

cranes & access

The background of the cover is a photograph of a large lattice boom crane at a construction site during sunset. The sky is a mix of orange, yellow, and blue. The crane's structure is dark and silhouetted against the bright sky. The title 'cranes & access' is overlaid on the top half of the image. 'cranes' is in white, and '&' is in red. 'access' is in white. The ampersand is positioned between the two words.

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November 2017 Vol.19 issue 8

Rough terrain cranes

Trailer lifts Transport trailers Used equipment

....New Spierings hybrid City Boy...Access acquisitions for Speedy...Vertikal Days moves to Donington.....

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On the cover:

Belgium-based crane and heavy lift specialist Sarens erected its new SGC-140 ring crane at the Port of Ghent earlier this month. With its 118m main boom the crane can lift 2,820 tonnes at 50 metres.



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Rough Terrain cranes



27

Trailer lifts



35

Transport trailers



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Tel: +44 (0)8448 155900 Fax: +44 (0)1295 768223

E-mail: info@vertical.net

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Spierings launches new hybrid City Boy, Speedy spends £22 million on acquisitions, New innovations from ALE, Vertikal Days moves to Donington, New RT scissor from Holland Lift, Demag unveils AC45 City crane, New Bobcat telehandler, New XC booms from Genie, Link-belt's new RTC-80160 Series II, New Fassi loader crane, New shareholders for Kiloutou, 5,000 Terex insulated aerial lifts for China, Vp acquires Brandon Hire, Coroner calls for lower speed limits for articulated cranes, New Grove GMK4090 All Terrain and financials round-up.

Rough Terrain cranes 17



With North America the major market for Rough Terrain cranes it was fitting that many new models were launched at Conexpo this spring. We take a closer look at the new introductions as well as other developments and a few applications.

Trailer lifts 27



Although the trailer lift was one of the first aerial lifts to be developed, its sales and profile has been subdued for many years particularly in the UK, once a substantial market. Is its fortune about to change? We review the market.

New Genie booms 33 Transport trailers 35

Transporting equipment to and from its point of use safely and efficiently is a major element in any work package. Trailers are increasingly being designed for very specific needs, particularly very large components and aerial work platforms. We take a look at the sector as well as reviewing



several new products from heavy lift and transport company ALE.

Used equipment 43

There are plenty of companies advertising used equipment for sale but there are very few that own the equipment they are promoting or provide a full range of used equipment services. Mark Darwin talks to Wesley Wittstock, Pfeifer Machinery's UK-based area manager about the company and the ups and downs of the sector.



C&A contents

Demag AC45 City crane launch 49

Terex launched several new Demag cranes last month, including the new AC45 City. Is this the start of a new 'Demag' era for the company or is it just papering over the cracks? Mark Darwin reports from the company's facility in Wollerscheid, Germany.



New Sarens super heavy-lift crane 52

Cranes & Access took time to visit the Port of Ghent to take a look at Sarens' new SGC-140 ring crane which can lift 2,820 tonne at 50 metres radius.



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In the next C&A

The next issue of Cranes & Access, scheduled for mid-January, will feature the annual Rental Rate Survey, a Look back at 2017, Large truck-mounted lifts, Heavy transport & lifting/wind turbines and the Liftex conference review. If you have any contributions or suggestions, or are interested in advertising in this issue, please contact our editorial or sales teams.

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JLG EMEA BV | Polaris Avenue 63 | 2132 JH | Hoofddorp | The Netherlands | europe@jlg.com

Editorial team

Mark Darwin - Editor
editor@vertikal.net

Associate editors

Rüdiger Kopf (Freiburg)
Alexander Ochs (Freiburg)
Leigh Sparrow

Reporter

Sam Pickering

Sales & customer support

Pam Penny
Clare Engelke
Karlheinz Kopp

Production/Administration

Nicole Engesser

Subscriptions

Lee Sparrow

Publisher

Leigh Sparrow

Advertising sales

UK-based

Pam Penny pp@vertikal.net
Tel: +44 (0)7917 155657
Clare Engelke ce@vertikal.net
Tel: +44 (0)7989 970862

Germany-based

Karlheinz Kopp khk@vertikal.net
Tel: +49 (0)761 89786615

Italy

Fabio Potestà,
Mediapoint,
Corte Lambruschini,
Corso Buenos Aires 8, V Piano-Interno 7,
I-16129 Genova, Italy
Tel: 010 570 4948 Fax: 010 553 0088
email: mediapointsrl.it

The Vertikal Press

PO box 6998 Brackley NN13 5WY, UK
Tel: +44(0)8448 155900
Fax: +44(0)1295 768223
email: info@vertikal.net
web: www.vertikal.net

Vertikal Verlag

Sundgaullee 15, D-79114,
Freiburg, Germany
Tel: 0761 8978660 Fax: 0761 8866814
email: info@vertikal.net
web: www.vertikal.net



A load of BS

There are certain critical essentials in life that in a modern civilised society should either be free or carry a nominal charge. These essentials should also be organised by government to prevent monopolies and blatant commercial exploitation.

Such essentials include services such as health care, water, power/heat and health and safety. Whether these are government operated or delegated to the commercial sector and regulated is perhaps a more personal subject and one for another time and place.

Earlier this month the British Standards Institution released the revised code of practice standards for the Safe Use of Mobile

Elevating Work Platforms - BS8460:2017 and BS7981:2017 for Mast Climbing Work Platforms. Both appear to be excellent documents and could play a major role in improving safety when working with aerial work platforms and mastclimbers, building on the experience gained from the original BS8460 standard that was released in 2005 and the mastclimber standard BS7981 which dates back to 2002.

The latest code of practice considers changes since the originals were published, including platform design requirements in EN280, legislation such as the CDM Regs 2015 and publication of several Strategic Forum for Construction Plant guidance documents - all good stuff.

The new standards are excellent tomes incorporating a host of new technology and working practices, and especially so given that all the input, drafting and development has been done by industry companies, associations and individuals, who participated without charge.

You could argue that the developers do not need BSI to produce this document, but the fact is that many people - possibly the majority - think that the BSI is an august government institution and having it published under its name adds weight and gravitas.

Yet to obtain a copy - even a digital copy - will cost you £240 for the aerial work platform standard and £228 for the mastclimber standard with the money going straight into the coffers of the BSI - a very profitable private company not connected to the government in any way, shape or form which appears to have a total monopoly. There is a 50 percent reduction in the price of the standards if the purchaser is a BSI member - but that also involves paying a fee of several hundred pounds for even the smallest company.

The documents could play an important role in improving safety and yet smaller companies - which arguably have the most need for such guidelines - are unlikely to see it because they are less likely to part with the money to purchase it. Surely something that has the potential to reduce accidents and save lives should not be adding to the BSI's bottom line, given that the work was done by others. It ought to be available free of charge - at least in digital format - or at a nominal price to cover administration. At the very least, members of the associations that developed the content and the standard in the first place should have access to a free or moderately priced copy?

Mark Darwin

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

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