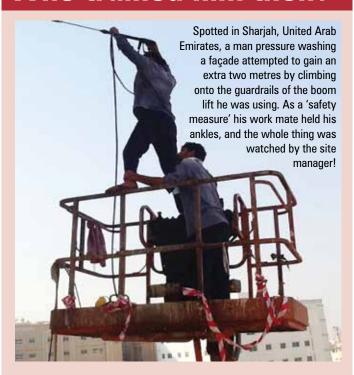
HSE visiting officer lan Weekes, said: "Those who come along will be able to see first-hand what it is like for a representative of the company to face questioning under PACE conditions, and the implications



for those involved. Protecting the health and safety of employees and members of the public is an essential part of risk management and must be led by those at the top - many high-profile safety cases over the years have been rooted in failures of leadership. This event will be a real eye opener for those attending, giving a detailed insight into what happens when someone has to answer to HSE because a worker has been injured."

Scheduled for Friday 6th December, the event will be held at the Lumb Farm Country Club in Ripley, Derbyshire. For more information or to book a place, contact HSE visiting officer Weekes at: ian.weekes@hse.gsi.gov.uk.

Who trained him then?



training



MOM clamps down on crane safety

Between July 15th and September 30th Singapore's Ministry of Manpower (MOM) carried out a series of unannounced crane safety inspections as part of Operation Skylark. In total, MOM uncovered 189 contraventions of the Workplace Safety & Health (WSH) Act and issued 107 fines against 61 companies. The majority of sites belonged to companies which had experienced crane incidents in the past, or had a large number of cranes on site.

The most common contraventions included failure to maintain cranes in a good working condition and failure to establish and implement a proper lifting plan. Others were fined for using defective lifting gear, corroded ropes and damaged safety latches on hooks.

Go Heng Huat, deputy director engineering and safety at MOM's Occupational Safety and Health Division, said: "The recent accidents are a stark reminder that poorly managed crane operations can lead to deaths. Companies must implement safe lifting plans and put in place a robust crane maintenance regime to ensure that crane operations are kept safe."

...And considers mandatory data-loggers

Following Operation Skylark, MOM announced the launch of a pilot trial on the use of data loggers on mobile cranes. With plans to complete the trial by the end of the year, it is considering making data loggers mandatory for certain cranes based on its findings.

Senior parliamentary secretary for education and manpower, Hawazi Daipi, said: "We have been working closely with the industry on exploring the adoption of new technologies to improve WSH practices. MOM constantly explores new technologies and solutions to better manage and monitor crane safety conditions on the ground. An example worth highlighting is the implementation of data loggers on cranes. Though not currently mandatory, the benefits of data loggers are multi-fold. First, the information recorded and stored can assist crane

> users to plan their lifting operations to optimise the safe use of the cranes. Secondly, they allow for better monitoring of the performance of the crane operators."

> > MOM is considering making data loggers



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Scheduled for the 3rd April next year, the IAPA awards ceremony and IPAF Summit will be held at the Beaumont Estate Hotel in Windsor, near London. The deadline for entries is 20th December and all entries must be submitted using the official entry form available at www.iapa-summit.info.

Turkish potential



One of the topics discussed at the **Europlatform conference in Istanbul** this October was the huge potential of Turkey's powered access industry, which currently faces competition from the heavy use of alternatives such as loader cranes and scaffolding. Delegates were told how Turkey's booming economy and a large number of infrastructure projects, including a third Istanbul

airport and a new bridge over the Bosphorus, meant that the demand for access equipment would increase significantly in the coming years.

Serkan Acar, general manager of Turkish access rental company Acarlar Makine, told delegates that major infrastructure projects, coupled with new health and safety regulations, would help increase the use of powered access. He estimated the current access rental fleet, currently around 2,800 machines, could rise annually by 20 to 25 percent, doubling by 2016 and reaching more than 9,000 units by 2018.

Other speakers at Europlatform included Pierre Boels, chief executive of Boels Rental, who shared his company's experience of entering new markets, and Søren Rosenkrands of Riwal, who highlighted the particular demands of managing large booms and emphasised shared responsibility between manufacturers, dealers and rental companies.

Europlatform 2014 will be held on 25th September in Berlin, Germany. Event details will be added at www.europlatform.info.



Don't use tower cranes for fun!



The tower crane offering rides at Bauma in Munich earlier this year

IPAF has welcomed the position paper issued by the Fédération Européenne de la Manutention (FEM) Product Group for Cranes and Lifting Equipment, which makes clear that tower cranes are designed and manufactured to lift loads, not people, and that they should not be used for entertainment purposes.

Drafted in response to IPAF's request for clarification following the offering of crane rides at Bauma in Munich earlier this year, it states: "Tower cranes are, in general, designed and manufactured to lift loads. All other uses are not allowed by manufacturers. When a user of a tower crane decides to operate a tower crane not in line with the intended use as described by the manufacturer, the user is responsible for a risk assessment according to the national work place safety regulations and he does so under his own responsibility."

"For professional use, national labour regulations may allow tower cranes to be used to hoist and suspend personnel in man baskets, but only in unique work situations when it is the least hazardous way to do the job. For any other use not described in the instruction handbook (for example, entertainment purposes), local regulations must be followed."

IPAF's chief executive Tim Whiteman said: "IPAF's members will not stand by such flagrant disregard of all safety campaigns that are aimed at ensuring that temporary work at height is performed by properly trained operators using machinery designed to lift people. While such fun rides may not contravene local legislation, they go against safety principles and industry good practice."

"Circus entertainment has no place in the professional construction and lifting equipment industry and IPAF has written to the organisers of the three major construction shows - Bauma, Conexpo and Intermat - for confirmation that they will not allow such rides in future. Powered access equipment is a safe and effective way to lift people to perform temporary work at height. Our industry is safe and we strive to keep it that way."

Al Cervero, vice-president of marketing and global business development at the AEM, said: "The AEM and its Conexpo show in Las Vegas will not allow rides as a recreational item. It goes against our criteria in our position paper of the Power Crane and Shovel Association (PCSA) and against show rules. We encourage demonstrations; however, demos should be real world applications and not in a recreational manner."

Intermat director Maryvonne Lanoe added: "I cannot imagine allowing the use of tower cranes for some kind of circus ride at Intermat since the show is dedicated to promoting safety in construction and the professional use of construction equipment.'

Statements similar to FEM's have also been issued by organisations including the US-based Power Crane and Shovel Association (PCSA) of the Association of Equipment Manufacturers (AEM) and the UK-based Construction Plant-hire Association (CPA).

The World's Top Access Platform Exhibition



IPAF

Need more APEX information?

Contact: marleen@ipi-bv.nl

LED crane lighting cuts costs and improves safety



Spanish stevedoring company TCV claims to own the world's first ship-to-shore crane entirely lit by LED technology. Manufactured by Ingeniería de Aplicaciones Energéticas (EDAE), the High Flux LED floodlights, which have a power rating of 400 watts or less, replacing the crane's original 1,000 watt high pressure sodium vapour lamps.

As well as providing the same lighting levels and improving light uniformity, EDAE's LED floodlight package achieves energy savings of 66 percent and provide annual savings of 94

tonnes in CO2 emissions.

The Super Post Panamax crane has also been fitted with 10 and 22 watt LED tubes with vibration damping technology in transit areas and technical rooms to reduce the costs of bulbs prematurely failing due to the vibrations of the crane when it is moving.

The company said: "Changing from yellow to white light leads to increases in both safety and productivity in operations as it improves the perception of distance and therefore the speed of approach to the loading and unloading area. Investment in this technology makes it possible to incorporate and integrate flow management devices and adapt artificial light according to need at sunset and dawn, maintaining constant light levels and enabling improved savings ratios."



Miniature control wheel

Switch and joystick manufacturer APEM has launched a CW Series Hall-effect control wheel, designed for integration into joysticks, control grips, armrests and control panels.

installed in a joystick

The spring-loaded proportional control wheel is selfcentring and provides a reliable and accurate linear output through 90 degrees of mechanical travel. Featuring snap-in mounting tabs for easy installation, the device's above panel measurements are 25mm x 13mm x 9mm and just 18mm below panel. Operating with a 5Vdc power supply and an over-voltage protection up to 20Vdc, it is connected via a three pin Samtec 0.100" pitch male connector. Available in a range of wheel colours and four linear output options the device will operate in temperatures ranging from -40 to +85 degrees centigrade. Future options will include frictional centring and LED backlighting. APEM's control wheel





Non-Conductive Tagline

UK-based Tagattach has introduced a non-conductive tagline to its range of inertia reel tag line products. Developed in a joint venture with Ohiobased Insulatus, the Guardian-Line tagline protects riggers from possible electrocution in the event the crane or load line comes into contact with an overhead power line.

Available in a variety of lengths ranging from three to 15 metres, the retractable tagline system - which functions much like a recoil dog lead offers riggers a 25kV protection and fully complies with OSHA's requirements when working close to power lines.

The company said the device's retractable and static function keeps the tagline length to a minimum, protecting riggers from the conventional hazards of using rope in lifting operations which include tangling, fraying, whiplash as well as potential trip hazards. Additional features include brightly coloured protective canvas sleeves and large quick-release hooks.



Force Logic load indicators

UK load cell and force measurement system manufacturer Force Logic has introduced a new Load-Master range of wireless load indications.

With long battery life and a range of over 100 metres, the radio transmitting LM load cells and SLP load shackles are able to provide virtually any tension and load measurements when used in conjunction with a series of wireless

output devices. Information is either transmitted wirelessly to the company's standard portable handset, which can now be built up to include larger displays and ticket printers, or sent directly to a computer to be processed using indicating and data logging software.

Force Logic managing director Tom Williams said: "The new range of instruments enables added functionality at any time without needing to re-engineer the complete system. They simplify the use of load indicating systems in lifting, handling and moving operations."



To contact any of these companies click on the 'Access & Lifting Directory' section of 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 with 'Innovations' typed in the subject box.











Tower Week Tower Week saw mobile access creates a buzz

With its emphasis on safety and best practice, PASMA Tower Week was promoted as a major, first-time event in the work at height sector.

Delivered nationally by trade body PASMA and its member organisations, and supported by Working Well Together (WWT), the event saw mobile access towers take centre stage through a series of online interviews and presentations, alongside regional displays and demonstrations as well as tower surgeries and health checks. At its peak the Tower Week website attracted over 1,000 visitors a day and during the period of the campaign hundreds of existing and potential users requested PASMA's free Tower Fact Pack.

PASMA's managing director, Peter Bennett, said: "By providing a range of free resources our principal aim was to promote tower safety. However, we

also wanted to demonstrate the benefits sectors, and to use the campaign to provide a snapshot of current tower use to inform future safety-led initiatives and projects. The images and information we received as a result of Tower Week will prove invaluable."



Events around the country

Around the country PASMA members organised a series of wellattended practical events designed to reinforce the need to only use mobile towers which are certified to product standard EN1004 (BS EN1004 in the UK), and ones that can be assembled and dismantled using either of the two recognised safe methods - Through the Trap

(3T) or Advanced Guardrail (AGR). Members also focused on the flexibility, strength and lightness of towers, with particular reference to bridging, façade, stepped, high level and cantilever structures. Not surprisingly, PASMA training featured strongly at a number of venues through training tasters and panel discussions.

"Basic safety standards not met on 1,105 sites"

A popular start to Tower Week was an exclusive interview with Justine Lee, a health and safety inspector in Health & Safety Executive's construction sector team, who discussed the findings of this year's two 'Safer Sites' initiatives which targeted the refurbishment, repair and maintenance sectors.

During the September inspection initiative, a total of 2,607 unannounced site inspections revealed that basic safety standards were not being met on 1,105 sites. Significantly, one of the three most common problems identified was a failure to protect workers while working at height.

Other digital events during the course of the week included a talk by PASMA's technical director, Don Aers, on the diversity, advantages and potential of access towers.

Aers also gave a talk on essential points to consider when buying. owning and looking after a mobile access tower. An additional talk featured PASMA's new PAS 250 product specification, designed to protect users of low-level access equipment such as podiums and pulpits. The specification covers all low-level work platforms with a maximum platform height of less than 2.5 metres for use by one person with one working platform and side protection.

PASMA focus



Tower Fact Packs

Anyone requiring a Tower Fact Pack should visit towerweek.pasma.org.uk - the packs are free of charge while stocks last. Each pack contains new material created specifically for the campaign, together with handy-sized pocket cards giving guidance on assembling, moving and dismantling mobile access towers, and the





As a PASMA member, if you have an interesting or unusual story to tell about towers and tower training, please send it to michael.fern@pasma.co.uk



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www.vertikaldays.net



books & models Tower crane heaven

A few years ago tower crane manufacturer Wolffkran celebrated the 100th anniversary of the introduction of its first modern tower crane. In order to celebrate the milestone it published a hard back coffee table size book entitled 'Zwischen Himmel und Erde - 'Between Heaven and Earth. The book is bi-lingual, which tends to compromise the design and layout in places as you might expect.

However regardless of this small flaw, the information and illustrations are first class with a great dose of well-illustrated company history - underlined by the major milestones and achievements going on in the wider world at that time. It also includes a good deal of information on tower crane technology and the company's milestone product launches. Overall the book is a must-read for anyone interested in tower cranes or the history of high rise construction.



Sock it to me!

Earlier this year we received a parcel of socks targeting the construction industry with the request to tell our readers about them. Although an unusual request, we thought that most of our readers wear socks, and many of them wear safety boots which is not always the most comfortable form of footwear. The blurb also said that productivity and concentration can be seriously affected by painful feet so we took up the challenge and have been 'road testing' them since the summer.

We received two 'models' to evaluate, the WFHP300 Ultimate Comfort Sock and the more regular Safety Boot sock, both produced by Work Force. The Comfort Sock is a fantastic piece of engineering - that may sound like an odd claim for a sock, but it really is. A variety of materials are used, including bamboo fibres for its good elasticity and anti-bacterial qualities, while thicker terry cushion 'zones' are placed at points where the foot is most prone to pressure and discomfort. As a result the left and the right are different and clearly marked with an L or an R. They are also contoured to match the foot.

The tailoring makes getting them on and off something of a challenge, and this did not change with repeated washing or wearing. However once on they are fantastic... warm when it's cold, yet cool when it's warm. They made a new pair of uncomfortable steel toecap boots comfortable enough to wear all day during the Vertikal Days The Safety Boot sock.

build up. They also stayed up all day and were a delight in regular walking boots, being both warm and comfortable. They are not cheap but worth every penny if you suffer from bad feet, or buy cheap boots! However if you find putting socks on and taking them off a bit of a challenge, these are not for you, although one does develop a technique after a while.

The Safety Boot Sock is much easier, they slip on just like a regular sock and are thick warm and comfortable. Unlike the Ultimate Comfort Sock the Safety Boot sock sizes cover a wider range of foot sizes. For example if you are size 42 (UK 8) you buy the 39 to 45 (6-11). As a result the clearly defined heel was not always where it is supposed to be when firmly pulled up. While this did not bode well, they did in fact turn out to be very comfortable and stayed up all day, without cutting off circulation in the leg. While not as good as the Ultimate Comfort model, they were certainly better than most socks our testers had experienced. They also retained all of their features and qualities after several washes although not as well as the Ultimates. In summary we would highly recommend both socks, but if you appreciate fine engineering, have troublesome feet and

allow enough time to put your socks on, then treat yourself to the Ultimate Comfort model.

Work Force socks can be purchased from various outlets and online expect to pay around £8 for the **Ultimate Comfort sock** and around £5.95 for three pairs of the Safety Boot sock.

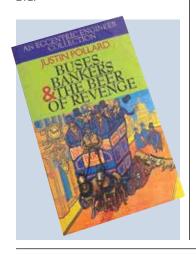


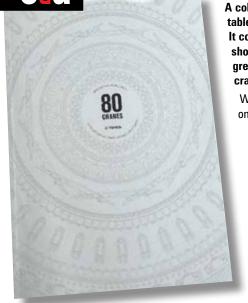


books & models

Buses, Bankers & the Beer of Revenge

One of the Eccentric Engineer books, this slim hardback by Justin Pollard contains 50 short stories and musings covering a wide range of subjects and challenges all from an engineering bent. Humorous and entertaining it is a surprisingly good read and will be particularly appreciated by machinery lovers or anyone with a technical aptitude. Where to find it: The book can be found on Amazon UK for around







Around The World with 80 Cranes

A collection of Terex crane job stories, this is a soft back coffee table book containing 80 large lifting jobs around the world. It contains a collection of fantastic crane photographs with a short description on the job and the challenges faced. It is a great book to dip in and out of and an essential book for the crane 'anoraks' among you.

Where to find - You will have to speak to Terex Cranes on this one as it does not appear to be in the company's online shop.





GOING UP IN THE WORLD

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

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

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

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

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

- Continental Europe €23 plus €6.50 postage & packing
- Rest of world \$31 plus \$10 shipping



Terex AT20-3

The Terex AT20-3 is a pick&carry crane designed to lift a load and then travel with it, or to simply work statically without the need to set outriggers. It was originally developed in Australia by the Franna company which began business in 1980, and was acquired by Terex in 1999, becoming part of the Terex Cranes business. The AT20-3 can lift a maximum of 20 tonnes at 1.4 metres, and has a maximum lifting height of 17 metres - or 20 metres with its short jib/extension. It is particularly well suited for work in mines and fabrication yards, where mobility without outriggers is appreciated.

This new model is by Conrad of Germany and is in 1:50 scale. Looking underneath, the transmission is detailed, with plastic drive shafts and the twin-tyred wheels look impressive. Steering works across the pivot point and a sharp angle can be obtained.

At the front the body shape is captured well and a lifting beam is attached. The cab is fairly simple and unusually there no windscreen wipers have been modelled. Also the door mirrors are simple plastic without silvered surfaces. At the rear the engine area is modelled well with a metal exhaust and good quality metal handrails. Small graphics and painted lights enhance the back end of the model.

The boom sections are metal castings with the second section having nicely formed holes. It can be raised and telescoped and the hydraulic lift cylinders are stiff enough to hold a pose. There are three attachment points for a machinery hook. The boom has metal sheaves and a further lifting point or plastic jib can be added. However there is no obvious

dead-ending point for the main hook, which makes reeving it a little difficult.

The hook block is metal with metal sheaves and it can be raised and lowered using a small key inserted into the winch drum. The lifting beam can be used and the small jib/boom extension can be fitted either straight in line or at an offset angle.

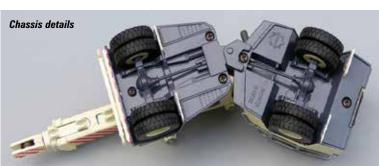
This is a well-made, highly functional model, with reasonable detailing. It can be obtained from the Terex webshop for around €95 and future versions are expected in the colours of Australian crane rental companies.

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

Cranes Ect Model Rating	
Packaging (max 10)	7
Detail (max 30)	20
Features (max 20)	18
Quality (max 25)	20
Price (m ax 15)	12
Overall (max 100)	77













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Readers

Dear Sir,

I do not normally write to the media to highlight

inaccuracies, untruths or to seek a right of reply to informed commentary or opinion. However, I was very surprised to read the published contents of a recent letter from Mr Trevor Bailie which made unfounded allegations related to the Health and Safety Executive for Northern Ireland (HSENI).

As chief executive of an organisation which works hard every day to ensure sensible control of work-related risk is the norm and work-related deaths, injuries and ill health are the exception, I feel compelled to inform your readers of several important facts and to correct inaccuracies in Mr Bailie's letter.

I can only assume the review of the HSENI to which Mr Bailie refers is the one carried out in September 2010. There has been no review since then. For those that wish to read the facts about the 2010 review, it can be accessed at: http://www.niauditoffice.gov.uk/a-to-z.htm/report archive 2010 healthandsafety.

I must stress that there is absolutely no link between the 2010 review and movements in senior personnel in HSENI.

The previous Chief Executive of HSENI retired in August 2012 as was always his intention to do so. Also, importantly, I would like to make it known for the record that appointments to our Board are normally made for three years and in accordance with the Commissioner for Public Appointments for Northern Ireland Code of Practice for Ministerial Appointments to Public Bodies. The last changes made to this Board as a consequence were in October 2012. This is normal practice and indeed some Board members will change again in 2014.

My organisation works hard to provide the highest standards of service delivery, promote key workplace health and safety messages that resonate with our key audiences and to improve compliance with health and safety standards through inspection and investigation. It is our role to make sure everyone stays safe and we take our responsibilities very seriously. I therefore take real offence to the allegations made by Mr Bailie in his letter, which, despite HSENI requests to him to provide it, has no evidence to justify them.

I fully recognise that that the space dedicated to the publication of letters from readers provides a valuable and important platform for individuals and organisations across the industry to raise issues, highlight concerns or to provide informed opinion. However, it should never be used as a platform for the publication of unfounded allegations.

Nevertheless, I would like to thank you for allowing me the opportunity to set the record straight in this regard.

Kind regards,

Keith Morrison

Chief Executive, HSENI

The letter from Mr Bailie was published in the October issue of Cranes & Access and was prompted by his belief that he was victimised and treated unfairly following an incident with one of his cranes. He made some strong accusations against past staff and actions of the HSENI, based on his views. Mr Morrison called us prior to writing his letter and stated quite clearly that he would be happy to review and investigate any evidence that Mr Bailie might have. There are always two sides to such disputes – we found Mr Morrison to be very sincere and open.

Ed

The following three letters appeared in the Glasgow Evening Times earlier this month which we thought showed an interesting view on the use of aerial work platforms by members of the public. The original story can be read in the Glasgow Evening Times archives.

Ladder of opportunity

I find it astonishing to learn that the council are using the services of a cherry picker truck at £100 a time to remove the cone from the Duke of Wellington statue. If the council are going to insist on removing the cones, a bit of common sense would tell you that there are plenty of window cleaners trawling the streets of the city centre every day, armed with ladders, who would be willing to take on this work at a fraction of the cost. Better still, leave the cones as they are and it won't cost a penny, while bringing a smile to people's faces as they pass.

Brian McLellan

Fine solution

One has to feel sorry for poor old Wellington, now that the council says it costs them £100 each time to remove the cone. Why don't they step up the security of the statue? Then if anybody is caught climbing the statue issue an instant fine £100.

J McArthur, Glasgow

Being a retired person, I would be prepared to remove the cones at least once a week throughout the year utilising a ladder and telescopic pole with loop at the end - all for the princely sum of £1,500 per annum. As for those who get carried away with themselves and condone the practice of having the cones on the statue - it surely shows a lack of social, civic and national pride.

Gordon McLelland

Excellent article

I am not much of a communicator so this will be brief and to the point. The article on Type Approvals For Vehicles in the last Cranes & Access was perfect I finally think I understand what it is all about now? Clear and easy even for a non-techie like me.

Keep up the good work

Alec Johns

This refers to an article on page 47 of the October issue regarding type approval regulation within the EU.

Dear Leigh,

I was sad to hear of the passing of Eric Millard. Eric was a fine engineer and a lovely man. His talent was soon recognised by Martin Benchoff who afforded him some of the prestige he so richly deserved. A smile and laugh were never far away. A wonderful, charming and kind man I will miss him.

Stuart Andersonn

Chortsey Barr

























cranes access

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Readers Lt

John Penny 1959 - 2013

John David Penny managing director of UK based loader crane and tail lift manufacturer Penny Hydraulics, passed away in mid-October after losing his battle with cancer.

Penny Hydraulics was established in 1978 by John Penny senior, a mining



engineer, to supply equipment to the mining industry. With the UK mining business declining, the Pennys developed a lightweight, loader crane for vans and light trucks. Penny junior headed up the new business and broadened out the line into a range of vehicle loading devices. In 1992 he took over as managing director and the business expanded, working with most of the major manufacturers of light commercial vehicles.

John Penny was an active participant in the loader industry and was heavily involved with ALLMI the UK loader crane association. He was an active member of the association's technical and training committees, and played a significant role in helping mould industry standards for loader cranes, sitting on BSi and CEN committees. He leaves behind a healthy family business with his two brothers serving as directors, while his daughter and son have also entered the business.

Among the letters of condolence the following sums up his spirit

Dear Sir.

I have to say, right from the start, John Penny made quite an impression on me personally.

I remember on one particular occasion, being asked by a customer if we could fit cranes into the back of vans and at that time, I had no idea how this could be done and proceeded to go into a blind panic. I think in those days, I found the number for Penny's in the yellow pages and arranged for John to come to our old Coalville facility; to discuss my challenge.

He did no more than arrive in his old Volvo estate complete with a suit and tie.

I discussed my particular problem with him and after duly listening to me, he gave (as I am sure you will remember, his wry smile); and proceeded to advise me that he had brought one of his cranes along in the back of his Volvo; along with his overalls. He said if I was happy for him to work with one of our engineers - there and then - he would show us what we needed to know and do to fit a crane into the back of one of our vehicles.

He duly stripped out of his suit, togged up with his overalls and spent two to three hours on site showing us the ropes. I have to say that even after all these years that particular recollection sticks is my mind as the ultimate 'can do attitude'.

He certainly supported myself and our business over the years and a more kind and gentle mannered person you could not hope to meet, coupled with the fact that he was brilliant engineer.

A winning combination you could not hope to beat.

Kevin Woodward

Bott Ltd

Dear Sir,

I received the new book GOING UP IN THE WORLD by Denis Ashworth yesterday and perused it this this morning. It is impressive and I really enjoyed the cartoon on page 32. I hope the book sells well. It should benefit every reader and would make a great Christmas gifts.

Sherman C Anderson

Best Tree Service,

We responded with the following

Dear Sherman,

We very much appreciate your comments. It was our first book, and thankfully IPAF helped support it by organising a copy for its members, but sales have been slow since then.

We would like to do more books like this but people seem very slow to put their money in their pocket for such publications.

Yours.....

He sent back the following

Dear Leigh,

Your reply and the sentence about people's resistance to part with \$ reminded me of two difficult selling experiences I had. First happened in 1999 when I listed a portable amplifier to sell for \$250 here in Mountain View, Arkansas - where we only play folk music on acoustic instruments, while the second story is about my auction on eBay in 2009 selling a client's 1960 right hand drive fully restored Bentley saloon to a chap in Oklahoma City, Oklahoma for \$29,000.

I bought the English made amplifier new in 1995 at a music store in Florida so that I could enjoy my 1994 custom-made left-hand Pimentel M1 student concert guitar that I had built by the Pimentel family in Albuquerque, New Mexico. It is the sixth guitar I have owned since 1960. From 1995-1998 I seldom had time to play music until I moved to Arkansas. So I listed the amp in the classified ads of the local weekly newspaper.

I hardly knew the man who came to look at the amplifier. He plays righthanded guitar and is very talented but didn't bring his guitar along. Thus I had to demo the amp using my left hand guitar in our living room. He pondered the purchase, for it seemed like eternity, then slowly moved his right hand up to the left pocket of his shirt to reach a pre-written check and said "I'll take it". Words cannot describe the relief I felt to close this sale.

Perhaps the odds of success to sell a beautiful white four door Bentley. a 48 year old car with right hand drive, were higher than the amplifier. That I will never know. My friend, and director of our church choir, owned and operated a work shop for restoring antique and classic cars. In 2007 he was so desperate to find skilled mechanics that I volunteered my Mondays for two months to work in the shop to help pick up the pace until he could hire some people. I really got close to the Bentley while working alongside on a 1937 Chevrolet truck and a 1940 Cadillac. Vince had owned the saloon for 21 years, restored it fully and had been trying to sell it for two years with no luck. He knew I had done some unique sales and buys on eBay so asked if I would write an auction using his photos. Once it listed we had six interested buyers and sold it in five days and the transaction was smooth as glass. Later I felt that I might have garnered more bidding competition had I written the narrative differently. We might have reached \$35K? None the less, Vince was happy and he and Diana took my wife and I to an elegant dinner at the Red Apple Inn near Greers Ferry Lake.

Time to guit and go make spinning tops as the bodger on the Foot Lathe at the Ozark Folk Center. We are hosting 275 youngsters on school field trips, so this day will fly by.

Regards

Sherman

Whats on

2014

ARA / Rental Show 2014

Orlando Florida. Feb 9th-12th 2014 Tel: +1800 334 2177



Executive Hire Show Exhibition for the UK Tool

Hire industry February 12-13, 2014 HIR Coventry, UK Tel: +44 (0)1249 700770

www.executivehireshow.co.uk E-Mail:

ali@executivehireshow.com

Samoter 2014

International earthmoving and construction equipment show February 27 - March 2nd, 2014 Verona, Italy.

www.samoter.com



Conexpo 2014

The leading US equipment show March 4th-8th 2014 Las Vegas, Nevada, USA Tel: +1 414-298-4133 www.conexpoconagg.com

IPAF Summit 2014

Annual Summit for International Powered Access Federation March 26th, 2013, Windsor, UK Tel: +44 (0) 1539562444 Fax: +44 (0) 1539564686 Website: www.ipaf.org E-Mail: info@ipaf.org

IPAF Asia Conference

IPAF's third Asia conference will focus on how to keep the use of aerial work platforms safe and productive. 9th May 2014 Singapore

IPAF Tel: +65 9686 4191 www.ipaf.org/asiaconference

Vertikal Days 2014 UK/Ireland crane and

access event May 14-15th 2014 Haydock Park, UK

Tel: +44 (0) 8448 155900 Fax: +44 (0) 1295 768223 www.vertikaldavs.net

Anex 2014

June 24th-26th, 2014 Amsterdam, The Netherlands Tel: +31 (0)547 271 566 www.apexshow.com

Europlatform EURO LATERNA

European access conference September 25th 2014. Berlin.

Tel: +44 (0) 15395 62444 www.ipaf.org

SAIE 2014

Bologna Fair, building products. October 2014, Bologna, Italy Tel: +39 051 282111 www.bolognafiere.it



Bauma China

November 25-28, 2014 Bauma in Shanghai Coumo Shanghai, China Tel: +49(0)89 9 4920251 www.bauma-china.com

hC India

December 15-18, 2014 The third bauma/Conexpo exhibition in India Gauma Delhi, India Tel: +49 89 949-20255

www.bcindia.com

Intermat 2015

20-25th April 2015, INTERM AT Paris France Tel: +33 1 49685248 www.intermat.fr

ICUEE - The Demo Expo

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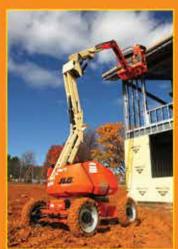


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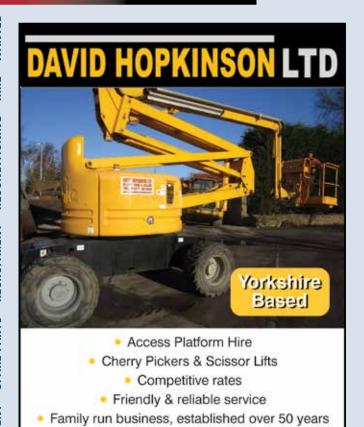
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V12798 - Skyjack SJ3219 - 2008 Electric - 7.80 Mtr. - 103 Hrs. € 4.500



V14751 - Genie GS2032 - 2000 Electric - 8.10 Mtr. - 579 Hrs. € 2.950



V14065 - Haulotte Compact 8 - 2005 Electric - 8.20 Mir. - 440 Hrs. € 3.500



V14858 - Genie GS2646 - 2007 Electric - 9.92 Mtr. - 195 Hrs, € 5.750



V14781 - JLG 3246ES - 2007 Electric - 11.60 Mtr. - 345 Hrs. € 7.750 - NEW WHEELS!



V14654 - JLG 33RTS - 2002 Diesel 4x4 - 12.06 Mtr. - 2377 Hrs. € 5.500



V14263 - Haulotte H15SX - 2004 Diesel 4x4 - 15 Mtr. - 2336 Hrs. € 8.500



V12953 - Genie GS4390RT - 2004 Diesel 4x4 - 15.11 Mtr. - 1510 Hrs. € 9.750



V14313 - Skyjack SJ9250 - 2007 Diesel 4x4 - 17.20 Mtr. - 1237 Hrs. € 16.500



V14735 - Haulotte H18SDX - 200: Diesel 4x4 - 18 Mtr. - 1642 Hrs. € 8.500



V14802 - Genie Z30/20N - 2002 Electric - 11.14 Mtr. - 1123 Hrs. € 9.750



V14788 - Genie Z30/20NRJ - 2003 Electric - 10.89 Mtr. - 1008 Hrs. € 11.500 - NEW WHEELS!



V14794 - Haulotte HA12IP - 2006 Electric - 12 Mtr. - 380 Hrs. € 13.500



V14833 - Genie Z34/22N - 2004 Electric - 12.52 Mtr. - 640 Hrs. € 11.500



V14323 - O&S Octopusty 1412 - 2007 Bi-energy - 14 Mtr. - 321 Hrs. € 15.500



V14708 - Genie Z34/22RT - 2000 Diesel 4x4 - 12.62 Mtr. - 4004 Hrs. € 6.500



V14575 - JLG 450AJ - 2006 Diesel 4x4 - 15.72 Mtr. - 2366 Hrs. € 20.500



V14826 - Haulotte HA18PXNT - 2004 Diesel 4x4x4 • 17.30 Mtr. - 2759 Hrs. € 14.500



V14254 + JLG 600AJ + 2005 Diesel 4x4 - 20.29 Mtr. - 2449 Hrs € 27.500



V14642 - Genie Z80/60RT - 2003 Diesel 4x4 - 26.40 Mtr. - 3468 Hrs. € 32.500



V13302 - Genie S45 - 2000 Diesel 4x4 - 15.70 Mtr. - 4873 Hrs. € 8.500



V14739 - Genie S60 - 2006 Diesel 4x4 - 20,30 Mtr. - 1320 Hrs. € 26,000



V14650 - Genie S65 - 2008 Diesel 4x4 - 21.80 Mtr. - 1067 Hrs € 42.500

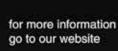


V14581 - Genie S85 - 2008 Diesel 4x4 - 27.90 Mtr. - 2456 Hrs. € 57.500



V14578 - Genie S125 - 2003 Diesel 4x4x4 - 40.10 Mtr. - 2567 Hrs. € 52.500

























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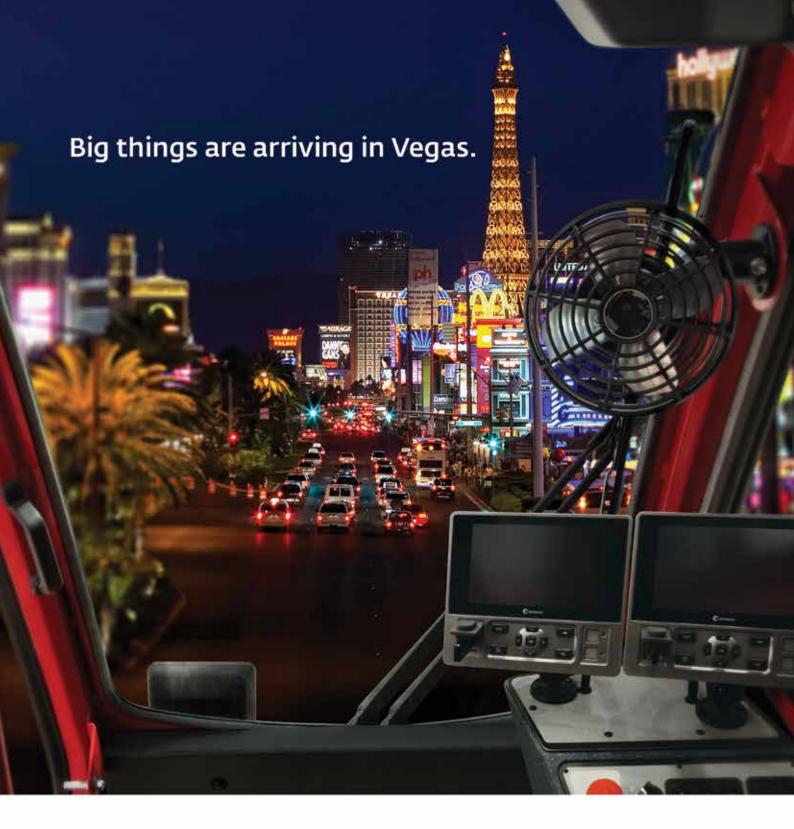
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