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March 2018 Vol.20 issue 2

Mastclimbers
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Days preview

....3,000 Skyjacks for Boels....Crane prices set to rise....New Nifty HR12L....

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On the cover:

A 250 tonne Link Belt TCC-2500 telescopic crawler crane from Dawes Crane helping to erect 80 metre wind turbines and rotors at the 149MW Rocksprings Wind Farm in Texas, USA.



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3,000 Skyjacks for Boels, US crane prices set to rise, New HR12L from Niftylift, Klubb acquires CPL, JCB adds lithium ion scissors, New all-lithium Dutch rental company, Kaplan receives Lifetime Achievement Award, New Manitou 160ATJ, Mammoet hits record height, Multitel hybrid 160, Kobelco delivers first 300 tonne crawler, 44 Demags for Sarens, AA/High Access acquires Outreach Access, Snorkel to badge Faresin telehandlers, Ahern Australia links with Bluelift and financials round-up.



Mastclimbers and hoists 17



For many years now the mastclimber market in Europe has been steady. However there appears to have been a recent surge in activity which may indicate changes are afoot. We look at these changes and revisit UK based mastclimber company Adastra Access and talk to managing director Steven McCaw.

Crawler cranes 25



Demand for the lattice boomed crawler crane is probably as strong now as it has been for the past 10 years. We review the market and the new models as well as interviewing Mark Evans of Kobelco Cranes Europe who is enjoying significant success with the product.

Intermat preview 33



A round-up the major new products that will be on show at next month's Intermat show in Paris.

Vertikal Days preview 41

Vertikal Days is moving to Donnington Park in the UK's East Midlands, with the popular all-in format it looks set to be the biggest exhibit of cranes, access and telehandler equipment in the western hemisphere this year. We run through some of the major launches and activities planned for the show. A full Vertikal Days show guide will appear next month.



ARA review 49

The 2018 American Rental Show was held last month in New Orleans with most exhibitors reporting a solid and swift pace of order intake. We review the show's highlights including several new models.

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Is it time to go metric?

Just because we have always done something a certain way - does that mean it is the right or the best way? If there is an alternative is it better to change to that, or continue to use different systems alongside each other?

The UK government has long tried to scrap imperial measurements. In 1863 the House of Commons voted to mandate the metric system throughout the Empire, and in 1897 a parliamentary committee recommended compulsory metrication within two years. In 1965 the Confederation of British Industry threw its weight behind the cause and in 1969 the government set up the UK Metrication Board.

Yet we still have pints of beer and road signs in miles. Industry now uses metres and millimetres for length but all too often people use a mish-mash of both asking for a two metre length of 'four by two' (inches)!

The United States went through a similar experience, starting with Thomas Jefferson's plans to adopt the metric system in 1793. Congress passed the Metric Conversion Act in 1975, but over rapid adoption created strong resistance and the Reagan government abandoned it in 1982 leaving the United States as the only major non-metric economy - although US industry and science are gradually converting.

Self-propelled booms and scissor lifts originated in North America in the early 1970s with most manufacturers adopting a nomenclature system based on platform height in feet. With American manufacturers dominating the global aerial lift industry the US nomenclature became the norm around the world, with most people in the global rental industry knowing exactly what a 45ft articulated boom, 60ft telescopic, or 19ft scissor lift is, and many of them using this foreign designation, this in spite of the fact that even in the UK people now understand metres far better than feet.

In contrast truck mounted, trailer and spider lifts, as well as mast booms are referred to by their working height in metres, probably because they are largely made by Europeans? The same applies to All Terrain cranes which are known by their maximum capacity in metric tonnes both here and in the USA.

Europe now has several large manufacturers including Niftylift, Manitou and Haulotte which have adopted metric-based nomenclature systems. Niftylift's HR15 for example has a working height of 15 metres, however all three switch nomenclature systems for North America, with the HR15 becoming the SP45. New entrant JCB interestingly decided to use the original American system for its model numbers.

Thankfully when it comes to capacities and dimensions, even when talking working height, we Europeans all use metres, millimetres, kilogrammes and tonnes etc.... So why do we keep referring to booms and scissors in feet?

Surely it is time for us to standardise on the metric system?

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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