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March 2020 Vol.22 issue 2

Mastclimbers
ARA review
Conexpo review
**Telescopic
crawler cranes**

...210ft Snorkel mega boom...51m Magni telehandler...120 tonne Liebherr AT...

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On the cover:

A customised Klimer KPM-8 twin mastclimber provides access for conducting vibration tests and ongoing monitoring at NASA's test centre in Huntsville, Alabama.



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Snorkel breaks boom lift record and launches mega scissors, Ruthmann acquires ReachMaster, New 150t Manitowoc, Liebherr unveils 120 tonne AT, JLG launches 22m telehandler and auto levelling boom, New Genie J booms, 51m Magni telehandler, Dingli unveils lithium 4x4 boom lift range, Pettibone's new Traverse telehandler, New 120 ton Grove RT, 400t gantry from Enerpac, New 46ft Haulotte telescopic boom, Compact loader crane from IMT, New MEC 34ft telescopic boom lift, New Potain luffer and financials update.

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The mastclimber market has continued to grow over the past decade - albeit at a steady pace. With a jump in the number of new high rise buildings planned and the need to change cladding, the pace ought to become more brisk. We take a look at the latest products and see how safety can be improved by learning from previous incidents.

Telescopic crawler cranes 27



Crane rental companies and contractors are increasingly appreciating the benefits of telescopic crawler cranes which has helped spur on new market entrants and a raft of new models. We take a look at the latest products to hit the market and a number of interesting applications from around the world.

Conexpo review 39

This year's Conexpo show in Las Vegas was due to be the largest for many years, however global events had a major impact on the visitor numbers and exhibitors while changing the atmosphere. The result was still a busy show with several record-breaking product launches. We bring you an extended show review.



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Vertikal Days 51

Just a month or two ago this year's Vertikal Days was set to be a straightforward third appearance at Donington Park and was shaping up to be the best so far. Unfortunately the global outbreak of the Coronavirus has caused a delay until later in the year. As a result we have switched from the planned preview to an update on the event.



ARA review 55

This year the American Rental Association returned to Orlando, Florida for its annual convention and exhibition, both of which were well attended. The 'Construction' area was again dominated by aerial work platforms and telehandlers with all the main suppliers present. We bring you a few of the show highlights.



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In the next C&A

The next issue of Cranes & Access scheduled for mid May, will feature Tower cranes and Boom lifts. If you have any contributions or suggestions to make or are interested in advertising in this issue, please contact our editorial or sales teams.

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Learn to sing

The rapidly changing Coronavirus epidemic makes writing an up to date article in a monthly magazine a challenge. Just weeks after the outbreak was confirmed and China began to shut down, manufacturers around the world began reporting component supply issues forcing some plants to shut.

In the weeks that followed, where you lived greatly affected how you were impacted. With Conexpo looming several Chinese and Italian manufacturers decided not to attend as travelling was either banned or the risks too high. Conexpo opened in mid-March and while there was

some concern in the US over the virus, it was basically business as usual, at least for the first two days. The tone rapidly changed towards the end of the week with the show closing a day early and several exhibitors making a hasty exit on Thursday evening.

Many countries have now imposed various levels of curfew in a bid to conquer the spread of the virus. These range from almost total lockdowns in parts of Italy and permit requirements to leave the house for food in France, to mostly business as usual in Sweden. Here in the UK we are somewhere between the extremes, with those that can, working from home but an increasing number of factories are closing their doors.

This is likely to last another 12 weeks - possibly longer - but even when the virus is under control its impact will last for months, perhaps years if not for ever, changing the way we work, travel and interact.

In spite of the obvious horrors of Covid-19 some positive changes for society as a whole appear to be emerging. Several weeks ago Capuchin Franciscan Brother Richard wrote 'Lockdown' which is becoming ever truer as the epidemic continues:

Yes there is fear, yes there is isolation, yes there is panic buying, yes there is sickness, yes there is death....But...They say in Wuhan after so many years of noise, you can hear the birds again. They say that after just a few weeks of quiet the sky is no longer thick with fumes but blue and clear. They say that in the streets of Assisi people are singing to each other across empty squares, keeping their windows open so that those who are alone may hear the sounds of family around them. They say that a hotel in the West of Ireland is offering free meals and delivery to the housebound. Today a young woman I know is busy spreading fliers with her number through the neighbourhood so that the elders may have someone to call on. Today Churches, Synagogues, Mosques and Temples are preparing to welcome and shelter the homeless, the sick, the weary. All over the world people are slowing down and reflecting. All over the world people are looking at their neighbours in a new way. All over the world people are waking up to a new reality - to how big we really are, to how little control we really have, to what really matters. To love. So we pray and we remember that yes, there is fear but there does not have to be loneliness. Yes there is panic buying but there doesn't have to be meanness. Yes there is sickness but there does not have to be disease of the soul. Yes there is even death but there can always be a rebirth of love. Wake to the choices you make as how you live now. Today breathe. Listen, behind the factory noises of your panic the birds are singing again, the sky is clearing, spring is coming, and we are always encompassed by love. Open the windows of your soul and though you may not be able to touch the empty square....sing.

Stay safe and healthy and have hope. When this virus passes we will resume our lives again, possibly with some changes for the better.

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

The new 185ft Snorkel 2100SJ



Snorkel mega boom stars at Conexpo

Everywhere you turned on the Snorkel stand there was another new model. Star of the show was the all-new, 210ft 2100SJ 'mega boom'. Not only is it the world's largest self-propelled lift but it incorporates several truly innovative, patent pending features. The basic specs are impressive - 65.8 metres working height topping JLG's 185ft 1850SJ by a whopping 7.5 metres, a 30.4 metre outreach and an enormous working envelope, thanks to a 9.1 metre telescopic jib with 128 degrees of articulation.

While the heavy duty chassis looks similar to the X-type chassis on other large booms the axles are driven out or in while the lift is static, rather than being pushed out. Although heavy at 36.3 tonnes, the 2100SJ is manoeuvrable and includes a fifth 'lateral' steering mode where all wheels turn 90 degrees allowing the platform to move sideways. The unrestricted platform capacity is 300 kg, while the maximum capacity is 454kg and applies when the telescopic jib is retracted. Orders for three units were booked at the show, the first from Canadian company Mortier en Trémie ABL, while Hire Safe Solutions ordered the first two units outside of North America.

Snorkel mega scissors

Snorkel also launched a 70ft heavy duty scissor lift - the S9070RT-HC - the first in a family of four new high capacity large deck scissor lifts with platform capacities of up to 1,814kg. The S9070RT-HC offers a working height of 23.3 metres a platform capacity of 907kg and standard powered dual deck extensions for an extended platform area of 18.7 square metres.

For more information on these and other new Snorkel launches see the Conexpo show review starting on page 39.

Snorkel has unveiled a range of heavy duty, high capacity scissor lifts.



Business not as usual

The Covid-19 outbreak has caused massive disruption to the global economy and our industry. Cranes & Access, Kran & Bühne and Vertikal.Net will continue as normal, bringing information and news during these challenging times. Regular news updates on how manufacturers are manging the situation will be posted on www.vertikal.net and in the next issue of Cranes & Access.

Manitowoc launches 150t crawler

Manitowoc has launched the 150 tonne MLC150-1 lattice boom crawler crane with a 78 metre boom topped by 24 metre fixed jib with a capacity of 27 tonnes.

Alternatively a 52 metre luffing jib can be specified with a capacity of 46 tonnes. The new model is said to be faster and easier to rig, the boom butt section has a sheave for self-assembly and a button style rope termination, while the gantry is used to lift and install the counterweight. The boom base tip and sections have all been designed to stow together in a manner that reduces space for transport.

The Manitowoc MLC150-1



Liebherr's new 120 tonne AT

Liebherr unveiled its new 120 tonne, four axle LTM 1120-4.1 All Terrain crane at Conexpo boasting that its seven section 66 metre main boom is the longest of any four axle mobile crane.

It can handle a nine tonne load on the fully extended boom or 12.1 tonnes on a 60 metre boom - some 18 percent better than the manufacturer's 100 tonne LTM 1100-4.1. Maximum tip height is almost 95 metres. Axle loadings range from 12 tonnes with 2.5 tonnes of counterweight to the maximum of 16.5 tonnes with 20 tonnes of counterweight on board. Total with VarioBallast is 31 tonnes. Overall travel width is just over 2.5 metres, with an overall length of less than 14.9 metres. Maximum outrigger spread is just over seven metres. Deliveries will begin late in the third quarter.



Liebherr's new LTM1120-4.1

Ruthmann acquires ReachMaster

Ruthmann has acquired US equipment distributor ReachMaster from owner Ebbe Christensen in an all share buyout. The company will operate as Ruthmann ReachMaster North America.

The ReachMaster business will be merged with Florida based Ruthmann North America, with Christensen heading the merged company. The new company will operate from ReachMaster's new facility in the Porter suburb of Houston. ReachMaster distributes Falcon and Bluelift spider lifts, Ruthmann truck mounted platforms, Almac self-levelling scissors and booms and Galizia pick & carry cranes.

The Ruthmann ReachMaster North America sales team (L-R) Tony Trainer and Tom McKendree of Reachmaster with Richard Carr and Tom Goyer of Ruthmann and leader Ebbe Christensen.



JLG launches Self Levelling boom lift

JLG showed and demonstrated a pre-production version of the 67ft 670SJ Self Levelling telescopic boom lift at Conexpo. The new machine follows five years of development following the unveiling of a scale model at Bauma 2016, and a full size 46ft concept machine at Conexpo 2017. The machine's four wheels are mounted on four 'floating' arms or legs, each equipped with a long stroke hydraulic cylinder.

The machine essentially has three modes. With the boom retracted and horizontal it can travel like a regular boom with oscillating axle. In the case that it stops on uneven or sloping ground, the tilt sensor records



The JLG 670SJ Self Levelling

the out of level condition and prevents the boom from being elevated above horizontal. On the 670SJ however, the boom comes to a stop just above horizontal while the machine automatically levels up on inclines of up to 10 degrees. Once the superstructure is level the boom can be elevated as if on level ground. In this configuration the machine will also operate in dynamic auto-levelling mode, allowing the operator to drive the machine at height with the chassis constantly adjusting to the changing ground conditions, maintaining a level platform. Finally, once the machine is loaded on a trailer the operator can press the travel mode button which lowers the chassis to a point where the base is just over 12mm above the deck for a lower load height and centre of gravity.



JLG 670SJ Self Levelling axles

As to the general performance of the 670SJ Self Levelling, it has an unrestricted platform capacity of 250kg with up to 17.4 metres of outreach and a maximum capacity of 340kg. Four wheel drive is standard, gradeability is 45 percent. First shipments are expected later this year.

...And a 23 metre fixed frame telehandler.

JLG also unveiled a 23 metre, 4,500kg North American fixed frame telehandler - the 1075 - with 18.3 metres of forward reach. JLG's Longitudinal Stability Indication (LSI) is standard, along with a two-way right side view camera system. Options include a wide range of attachments and remote controls allowing the operator to operate the machine from above.



The JLG 23m/4.5t 1075

New Genie J booms

Genie has launched a new 'J' range of telescopic boom lifts with jibs - the 60ft S-60 J and the 80ft S-80 J also available in a Trax crawler chassis. The new S-60 J features a similar rising

linkage as Genie's XC telescopic booms up to 80ft, with a two section boom topped by a 1.8 metre articulated jib offering an unrestricted platform capacity of 300kg and up to 12.3 metres of outreach. Total weight is just 7,550kg compared to the heavy duty S-65XC which weighs 11,400kg. Ground clearance on the new machine is a decent 564mm. Power comes from a 24hp Kubota Tier 4F/Stage V diesel driving all four wheels, with Genie's active oscillating axles.

The new 80ft S-80 J is essentially a larger version of the S-60 J with up to 16.8 metres of outreach and an unrestricted platform capacity of 300kg. It includes a 1.8 metre jib and weighs just 10.4 tonnes including four wheel drive and oscillating axles. It can also be equipped with Genie's four track TraX crawler package.



The Genie S-80 J

Dingli lithium 4x4 boom lift range

Dingli has unveiled a new 86ft articulated all electric EAB28ERT boom lift - the first in a seven model electric boom lift range which will include articulated models up to 92ft and telescopic up to 80ft. Maximum platform capacity is 454kg with an unrestricted platform capacity of 230kg. Outreach of 19.1 metres at an up and over height of just over nine metres. Based on the company's regular Italian designed diesel boom lifts the new model shares most of the componentry, maintaining the same four wheel drive, four wheel steer telehandler drive line with full differential locking. However, in place of a diesel engine is an 80 Volt/520Ah high capacity lithium battery pack feeding a large AC electric motor.



The all electric Dingli EAB28ERT

World's highest reach telehandler

Magni has unveiled its record-breaking 51 metre RTH 6.51 360 degree telehandler beating its previous highest - the RTH 6.46 - by six metres. The two machines look similar but the 6.51 features a seven section telescopic boom and sophisticated working envelope and overload management system.

The 51m Magni RTH6.51



Pettibone unveils new Traverse telehandler

US telehandler manufacturer Pettibone has launched the 5.4 tonne/14.6 metre Traverse T1246X telehandler. Weighing 13.5 tonnes, or 14.2 tonnes with optional outriggers - the T1246X can take five tonnes to its maximum lift height and handle 340kg at its maximum forward reach of 10.9 metres. It joins two other X models - the four tonne/13.5 metre T944X and the 5.4 tonne/17.8 metre T1258X.

The T1246X features a 'traversing boom carriage' which can move the entire boom forward and backwards along the telehandler's chassis to provide up to 1.77 metres of additional reach forward reach. Pettibone is the only telehandler manufacturer still offering this feature, which the company claims improves safety and efficiencies by reducing the need to reposition the telehandler or to use multiple boom functions to ensure a load remains at the same height.

Powered by a Tier IV diesel, the T1246X has an overall width of 2.6 metres, is seven metres long to the fork frame, has a ground clearance of 480mm and has a turning radius of 4.3 metres.

The T1246X features a traversing boom carriage which provides up to 1.77 metre reach.



120 ton Grove GRT

Grove has launched the latest model in its GRT range of Rough Terrain cranes - the 120 ton/108.8 tonne GRT8120. It features a seven section 60 metre main boom, the longest on an RT of this size, topping Tadano's equivalent model by four metres and some models by almost 10 metres. A choice of manual or hydraulic offset extensions take the maximum tip height to almost 81 metres.

Based largely on the 100 ton GRT8100, the GRT8120 features the company's MAXbase variable outrigger set up and CCS Crane Control System systems, along with a new wider cab with 20 degrees of tilt. Product manager John Bair said: "Many of our customers wanted to fill a void in the 120 ton class, and increase their crane utilisation with easier transport, greater reach and capacity. We were able to accomplish this through an all new carrier design along with several other new features debuting on this crane. The boom length its strong load charts put this crane at the top of its class."

The Grove GRT8120 with 60 metre boom.



Vertikal Days 2020

Earlier this month the organisers of Vertikal Days confirmed that holding the event on May 13th was no longer an option due to the rapidly developing Covid-19 crisis, and it has postponed the event until later in the year. September was already well endowed with crane and access events, with JDL in France, Platformers Days in Germany and the rescheduled Spanish exhibition Smopyc. Add to this APEX which has postponed the event to the same dates as JDL and exhibitors are facing a challenging month.

The Vertikal Days' organisers have taken the decision to avoid any clash with those events and have reserved two dates, one in late September and one in early October and has decided to hold off fixing the final date until the situation becomes a little clearer and after a more in depth consultation with exhibitors and regular visitors.



400t hydraulic gantry from Enerpac

Heavy lifting and jacking specialist Enerpac has launched the 400 tonne SL400N hydraulic gantry crane designed for confined spaces. The new crane uses self-contained telescopic cylinders to lift loads up to a height of 7.7 metres on 600mm self-propelled rollers. Features include integral hydraulic pumps, wireless remote controls and the company's Drive System which allows for synchronised and continuous movement on the narrow tracks.

Technology product line director, Pete Crisci, said: "The SL400N's design is based on the significant growth in industrial markets and the need for greater lifting capacities in tighter spaces where moving to a wider track to achieve a higher lifting capacity is not an ideal solution. The new crane provides improved lift capacities over existing narrow track gantry cranes and is an ideal replacement for traditional cranes that are too big or too expensive for the job."

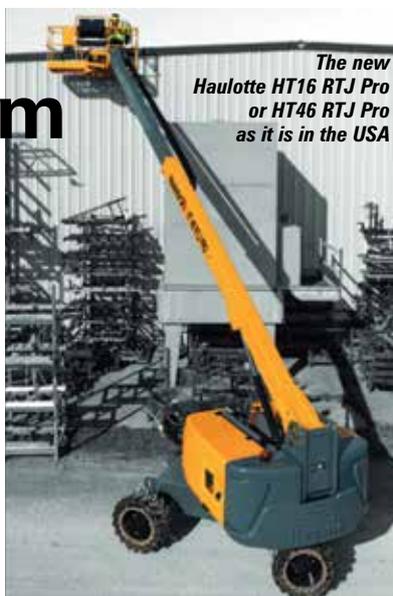
Enerpac's new 400 tonne SL400N hydraulic gantry crane.



Haulotte 46ft telescopic boom

Haulotte has launched the 46ft HT16 RTJ Pro telescopic boom lift with dual platform capacity, four wheel drive and steer with all the company's latest technology. Designed and built at the company's plant in Ohio, the HT16 RTJ Pro has a two section boom topped by a 1.8 metre jib with 133 degrees of articulation. It has a working height of 16.1 metres and an outreach of up to 13 metres with 250kg unrestricted platform capacity. Maximum capacity is 350kg available at an outreach of 11.6 metres or a height of 12.5 metres. Power comes from a Stage V Kubota, with no particulate filter and Haulotte's Stop Emission system that cuts the engine when no functions are selected.

The lift is 2.29 metres wide and 2.27 metres high, although this increases to just over three metres when the platform is tucked under to reduce the transport length to 6.68 metres. Overall weight is 7,930kg. Standard features include an oscillating axle, 360 degree continuous slew, Haulotte's Activ' Shield bar, anti-entrapment system, Activ' Lighting System, Activ' Screen on-board diagnostics, limited slip differential with operator controlled lock, a Universal telematic plug, solid Rough Terrain tyres and rotating beacon.



The new Haulotte HT16 RTJ Pro or HT46 RTJ Pro as it is in the USA

Compact loader crane from IMT

US loader crane manufacturer/distributor Iowa Mold Tooling (IMT) has introduced a new 2.72 tonne 6000 telescopic loader crane mounted on a Dominator I service body.

The compact crane can handle 2.49 tonnes at a height of 7.3 metres or 770kg at a radius of 6.4 metres. The company says the new crane is up to 30 percent lighter than previous models while the upgraded Dominator body offers payload capacities of up to 450kg.



IMT's new 2.72 tonne 6000 telescopic loader crane and is up to 30% lighter than previous models

New Jekko mini crane

Jekko has unveiled the new 600kg MPK06 battery powered mini pick & carry crane/glass handler aimed at material handling work in building yards. The crane has a 2.8 metre, three section boom, for a maximum tip height of 3.5 metres and a maximum radius of 1.7 metres. It features a dual operating mode with either a hook or a vacuum manipulator, has up 10 degrees of slew either side of centre and 360 degrees continuous manipulator rotation.

Maximum capacity is available at a radius of 500mm and it can take 300kg to 1.7 metres. The vacuum manipulator capacities range from 150 to 600kg. The MPK06 has an overall width of 835mm, or just 760mm with indoor wheels, outboard stabilisers are also available. Overall weight is 990kg but is fitted with 270kg of removable counterweights. The crane is pedestrian controlled through the onboard drawbar, while a wired remote controller is also available.

Standard controls are on a drawbar.



The new Jekko MPK06 Minipicker



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Comet Street Lighter

Comet has launched the 14 metre Comet Street Lighter X14 truck mounted platform designed specifically for street lighting installation and maintenance work.

Mounted on a 3.5 tonne Iveco chassis and featuring a sideways stowed X-platform it leaves the rest of the chassis free for a large storage compartment with a 400kg payload. Maximum outreach is 6.2 metres while the platform capacity is 150kg. Additional features include outriggers that can be set within the overall width of the vehicle, full hydraulic controls, front railed working/storage area and the ability to tow a trailer of up to 3,500kg.



The Street Lighter X14 has been designed specifically for street light installation and maintenance work

Two new Palfinger TEC cranes

Palfinger is to launch two new loader cranes in the 50-60 tonne/metre market sector - the 53.1 tonne/metre PK 55.002 TEC 5 and 55.5 tonne/metre PK 58.002 TEC 7.

Maximum capacity on the PK 55 is 19 tonnes and 20 tonnes on the PK 58. Both cranes can take a one tonne load to a height of more than 20 metres and both offer a maximum tip height of up to 37 metres when equipped with the full polygon profile P-jib and extensions. Maximum radius is 33.7 metres. Mechanical extensions can be fitted to both the jib and the boom and integrated into the overload protection system.

The new Palfinger PK 58.002 TEC 7



New 23m telescopic from Multitel

Multitel Pagliero is to launch the 23 metre, 300kg capacity MTE 230 mounted on 3.5 tonne Mercedes, Iveco or Isuzu chassis.

Outriggers can be set within the width of the vehicle or extended on one or both sides with live monitoring by Multitel's MUSA (Multitel-Self-Adapting outreach) system which adapts the work envelope to match the actual outrigger footprint set. The platform capacity with retracted outriggers is 100kg with up to 16 metres of outreach over the rear or nine metres over the side. With extended outriggers the outreach to the side is almost 14 metres.



The MTE 230 offers up to 14 metres over the side reach



The new Multitel MTE 230 on Mercedes.



KEEPING THE JOB SIMPLE



The new 34ft MEC telescopic

MEC Aerial Work Platforms has launched the new low weight 34ft 34-J telescopic boom lift, which uses a two section boom topped by a jib with 135 degrees of articulation, providing unrestricted platform capacity of 227kg.

Maximum outreach is eight metres. Weighing 3,630kg, the 34-J is 2.33 metres wide, just over six metres long and 2.4 metres high. Four wheel drive and an oscillating axle are standard, while power comes from a Kubota Tier 4 Final diesel. The full size platform is 1.83 metres wide and a metre deep with three entrance gates and three fully proportional joystick controllers.



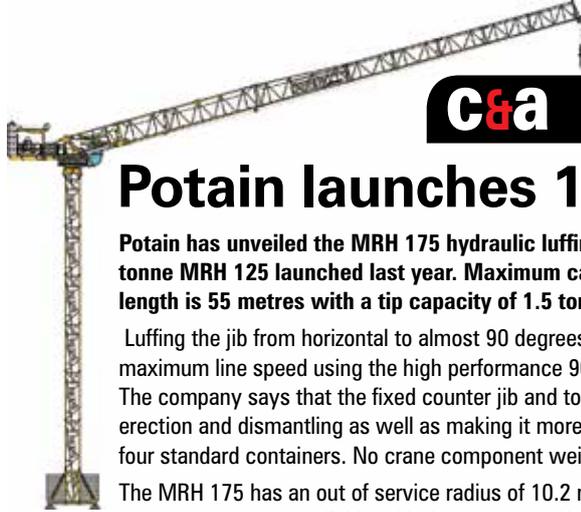
The new MEC 34-J

Potain launches 10 tonne luffer

Potain has unveiled the MRH 175 hydraulic luffing jib tower crane, joining the eight tonne MRH 125 launched last year. Maximum capacity is 10 tonnes and maximum jib length is 55 metres with a tip capacity of 1.5 tonnes or 2.7 tonnes with a 50 metre jib.

Luffing the jib from horizontal to almost 90 degrees takes less than two minutes while maximum line speed using the high performance 90HPL25 hoist is 215 metres a minute. The company says that the fixed counter jib and topless structure design helps speed up erection and dismantling as well as making it more compact for transport, requiring just four standard containers. No crane component weighs more than 7.7 tonnes.

The MRH 175 has an out of service radius of 10.2 metres and freestanding heights of up to 62.8 metres are available with the two metre K type tower sections. The crane is also compatible with the 1.6 metre K tower.



50 tonne 'Lifting Tray'

Lifting Gear UK has launched a 50 tonne 'Lifting Tray' to safely lift and lower large equipment that is not equipped with lifting points. The tray measures 7.2 metres long by 2.75 metres wide and incorporates four lifting beams/arms that extend from 2.7 to 3.7 metres in order to cater for larger equipment. They fully retract for easier transport while total weight of the tray is just under six tonnes.



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Financials round-up

26% jump for Loxam



French international rental group Loxam has reported total revenues for 2019 of €1.87 billion, up 26 percent on the year mostly thanks the Ramirent acquisition which boosted international revenues 59 percent to €947.2 million. On a like for like basis the increase would have been 1.9 percent. Pre-tax profit dropped 26 percent to €81.3 million. Gross capital expenditure for the year came in at €383 million, down almost 7.5 percent on 2018.

Boels to raise €1.6 billion to fund Cramo deal



Dutch international rental group Boels has launched a €1.61 billion covenanted term loan to finance the acquisition of Cramo and refinance the combined business' debt. The €1.611 billion senior secured term loan B matures in February 2027, while a €200 million senior secured Revolving Credit Facility will fall due in August 2026.

Solid year for H&E



US-based H&E Equipment Services has reported a strong rental performance for 2019, while new equipment sales slipped back. Total revenues for the year increased 8.8 percent to \$1.35 billion, driven by a 17 percent increase in rental revenues, offset by a nine percent fall in new equipment sales, while used equipment sales were more than 11 percent higher. Pre-tax profits for the year were \$115.9 million, an increase of 10.5 percent on 2018.

Palfinger continues to post records



Crane and work platform manufacturer Palfinger has reported record revenues for 2019 of €1.75 billion, up 8.6 percent, thanks to higher sales in Europe, North America, Russia and China. Pre-tax profits for the company were almost 20 percent higher at €133.1 million. Net debt increased slightly to €525.6 million.

Terex dips



Terex which includes Genie and Terex Cranes reported full year revenues almost four percent lower at \$4.35 billion, while pre-tax profits came in 13.5 percent lower at \$247.5 million.

Genie/Terex Utilities posted sales for the full 12 months of \$2.73 billion, down 7.5 percent on 2018, principally due to a slower fourth quarter, while operating profits were 36 percent lower at \$196.2 million. The backlog/order book at the end of December was \$753 million, 13 percent below where it was at the same point last year.

The Terex Cranes business was reported within Other Revenues, which were almost five percent higher for the year at \$255.1 million, while the operating loss on this part of the business was reduced from \$64 million to \$58 million. Since then the crane business has been absorbed into the group's Material Processing division.

Haulotte profits dip



Haulotte posted full year revenues for 2019 of €610.8 million, an eight percent improvement on 2018 driven by higher sales of new machines. Net profit for the period however dropped 18 percent on the year to €19.5 million, due to a slowdown in second half sales, and higher average component costs combined with additional costs involved with the roll out of its new 'Let's dare together' strategic plan.



Higher sales lower profit for Wacker Neuson



Telehandler and compact equipment manufacturer Wacker Neuson has reported full year revenues of €1.9 billion, an increase of 11 percent on last year. Pre-tax profit for the year declined more than 32 percent to €137.5 million, but last year's numbers included a one-off gain of €54.8 million on the sale of a property business. Without that, the decline was just under six percent, this due to higher sales, service and general administrative costs, partly offset by lower interest costs.

Another strong quarter for Ashtead



UK/International rental group Ashtead has posted its nine month results to the end of January with group revenues up 13 percent to £3.9 billion. Pre-tax profits were six percent higher at £885 million. Capital investment declined three percent to £1.26 billion, while the company spent £491 million on 'bolt-on' acquisitions.

Sunbelt USA achieved revenues of \$4.28 billion - up 14 percent - while operating profits were 11 percent higher at \$1.34 billion.

Sunbelt Canada achieved sales of \$320.8 million, an increase of 25 percent, half of which was due to acquisitions. Operating profits improved more than 21 percent to \$57.6 million.



A-Plant revenues were one percent higher at £365.1 million, while operating profits slumped 31 percent to £37.8 million. In May the company will drop the A-Plant name and will rebrand as Sunbelt UK.

Disappointing last report from Cramo



Full year revenues were three percent lower at €612.6 million, while pre-tax profits plummeted 38 percent to €48.8 million. The company also cut capital expenditure by 42 percent to €83.3 million.

BrandSafway adds to UK hoist business

US-based group BrandSafway has acquired the hoist related assets of UK-based Benchmark Scaffolding. The business assets will be incorporated into the group's Taylor's Hoists division.



For the full reports on all these stories check out Vertikal.net

Red diesel ban postponed

Following the announcement that the UK government was considering removing the availability of lower taxed 'rebated' red diesel, the UK's Construction Plant-Hire Association - the CPA - which represents crane rental companies wrote to the chancellor urging him to reconsider these plans.

Red diesel is currently used in most off road vehicles including some specialist equipment including cranes and large truck mounted lifts as well as agricultural equipment such as tractors and combine harvesters. However it now appears that any new restrictions on the use of red diesel or the policy in general will be delayed by a year to allow time for companies to adapt, while the policy will also be subject to consultation over the summer months to hear representations from industry groups and associations.



New APEX dates confirmed

The organisers of aerial work platform exhibition APEX in Maastricht, the Netherlands, have confirmed that the show has been postponed until the 8th to the 10th of September, the same dates as the JDL crane and access exhibition in France.



APEX will still be held at the MECC venue in Maastricht and the European Rental Association has confirmed that it will postpone its annual convention to run alongside the show, as will the International Rental Exhibition.



IPAF Summit rescheduled

Next month's IPAF Summit and awards dinner has been rescheduled to the 8th October, due to the current issues with the ongoing Covid-19 virus. The rescheduled event will be held at the same venue, the Millennium Gloucester Hotel in Kensington, London. All bookings for the event will be honoured for the new date and it should be possible to change any hotel reservations already made to the new date without a penalty.

IPAF chief executive Peter Douglas said: "The annual IPAF Summit & IAPAs is a highlight of the worldwide powered access events calendar and we sincerely hope that those planning to attend will be able to rearrange their plans in order to join us on the new date of 8th October. There may inevitably be some amendments to the speaker programme and/or site visits, and these will be communicated once they are confirmed."

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REACH HIGHER

WITH SKYJACK'S NEW RT LINEUP

Skyjack's new range of full-size rough terrain scissor lifts offer higher platform heights and increased capacity ratings. The new range replaces Skyjack's previous 88 and 92 models and consists of the SJ9233, SJ9243, and SJ9253 RT.

Maintaining features common to all Skyjack products, including easily accessible service components and Skyjack's AXLDRIIVE™ system, this new range is also compliant with Euro Stage V emission standards.

- **Bronto Skylift** has appointed **Prioritet** as firefighting distributor in Russia.
- **PB Liftechnik** has appointed **George Hanna** as sales representative Central Germany.
- Germany's **Elektrik Vacha** has taken a **CTE Zed 20 HV**.
- UK's **Ellis Crane Hire** has taken a **Klaas K1003RSX** truck crane.
- **Alessandro Fagioli**, president of **Fagioli** has died.
- **Maxim Crane Works** has taken the first **Grove GMK5250XL-1** in N. America.
- **Alimak** has appointed **Ole Kristian Jødahl** as chief executive.
- **Tanzania Ports Authority** has ordered six **Kalmar** rubber tyred gantry cranes.
- UK's **Star Platforms** has added more **Niftylift** electric hybrid lifts.
- **Antonio Agosta** founder and MD of Italian manufacturer **Svelt** has died.
- UK's **Skylift Platforms** has taken a 48m **Palfinger P480 NX**.
- **US Crane & Rigging** has ordered seven **Liebherr** cranes.
- **Horst Felbermayr** Snr owner of Austria's **Felbermayr** group has died.
- **US Advantage Rental** has taken 20, 19ft **Hy-Brid PS-1930** scissor lifts.
- Switzerland's **Clausen Kran** has taken a second 60t **Liebherr LTR 1060**.
- Germany's **Auto-Klug** has taken a **Demag AC 45 City** crane.
- **Speedy** has promoted **Andy Briggs** to MD of its powered access business.
- **Crane Korea Co** has taken the 600th 500t **Liebherr LTM 1500-8.1**.
- UK's **Crane Hire Solutions** has taken a 20t **Kato CR-200Rf City**.
- US' **SKV Crane & Rigging** has taken an 800t **Liebherr LR 1800-1.0**.
- **MCS** has appointed **Celia Horstmann** as manager for Germany, Austria and Switzerland, while **Imre Kovats** joins the marketing team and **Annette Born** the implementation team.
- Belgium's **Goeyvaerts** has ordered its 20th **Konecranes Gottwald** harbour crane.
- **Cranes, Inc** has taken the first 110t **Liebherr LTM 1110-5.1** in the USA.
- **Genie** has appointed **Anders Svensson** as sales manager Sweden and Norway.
- Sweden's **Kranpunkten** has ordered 20 Euro 6 **Ruthmann** and **Versalift** platforms.
- Belgium's **Delca Logistics** has ordered a 45t **Kalmar Super Gloria** reachstacker.
- Germany's **Thomas Schopmans** has taken two 20m **CTE B-Lift 20JVH**.
- **Merlo UK** has appointed **Kellands Plant Sales** for south west England.
- **Mobile Mini UK** has appointed **Phil Hughes** as operations director.
- **Nicholas Davin** of Ireland's **Aerial Platform Hire** and past **IPAF** president has died.
- US **Maxim Crane Works** has taken a 650 tonne **Liebherr LTM 1650-8.1** crane.
- **Don Kenny** has replaced **Colin Hotchkiss** as MD of UK's **Nationwide Platforms**.
- France's **VDSTP** has taken four 12.2m R130 **Easy Lift** spider lifts.
- **Argles Metal Design** has taken a 3.2t **Jekko SPX532**.
- **Grupo Vazquez del Sur** has taken the first 75t **Tadano GT-750EL** in Mexico.
- UK's **Ainscough Crane Hire** has taken two **Liebherr MK 140** mobile tower cranes.
- **Uplifter Glassworker** has appointed **Kranlyft** as UK and Scandinavian distributor.
- **A-Plant** has appointed **Andy Wright** as CEO.
- **Load King** has appointed **Terex Services** as its truck crane service provider.
- UK's **Churchill Retirement Living** has taken the first four **Wolffkran 133.8Bs**.



George Hanna



Antonio Agosta



Horst Felbermayr



Andy Briggs



Celia Horstmann



Anders Svensson



Phil Hughes



Don Kenny



Andy Wright

- **Ashtead** is to rebrand **A-plant** as **Sunbelt Rentals**.
- **Ainscough Crane Hire's** chief executive **Jeremy Fry** has resigned.
- UK's **Smart Platform Rental** has added 35 and 38m **Bronto Skylift** truck mounts.
- Japan's **Fujikenki Lease** has taken a 30m hybrid **Easy Lift RA31** spider lift.
- South Africa's **Avka Plant Hire** has ordered eight 60ft **Genie Z-60FE** hybrid booms.
- US port operator **GPA** has purchased two **Konecranes Model 6** harbour cranes.
- **Genie** has appointed **Markus Bandura** sales manager Southern Germany, Austria and Switzerland.
- **John Barton**, founder and co-owner of UK's **Quick Reach**, has died.
- UK's **Paramount** has added a 33m **Falcon FS330Z**.
- **Haulotte Australia** has opened its new HQ in **Dandenong, Victoria**.
- **Tadano** has appointed **Alec Bell** as head of **Tadano & Demag** operations in the UK/Ireland.
- UK's **United Powered Access** has taken three **LGMG SR1623 RT** scissors.
- **Magna Tyres** has appointed **Elie Sleiman** as general manager, Singapore.
- **TAH Access Platforms** has taken the first **CTE 32 JHV** in the UK.
- UK's **AE Engineering** has taken a 90t **Tadano ATF 90-4**.
- **Haulotte** has appointed **Thomas Wegeler** as manager of its German subsidiary.
- Spain's **Elebia** has launched a 100 tonne automatic hook - the **NEO100**.
- Italy's **Savani** has taken a 52m **Palazzani XTJ52+**.
- **Liebherr GB** has appointed **Shola Russell** as tower crane sales and service manager replacing **Jake McCaugherty**.
- Australia's **Qwest Crane Hire** has taken a 300t **Demag AC 300-6**.
- N. Carolina **Port** has taken the first **Liebherr LPS 420** in the US.
- **Sennebogen's** has appointed **Molson** as UK port crane distributor.
- Sweden's **Lambertsson Kran** has taken a **Potain MDT 809**.
- UK-based **Vp** has appointed **David Walkden** as MD **TPA** while **Paul Donovan** moves to **Groundforce**.
- **Skyjack** has opened a new location in **South Korea**.
- **Mateco** has ordered 50 **Ruthmann** truck mounts.
- **Leppo Rents** of Ohio has acquired **Valco Equipment**.
- **Bronto Skylift** has appointed **THT Policka** as firefighting distributor in the **Czech Republic**.
- Germany's **Insoltrade Baumaschinen & Hebebühne** has taken a **Dino 185 XTC II**.
- **Cargotec/Navis** has acquired Australian software company **Biarri Rail**.
- **Dica** has acquired **Linton Rigging Gear Supplies**.
- **Cramo** has appointed **Martin Holmgren** as CEO.
- Belgium's **Heli** has acquired **Robeys-Huet**.
- Finland's **Finnsiirto** has acquired **Simeri**.
- Scotland's **Whyte Crane Hire** is in administration.
- **Cramo** CEO **Leif Gustafsson**, CFO **Aku Rumpunen** M&A manager **Mika Kouhi** have all resigned.
- UK's **Lincs Lifts** has filed for administration. US-based **BigRentz** is to merge with **Lizzy Lift**.
- **Kiloutou France** has acquired **Locamodul**.
- Poland's **Mazur Zurawie** has taken the first **Liebherr** fibre rope tower crane.
- **Tadano Demag** has appointed **Davide Camperi** as Demag business leader in Italy.
- Singapore's **Tiong Woon** has taken a sixth 300t **Grove GMK6300L**.
- Turkey's **ELS Lift** has appointed **Alfa Access Services** as UK dealer.
- UK's **Collett** has taken four 125t **Enerpac JS-125** lifting towers.
- France's **Lepine TP** has taken a 55t **Sennebogen 655 HD** crawler crane.
- **Stadtgrün Bern** has taken the first hybrid **Multitel 160 Alu** in Switzerland.
- **Steiness Liftcenter** has taken the first two lithium **Snorkel Speed Levels**.
- **Broderson** has appointed **Empire Crane** as a distributor.
- **Maxim Crane Works** has appointed **Michael Kneeland** as chairman.
- A survey of the top 200 UK exporters includes **Niftylift** and **Brogan**.
- India's **Assam Bombay Carriers** has taken a 70m **Bronto Skylift S70XDT**.
- **US CraneWorks** has placed a major order for **National Crane** boom trucks.
- **Demag** is equipping its **AC 55-3** and **AC 60-3** cranes with **Flex Base**.
- **Instant UpRight** has appointed **MN-Lifttek** as distributor for Finland.
- **Palfinger Platforms'** has appointed **Michael Gruböck** as MD replacing **Christian Eiring**. UK's **GGR** has appointed **Sat Dhaiwal** as an advisor.
- Germany's **Florian Herbold** has taken a **Grove GMK5150L**.
- **Böcker** has appointed **Jake McCaugherty** as MD **Böcker UK**.
- **Mammoet** has a new **ALE/Mammoet** structure.
- **R. W. Christopher Crane Hire** of Wales has taken two **Liebherr** cranes - an **LTM 1040-2.1** and **LTM 1090-4.2**.
- **Terex** Tower and Rough Terrains have become part of **Terex MPS**.
- **Wacker Neuson** has appointed **Joe Miller** as US sales & marketing VP, replacing **Johannes Schulze Vohren** who retires.
- UK's **JMS** has taken the first two **Hinowa Lightlift 33.17** Performance IIS hybrids.
- Germany's **Steil Kranarbeiten** has taken three 45t **Demag AC 45 City** cranes.
- **Konecranes** has appointed **Carolyn Paulus** as VP industrial equipment.
- **LiuGong** has acquired **Hertz Equipment** rental China.
- **Snorkel** has sued **Instant UpRight** for use of the **UpRight** name.
- **Tadano** has appointed **Christian Schroeder** as sales manager for **Tadano & Demag** in German speaking countries reporting to **Klaus Kröppel** vice president sales for UK, Ireland, Spain, Portugal, Italy, and Scandinavia and German speaking countries. **Christian Kassner** becomes senior manager for the global **Used Cranes** business. A joint customer support organisation will be led by **Manfred Schlumberger**.
- Portugal's **Nors** has acquired Canada's **Strongco**.
- UK's **Skyline Arcomet**, has acquired Scotland's **Highsparks TCS**.
- **Kiloutou Germany** has acquired **Wiesecker Werkzeugvermietung**.



Jeremy Fry



Markus Bandura



Alec Bell



Thomas Wegeler



Shola Russell



David Walkden



Martin Holmgren



Leif Gustafsson



Aku Rumpunen



Mika Kouhi



Davide Camperi



Michael Kneeland



Michael Gruböck



Jake McCaugherty



Joe Miller



Johannes Schulze Vohren



Christian Schroeder

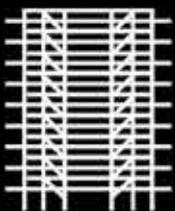


Manfred Schlumberger

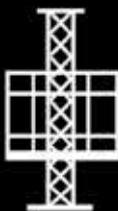
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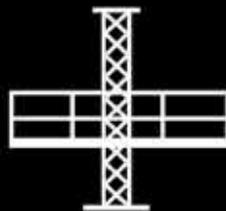
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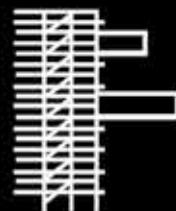
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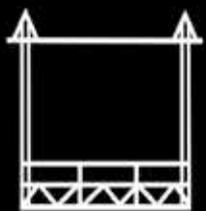
COMMON TOWERS



MAST CLIMBERS



CRANE DECKS



CRADLES

Mastclimbers continue to grow

Over the past decade or so, the mastclimber market has continued to grow - albeit at a slow by steady pace - particularly in countries such as the Netherlands, Scandinavia, the UK, Eastern Europe, North America and Australia where usage was already significant.

Mastclimbers remain the 'best kept secret' in the working at height market but might this finally change with an upsurge in the number of tall buildings being constructed in so many cities, including London where the number of tall buildings has increased to more than 540 thanks to a flood of planning approvals. According to a survey by the New London Architecture (NLA) 'London Tall Buildings', high rise buildings are becoming the new norm for the UK capital with a six per cent rise in the number of buildings over 20 storeys planned for the city since last year. The rate of new approvals is also up 14 percent. Residential accounts for 90 percent of the buildings planned.

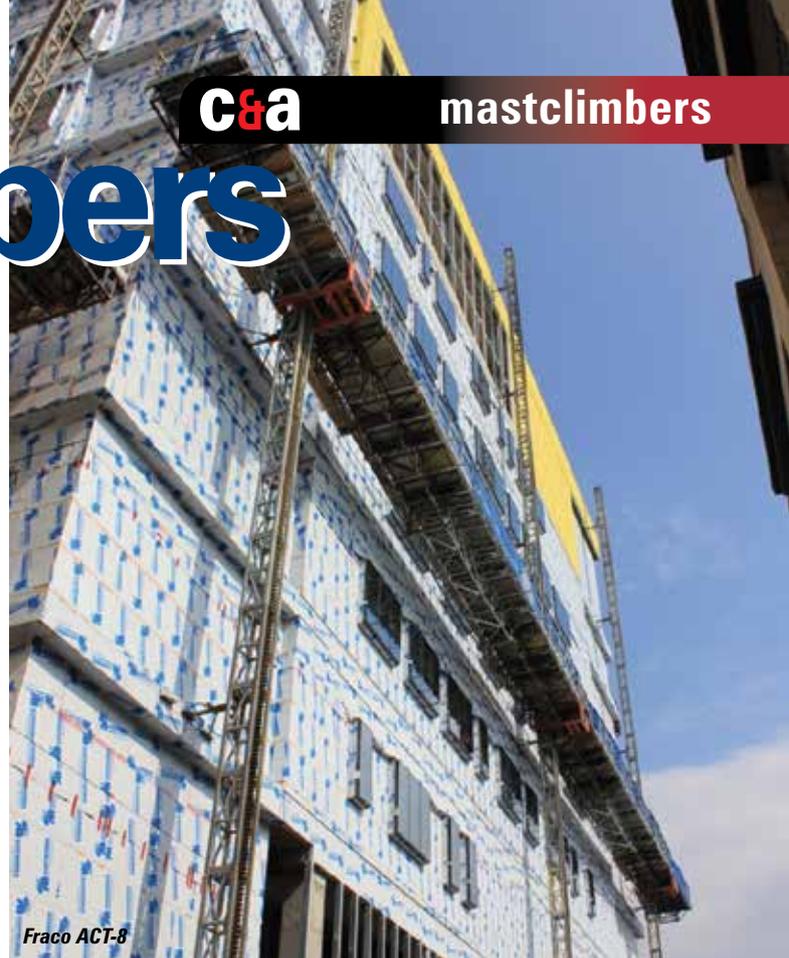
Globally there are now around 1,500 buildings of 200 metres or more but surprisingly - or worryingly - nothing that high has ever been demolished. The tallest tower

ever to be voluntarily demolished was New York's Singer Building, which was 187 metres high, or 41 storeys. However whether it is the construction of a new tower or the external maintenance and repair, mastclimbers and hoists are invaluable to move men and materials to the work area.

In Europe most mastclimbers are AC electric powered rack and pinion drive, while in North America the more popular heavier duty models tend to be powered by gas or diesel power packs with latch or ratchet type climbing mechanisms. As most buildings are regular shaped with straight facades, they are ideal for the basic mastclimber, however platforms can be adapted to work around all manner of corners, balconies, curves and shaped structures. They can also be inclined at a variety of angles or even curved for applications such as cooling towers.



High rise buildings are becoming more popular globally



Fraco ACT-8

Mastclimbers are now produced all over the world with manufacturers including Alimak Hek, Maber, Alba, Electroelsa, Camac, Geda, Stros, Böcker, SAE Climber and Scancrawler in Europe and GJJ, Dingli and TDT and others in China.

North America has three main mastclimber manufacturers - AGF Access Group/Hydromobile, Fraco and Klimer - all of them based in Canada. However earlier this year US-based suspended access and scaffold rental group BrandSafway announced plans to acquire the AGF Access Group which owns, Winsafe, Hydro Rents, IEQ, Jamco Construction and Noxxent in addition to Hydro Mobile.

BrandSafway is an increasingly large conglomeration of scaffold, hoist and mostly non mobile access equipment rental and contracting operations, having already

incorporated Harsco Infrastructure, SGB, Spider and Hünnebeck. In the past year or two it has also added Sheedy Hoist in California, Century Elevators in Texas and Cabrillo hoists in Southern California, along with Taylor's Hoists/Lyndon Scaffolding in the UK and most recently Massachusetts-based Bowline.

Based in L'Assomption, Quebec, AGF operates two manufacturing facilities in Canada along with 24 sales and rental branches across North America. The company provides turnkey solutions for both small scale and multi-billion dollar construction and refurbishment projects. Established in 1948, the group employs around 2,500 staff across 11 countries.

AGF's Winsafe division supplies suspended access and fall



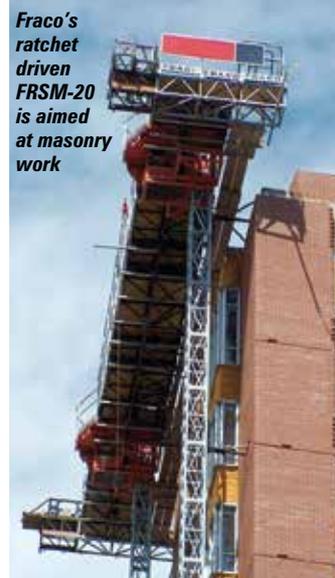
This contract in Newcastle, UK was carried out by Lyndon SGB, part of the BrandSafway group



The Fraco ACT-8 is aimed at general contractors



protection systems, while its Hydro Mobile division manufactures four series of mastclimbers, each with specific users and applications in mind. The M-Series mastclimbers - billed as the company's workhorse - are aimed at high capacity masonry, demolition and heavy block and stonework and are a ratchet driven, broad platformed product particularly suited to heavy



Fraco's ratchet driven FRSM-20 is aimed at masonry work



The lighter duty KlimerLite is available in single and twin mast versions

duty work. The company's F-Series is designed for projects over 30 metres high, the P-Series for smaller jobs in tight spaces, while the electrically powered S-Series is aimed at general multi-trades work. Fraco - also based in Quebec - supplies a range of hoists and mastclimbers including the ACT-8 for general contractors covering work as varied as repointing, glazing, metal framing, restoration and demolition on everything from

buildings and chimneys to dams and bridges. The company's FRSM-20K ratchet driven platform is aimed at masonry work on projects up to 25 metres in height, and the rack and pinion FMC-3 single mast platform is aimed at restoration and other light construction work. Ontario-based Klimer Platforms provides transport platforms and three mastclimbers. The single and twin mast KPM-8, designed for masonry and concrete restoration



Alimak Construction Hoists and Work Platforms

The ALIMAK SCANDO range of construction hoists offer flexibility, efficiency, safety, productivity, low energy consumption and low cost of ownership. They are the perfect solution for both construction and rental companies.

The ALIMAK MC450 is available in both single and twin configurations, flexible platform length and width and can be used on the same mast as Alimak construction hoists. It is ideal for use on cladding and glazing projects.



www.alimak.co.uk



Alimak's new Scando 650 FC-S with increased capacity and space

hoist and building maintenance access equipment manufacturer Alimak - one of the global leaders - has launched several new products including an upgraded, high capacity Scando 650 FC-S hoist, and an extra large hoist door and wireless call system at Conexpo earlier this month. The Scando 650 FC-S has an increased payload, larger car size and upgraded electronics. The extra wide vertical sliding hoist door has been developed to improve productivity. Mounted on the hoist car long side it has an opening 4.2 metres wide by 2.5 metres high - 60 percent larger than its previous largest door. The new configuration allows easy unloading directly from a truck into the hoist car using a forklift therefore reducing site storage space and freeing up tower crane time.

and repair as well as glazing, drywall and mechanical work. The lighter duty KlimerLite is available in single and twin mast versions and mainly used for masonry, glazing, waterproofing and other restoration work such as architectural surface repairs. Klimer recently acquired the manufacturing rights for US-based Hydek mastclimbing work platforms, which is a "low cost mastclimber for high volume masonry work."

Swedish international mastclimber,

AliCall is a new wireless call system between the hoist car and landings improving usability as the operator can view the designated landings directly on a screen. The system supports up to 128 landings and has automatic call clearing at each landing. Alimak claims that it will reduce installation costs through shorter installation time and less hard wiring. The company has also launched a new online gallery of BIM object files.



Hydro Mobile F series twin mastclimbers



Hydro Mobile M series bridge extension

WHEN NATURE MEETS TECHNOLOGY

UNIQUE TORSIONAL AND BENDING CHARACTERISTICS

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Common towers

With an increasing number of new skyscrapers and tower developments, the demand for new, more efficient high level access equipment is growing. One solution is to use Common Towers - so called because they are provided for the use of everyone on a project.

A common tower is a temporary structure tied to a high rise building during construction to provide a common means of access for all trades and goods while reducing the need to leave openings in the building. Goods and passenger hoists can be attached to all three of the open sides of the tower, which might also incorporate an escape staircase.

By positioning hoists and temporary staircases in one concentrated area of the building, works such as cladding can be carried out more efficiently on the rest of the building unhindered, apart from the one section where the common tower ties in. This system also allows for the fit out of the lower floors to commence earlier while the building is still under construction.

Fit out can also be carried out rapidly as the tower/hoist combination allows contractors to fully exploit floor level openings and optimise the use of the floor heights when distributing cladding

and installing prefabricated pods. The deck level can be set either flush with the slab level or above it, depending on requirements.

One example is the Madison Tower development in London's financial district, Canary Wharf, where mastclimber and scaffold contractor Brogan has installed a common tower developed by Welsh specialist CAS Scaffolding, which includes a twin passenger/goods hoist and a Colossus hoist developed specifically for Brogan by Czech manufacturer Stros. The CAS common tower was chosen due to its ability to accommodate the height of the prefabricated bathroom pods which the contractor wanted to get into the building via the Colossus hoist, rather than take up valuable tower crane time.

Brogan began work in February 2018 and is currently working on level 42 out of 54 storeys of The Madison Tower, being built by Balfour Beatty for developer LBS Properties. Work is due for completion towards the end of this year.

The Madison Tower common tower includes a twin passenger/goods hoist and a Colossus hoist



Balfour Beatty's façade manager on the project Jack Bird says: "The Madison project has two large programme critical components - the bathroom pods and the curtain wall stillages - both of which must be transported vertically and distributed to the floor plate by the Colossus hoist which has been specifically sized to ensure the largest pods - measuring 2.7 by 2.8 by 2.55 metres - can be delivered safely to site."

The electrically powered Colossus is one of the largest of its kind

currently on the market with a length of five metres and a width of 3.1 metres it can carry 40 passengers or 4,000kg of equipment to a height of 350 metres at a speed of 40 metres per minute. The Colossus together with twin passenger/goods hoist and a staircase all run off the common tower to provide access to the building through an entry point just three metres wide. This means that the amount of façade and internal finishes that must be left unfinished is kept to a minimum.

Nuclear site mastclimbers

Canada's AGF Access Group has won a contract to design and supply 12 Hydro Mobile mastclimbers for the Vogtle nuclear power expansion project near Waynesboro, Georgia, USA for Bechtel Power Corporation.

The order includes two dual F2 mastclimbers and eight M2 mastclimbers which will provide access around the Shield Buildings at the nuclear facility. The M2s provide capacities of up to 10 tonnes and an operating speed of just under a metre a minute, while the F2 can travel up to 11.5 metres a minute with a maximum capacity of 1,590kg.

The F2 can be split into two separate platforms, each travelling independently on one side of the mast tower set up as needed for construction and transport for both units three and four at the Shield Building. A separate contract will include all site services such as supervision, training and technical support.



Vogtle nuclear expansion project



Hydro Mobile F2 mastclimbers



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Climbing the property ladder

There are few housing developments more prestigious than the £360 million Royal Warwick Square in Kensington, London, where St Edward Homes - part of the Berkeley Group - is building 375 luxury apartments.

Being involved early in the process allowed specialist access and scaffolding contractor Brogan Group to suggest a mix of access solutions including 58 mastclimbers, numerous single and twin passenger/goods hoists and scaffolding.

However the prime central London location has its challenges being a tight site bordered on its west side by the Network Rail track. The four block building sits less than three metres from the railway fence which meant the mastclimbers had to be built and delivered to site pre-erected and then craned into position. Positioning the mastclimbers has been difficult with various machines on gantries or propped over existing vehicle ramps and access routes.

At the front of the site, some of the blocks are also very close to the main road and pedestrian walkway which required careful

planning when it came to installing the mastclimbers which are a mix of single and twin two tonne capacity machines, reaching a height of up to 28 metres. To date Brogan has installed, handed over and thoroughly examined 41 of the mastclimbers, two single hoists and a twin hoist.

Mastclimbers have also been installed on two new blocks where scaffolding was originally specified allowing multiple trades to work at numerous locations simultaneously keeping the programme of works on schedule. The machines can also be erected and dismantled rapidly, which allows the client to proceed with surrounding works unhindered.

Royal Warwick Square is part of the larger Warwick Road scheme involves the creation of more than 1,000 homes, a new school and landscaping across seven acres of Kensington and Chelsea.



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Toronto tragedy highlights deficiencies

C&A

mastclimbers

A number of fatal mastclimber collapses in North America - including one in Toronto which killed two bricklayers at a condominium project in 2015 - have highlighted regulatory inspections, structural testing, safety training, adherence to procedures and ongoing work to harmonise standards. Saul Chernos investigates.

No sooner was the Ontario Ministry of Labour notified of the Toronto collapse than the provincial regulator issued an immediate stop work order and launched an investigation that culminated in charges a year later under the Ontario Occupational Health and Safety Act.

Venice Construction, a local contractor, pleaded guilty to failing to ensure an elevated work platform had clearly visible signage and Klimer Platforms - which manufactured and installed the platform - acknowledged failing to ensure machinery, tools and equipment were maintained in a

condition that did not endanger a worker. Each company was fined \$85,000 plus a 25 percent victim surcharge, while the ministry dropped more than a dozen remaining charges. Klimer pled guilty to items relating to the maintenance and inspection of the KPM-8 mastclimber it had installed.

While the guilty pleas meant no trial would be held, the incident still proved trying in other respects. On being told of the accident Klimer president James Gordon went straight to the site and the company furnished training and other documentation requested by the ministry for its investigation.



The scene of the Toronto collapse



Klimer KPM-8 mastclimber

"There were several contributing factors," he said. "The unit had been in use for seven years prior to the collapse and investigators found pre-

existing weld fractures. The tragedy is a reminder of the importance of ongoing inspections as well as understanding load requirements."

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Specific load charts

As a result of the incident Gordon recommends configuration specific load charts. "Quite often you will see a load chart with five or six configurations," he said. "For the average person that can be really confusing. If you were to simplify and just have a load chart for the specific configuration, I believe that would be much easier for users to interpret. Furthermore, users need to review load charts whenever a platform is relocated and the configuration changes or whenever load charts or loading itself changes. In this case the equipment was overloaded to the point of failure."

In the same year Klimer was involved in another fatal incident when a KlimerLite platform collapsed during dismantling following completion of an 11 storey building in Raleigh, North Carolina. Three men died and litigation pointed to loads exceeding those recommended by the American National Standards Institute (ANSI) and industry practice.

"Good method statement procedures might have prevented the Raleigh collapse," said Gordon. "They give a step by step method for installing equipment safely and what should be done if there are local hazards."

There have been other fatalities. In 2006, workers were dismantling a Fraco mastclimber after completing a stone façade in Boston when the platform fell 13 storeys landing on a busy street, killing three people

including a pedestrian. While the Occupational Safety and Health Administration (OSHA) cited the general contractor, Fraco tracked the situation closely.

In Canada there are three mastclimber manufacturers and all three offer product training. However Jacques Lainé, Fraco senior advisor of corporate affairs and marketing considers this vital. "We have competency cards and you cannot operate and install the platform if you haven't been trained. When a card is due to expire, we will make contact to re-issue the card and if carry out additional training if needed."

Regulatory oversight can also play a role. The Toronto collapse occurred just five days before Ontario's labour ministry initiated a training standard included in new Working at Heights legislation.

"This mandatory standard is intended to ensure that construction employees are sufficiently familiar with safety when working at heights, including hazard identification, ladder safety, personal protective equipment and the relevant rights and responsibilities," said Gordon.

Non-destructive testing

The Canadian Standards Association currently prescribes non-destructive testing after 10 years with annual structural tests and frequent inspections by a competent person who may deem further testing necessary.

"I believe the current CSA standard



has done a good job on managing this issue," said Gordon. "Routine magnetic testing sounds reasonable but may not be practical or feasible in terms of costs and logistics given that the platforms typically rent for periods of three to five months."

John Ferreira a health and safety representative with Local 183 of the Laborers' International Union of North America believes that mandatory magnetic weld testing every time a platform is erected at a particular site would be a significant safety advancement.

"The rules in Ontario are probably some of the best worldwide, however enforcement under the Occupational Health and Safety Act and the regulations regarding machinery and safety in general are not enforced properly," he said. "Despite Toronto's diverse, multicultural population, inspectors are often unable to communicate with the people they are supposed to protect and governments need to increase the frequency of routine inspections."

James Wilkinson, president of Wilkinson Technical Services and former senior official with the Ontario labour ministry, currently chairs the Canadian Standards Association's technical committee for mastclimbing work platforms. He says safety and training rules are relatively consistent across

Canada, although enforcement mechanisms often differ. In the US, regulation varies from state to state and even municipally. New York City and Chicago, for example, are extremely stringent on engineering requirements, while others do not require an engineer to be involved at all.

"At the time of the 2006 Boston collapse, local and Massachusetts state governance did not specifically address mastclimbers," said Wilkinson. "There was a lot of regulatory work following that accident, working with the SIA - the Scaffold and Access Industry Association - in the US and ANSI to develop more specific standards. Training by and large, is reasonably well done in North America, and national and international standards bodies continue to work towards harmonisation."

"There is still some work to do with respect to maintenance," he said, "such as the deterioration of structural components, the frequency of non-destructive testing and X-rays of welds, how the structures are set up, the kind of inspections that need to be done and training requirements for operators and erectors."

Digital tools

Digital tools can also help generate computerised, project specific designs and analyses.



Three men died and litigation pointed to loads exceeding those recommended by the American National Standards Institute (ANSI) and industry practice



KlimerLite platform collapsed during dismantling following completion of an 11 storey building in Raleigh, North Carolina



Users need to review load charts whenever a platform is relocated and the configuration changes

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"Printout data can include base outrigger loads, mast tie forces and tie locations to the structure, mast tower heights, and platform layouts with allowable material and equipment loadings," said Gary LeBlanc, an engineer with GA Masonry in Breslau, Ontario. "This is a vital tool for the contractor and engineer to verify and ensure that the supporting structure for the work platform is adequate along with the types and suitability of the mast tie-ins."

There are however calls for increased collaboration between platform manufacturers and end users.

"In America over the past 25 years there has been an average of about one serious accident or fatality a year," said Kevin O'Shea, director of safety and training with AGF Access Group. "When we look at citations that have come from those incidents, one of the big issues is training. The number of people trained is considerable, but a transient workforce is

problematic. A lot of the work force is here today and gone tomorrow. Representatives from the rental company go back to a site and find that many workers have been replaced by people with no training. It's an issue we encounter all the time."

"Factor in a typical can-do attitude where crew members think they are capable of doing whatever they are asked, but unclear about actual responsibilities. They might even believe they are addressing their responsibilities under the regulations, but unfortunately they don't discover they have a problem until after an accident has occurred."



In America over the past 25 years there has been an average of about one serious accident or fatality a year



10 daily steps for work platform safety:

- Strictly follow manufacturer instructions and guidelines for installing, operating, maintaining and dismantling platforms.
- Use engineered set-up drawings when required.
- Inspect all platforms daily before use for overall condition, including outrigger jacks and cribbing, decks and planks, fluid levels and lifelines. Look for any loose, cracked or damaged components.
- Know the weights of all materials, workers and equipment that may be placed on the platforms and never overload a platform.
- Ensure controls and travel limit switches are functional.
- All workers, including platform erectors, should be fully trained and certified.
- Ensure fall protection equipment is worn when guardrails or planks are removed.
- Don't add unauthorised components without manufacturer approval.
- Ensure all areas underneath platforms remain clear of obstructions.
- Be aware of platform usage restrictions in respect to adverse weather conditions and excessive wind speeds.

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Telescopic crawler benefits

Over the past few years the telescopic crawler crane has become increasingly popular. Crane rental companies and customers are now appreciating the quick and easy setup, the ability to cope with tougher ground conditions and the very useful pick & carry capability when compared to All Terrain or lattice crawler cranes. The past years has seen some interesting launches. We take a look at the latest developments and products in the market.

Although telescopic crawler cranes have become increasingly popular in recent years they have been around for around 60 years or so, produced in very small numbers by a number of manufacturers including Grove, Coles and Kato. The telescopic crawler's main advantage is that

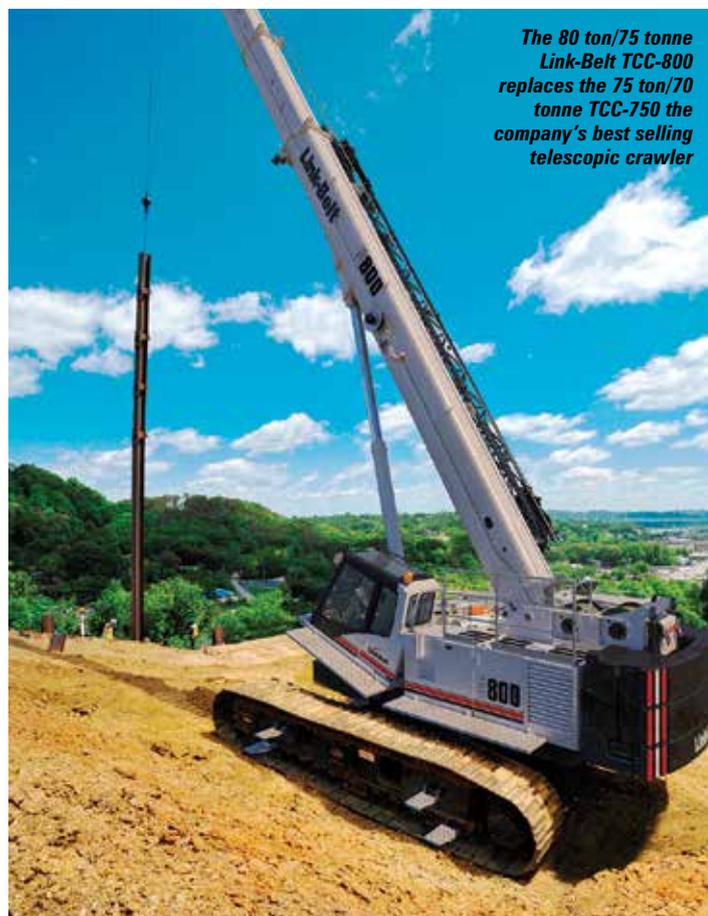
the boom does not need to be rigged allowing rapid set-up once on site, while the boom can be retracted overnight, giving it the ability to adapt to lifts requiring different boom lengths or for passage under an overhead obstruction.



Tadano GTC-2000



The new Link-Belt TCC-800 has a four section 36.5 metre full power boom with a 56 metre maximum tip height with the new SmartFly swingaway extension



The 80 ton/75 tonne Link-Belt TCC-800 replaces the 75 ton/70 tonne TCC-750 the company's best selling telescopic crawler

This makes it a more feasible product for shorter term contracts, where the saving in set-up time is of most benefit. Clearly however transportation to and from site is more of an issue in terms of cost and planning than a truck or All Terrain crane, which means telescopic crawlers are best suited to medium to long term contracts. Increased demand in recent years has resulted in a substantial growth in new product development in the sector, with more mobile crane manufacturers taking an interest in the market resulting in a wider range of products with improved lifting performance, design, versatility and choice - all helping to increase take up still further. This trend has continued over the past year with several new product launches, many of them at Conexpo. While the most popular capacity range is between 60 to 80 tonnes there has been increased interest in larger capacity models - the largest telescopic crawler currently available being the 235 tonne Link-Belt TCC-2500. Link-Belt has focused more than most on telescopic crawlers and now

boasts a five model range from the 45 tonne TCC-500 to the 235 tonne TCC2500.

75 tonne Link-Belt

In the summer of 2018 the company announced the upgrade of its 100 tonne TCC-1100 tele crawler to the 110 tonne TCC-1200. It retained the 1100's full power 45.7 metre five section boom and the lattice extension with maximum tip height to 64 metres. At Conexpo the company unveiled its latest model, the 80 ton/75 tonne TCC-800 to replace the 75 ton/70 tonne TCC-750, the company's top selling telescopic crawler since it was introduced in 2008.

The new TCC-800 has a four section 36.5 metre full power boom with a 56 metre maximum tip height with the new SmartFly swingaway extension installed. The SmartFly extension makes it far easier, quicker and safer to install and stow, and can be carried out from the ground. The TCC-800 also offers an optional one or two piece 10.6 to 17.6 metre jib.

New variable track position software - dubbed 'V-CALC' - monitors the actual track position, feeding information into the Pulse 2.0 crane management system which selects the correct load chart for the actual configuration. A new cab with 20 degrees of tilt and a Stage V dual compliant Cummins diesel is said to provide improved fuel economy, quieter operation and better cold start capability.

Other improvements include pressure read out on all hydraulic circuits and a 'Total vision' camera package with right side, winch and rear view cameras giving the operator improved visibility during setup and lifting. Single axis or joystick controls are available both offering the operator a choice of foot or hand controls for travel operation.

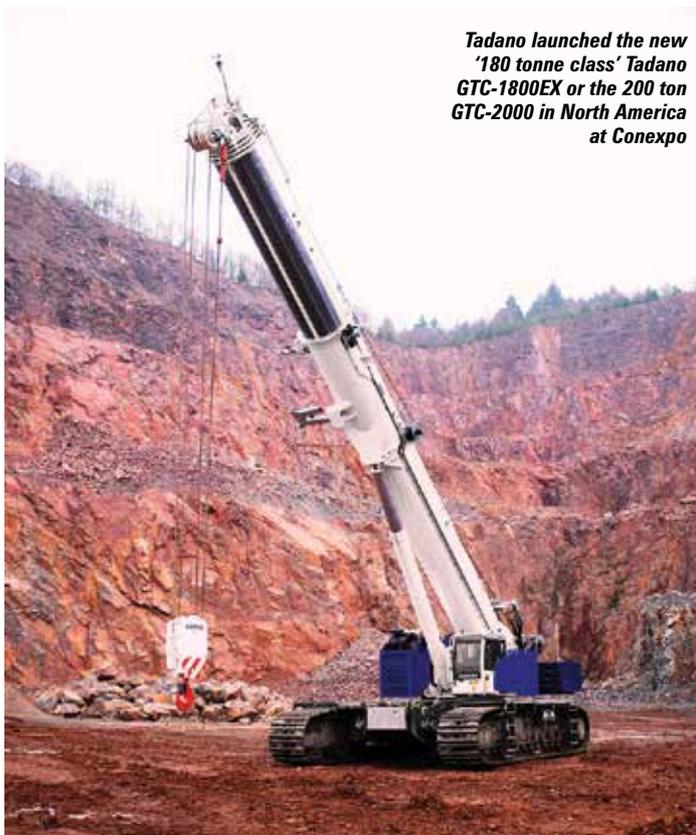
Other features include 19 mm grooved drums with 254 metres rope capacity, 7.6 tonnes maximum line pull and 147 metres a minute maximum line speed. The TCC-800 can work on slopes up to four degrees and can self-assemble with 17,463kg counterweight. The crane can be moved in two loads in most jurisdictions, with the main unit weighing 45.4 tonnes with side frames attached, extension, hook block and ball, lifting sheave and full tank of fuel. Clearance height on a trailer is below 3.9 metres and a wireless remote control system

is an option. The new crane will begin field tests shortly, with first shipments scheduled for later this year.

Tadano Mantis, Demag teles

At Bauma last year, shortly after Tadano had announced its acquisition of Demag Cranes, Terex showed a scale model and revealed brief details of a new 160 tonne telescopic crawler that it was developing. Given the timing of the acquisition many wondered whether this would ever see the light of day, given Tadano's GTC range of telescopic crawlers, although at the time the Demag concept was larger than Tadano's largest model, the 120 tonne GTC-1200. However since Bauma, the Demag crane has progressed into the new '180 tonne class' Tadano GTC-1800EX or the 200 ton GTC-2000 in North America. Although detailed specifications are not yet available Tadano says the GTC-1800EX has a 60 metre main boom, a maximum capacity of over 150 tonnes and a maximum load moment of 590 tonne/metres - so a bit shy of the headline 180 tonne rating? Hopefully Tadano is not falling into the old Terex nomenclature trap of 'class' groupings rather than actual nominal capacity. Interestingly the new crane will now be a Tadano, on the basis that the Tadano brand is already strongly associated with

Tadano launched the new '180 tonne class' Tadano GTC-1800EX or the 200 ton GTC-2000 in North America at Conexpo



The GTC-2000 before self installing its tracks



The GTC-2000 has 50 percent gradeability, 420mm ground clearance and weighs just under 150 tonnes



telescopic crawlers while Demag crawler cranes have always been large lattice boomed models.

At the same time as Terex showed off the model of the Demag crawler, Tadano Mantis had been developing its own larger telescopic crawler crane which it also launched at Conexpo. The 145 tonne GTC-1600 at first glance looks similar to the new Demag designed model, in terms of sample capacities etc. It will be interesting to compare the rest of the specifications with both are available.

Tadano GTC-2000

Tadano telescopic crawlers are built in the USA, so one main difference with the new GTC-2000 (GTC-1800EX) is that it will be built by Demag in Zweibrücken, Germany. Tadano says the model 'fits in with its long tradition with telescopic crawlers', and is a logical step in terms of its 'One Tadano' corporate strategy and 'strengthens cooperation between German and American colleagues in the Tadano group'.

Obviously given its design background the GTC-1800EX uses the Demag IC-1 Plus control and IC-1 Remote telematics system technology. The new crane sort of slots into the bottom end of the gap in the market between the 130

and 220 tonne capacity sectors. It has three standard track positions of 3.5, 4.75 and six metres but also features variable track width that can be set up to fit the space available, including asymmetrical configurations. The tracks can be adjusted both when stationary or while traveling. The Demag IC-1 Plus control system automatically calculates a load chart based on a number of monitored factors including ground incline, slew position and the position of each track. It is also able to pick & carry and telescope loads.

Tadano says the load charts are 'excellent' even when lifting on slopes of up to four degrees. Provisional figures suggest it can lift 34 tonnes at a radius of 12 metres when working on a four degree slope with 30 metres of main boom. The 60 metre main boom can be extended from five to 23 metres for a maximum system length of 83 metres. The crane has 50 percent gradeability and 420mm of ground clearance, while its maximum weight is just under 150 tonnes.

Keeping the transport height and width of the base crane to three metres makes transport easier. The heaviest part weighs 47 tonnes although this can be reduced to 42 tonnes by removing extension



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Model	Max. Lifting Capacity	Boom	Boom Extension	Max. Sheave Height	Max. Radius	Engine (carrier, superstructure)	Gear
ATF-140-5.1	140 t	12.8 m – 60 m	3.8 m – 32 m	95 m	72 m	390 kW (530 HP), 129 kW (175 HP)	10 x 6 x 10 (optional 10 x 8 x 10)
ATF-200-5.1	200 t	13.2 m – 60 m	1.8 m/5.8 m – 36 m	99.5 m	80 m	390 kW (530 HP), 129 kW (175 HP)	10 x 8 x 10 (optional 10 x 6 x 10)
ATF-220-5.1	220 t	13.2 m – 68 m	1.8 m/5.8 m – 36 m	107.5 m	84 m	390 kW (530 HP), 150 kW (204 HP)	10 x 8 x 10 (optional 10 x 6 x 10)

www.tadano.com

beams used to adjust the track width. Tadano says a great deal of thought has gone into setting up the crane safely, with most of the assembly carried out via remote control or from the cab.

Power is supplied by a Stage V/ Tier 4 Final MTU diesel capable of running in ECO mode for optimum fuel consumption, while a Power Boost feature ensures simultaneous operation of several functions at high output or speed. The GTC-1800EX's primary and auxiliary hoists are identical and both feature 245 metres of rope storage, with a line pull of 13.9 tonnes. The crane should be available later this year.

Tadano GTC-1600

Testing of the new Tadano Mantis GTC-1600 will continue through the summer with the start of sales planned for the end of the year. The introduction takes the GTC range to six models.

The crane has a six section, 61 metre main boom topped by an 18 metre bi-fold swingaway extension which offsets up to 40 degrees. Two seven metre inserts take the maximum tip height to 92.4 metres. The crane features variable track width extensions and up to four degrees out of level capability with automatic load chart switching. The crane is fitted with the company's Opti-Width feature which allows for stepless track widths which it says can increase capacities by up to 30 percent when compared with cranes that can only operate symmetrical track extension.

The crane is powered by a Tier 4 Final/Stage V Cummins diesel with throttle control by either auto-idle, adaptive throttle or by foot pedal control. The two speed track drive has a maximum speed of 2.4kph and 52 percent gradeability. Standard track width is 900mm



The GTC-1600 has a six section, 61m main boom

with optional one metre wide semi grousers available.

The GTC-1600 has integrated two stage carbody jacks that provide increased lifting height for loading and unloading and can self-install its counterweight from a remote controller. Hydraulic quick couplers on the track drive hoses allow simple, tool free track frame removal and handling. All GTC models offer pick & carry capacities through 360 degrees and automatic load chart switching for moving on slopes.

Larger tele crawler for Grove

At Conexpo Grove launched its latest telescopic crawler, the 127 tonne GCH140, which as with the other models in the range is built by Sennebogen. The model features a 52.1 metre six section pinned boom and 15 metre offsettable bi-fold swingaway for a maximum tip height of 70 metres. The crane's 'level' load chart is good up to 1.5 degrees, with load charts available for slopes of up to four degrees and it has the ability to pick & carry its full load chart. The tracks have three positions - fully retracted, mid extension and full extension - all of which have load charts available.



The new Tadano Mantis GTC-1600 should be available by the end of the year



The Grove GCH140 a 52.1 metre six section pinned boom and 15 metre offsettable bi-fold swingaway for a maximum tip height of 70 metres

The crane can be transported in four loads and can self-install its counterweight and tracks. The cab tilts up to 20 degrees and features a large, air suspension heated seat, climate control system, seven inch screen for viewing the hoist, rear and right side camera feeds, an intuitive graphical RCL system and electronic load sensing joystick controls. A choice of Cummins Tier 4 Final or Tier 3 diesels are available with ECO and Auto Idle modes for improved fuel efficiency. As with other Grove/Sennebogen cranes they will only be available in the Americas.

It has been more than two years since Sennebogen itself launched a new telescopic crawler unveiling the updated 70 tonne 673 R-HD early in 2018.

Largest mini crawler

Although a different sector of the telescopic crawler crane category, it is worth noting that the mini crawler crane is also enjoying an increase in popularity and the machines are slowly getting bigger. Last year Maeda launched its largest mini crawler to date, the 8.1 tonne CC1908S-1. The crane has a five section, 19.4 metre boom that provides a maximum lift height of 20.1 metres and 26 metres with jib. Maximum radius is 19.2 metres while it can pick & carry a 3.5 tonne load.

Overall width is 2.49 metres, and the crane weighs 19.4 tonnes with the optional jib in place. Features include a short tailswing, a fully enclosed air conditioned cab with link slide door, a 10 inch touch screen monitor display, boom slew limit setting, surround view camera and monitor, extra wide roof window with standard sun shade and visor. Power comes from a Yanmar EU Stage V and EPA Final Tier 4 compliant fuel efficient diesel driving a hydrostatic transmission. Options include a 1.5 tonne hydraulic jib, a new two tonne



Maeda's largest mini crawler to date - the 8.1 tonne CC1908S-1

Last year XCMG delivered its first 55 tonne XCG55TE in Europe



searcher hook and dozer blade.

Chinese crawlers for Europe?

A number of Chinese manufacturers produce telescopic crawler cranes but few are actively marketed outside of the region. However last year XCMG delivered the first unit of its 55 tonne XCG55TE telescopic crawler crane in Europe.

The new crane was sold and delivered by XCMG's Bulgarian dealer, Ingconsult, for work on the TurkStream pipeline project, a natural gas pipeline running from the Russian Federation to Turkey. The 55 tonner is the first XCMG tele crawler to be fully compliant with the European Machinery directive 2006/42/EC and includes a five section 41 metre main boom, plus a 9.5 to 16 metre bi-fold swingaway extension, with 15 and 30 degree offsets. The overall stowed width of the European machine is 3.36 metres, with an extended overall width of 4.8 metres. Total counterweight includes 17 tonnes on the superstructure and 5.2 tonnes of carbody ballast. It can take its 55 tonne maximum capacity to 3.5 metres, handle 3.5 tonnes at 20 metres radius or 500kg at 42 metres radius. The crane can also travel with its maximum capacity.

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Cofferdam work

Contractors in the Netherlands and parts of Belgium were some of the first to embrace the telescopic crawler crane concept, due to the soft - often reclaimed - ground conditions. As a result they are very popular in the region.

The first of Sennebogen's new 16 tonne 613 E - the smallest in the company's range which extends to 130 tonnes - has been purchased by Dutch rental company Bultena Verhuur for a project in Werkendam, the Netherlands. Supplied by its dealer Van den Heuvel, the 613 E is being used on the new Blankenburg highway intersection in Vlaardingen being constructed by Baak consortium for Rijkswaterstaat. The new A24 motorway connects with the A20 near Vlaardingen and the A15 near Rozenburg which when finished should reduce traffic on both roads and improve the connection from the port of Rotterdam to the Randstad conurbation which includes the four largest Dutch cities - Amsterdam, Rotterdam, The Hague and Utrecht - and their surrounding areas.

Included in the works is the construction of the 945 metre long Maas-Delta tunnel constructed using cofferdams - temporary dams allowing certain areas to be drained - which are made up from a combination of walls and heavy tubular piles with sheet piling in between. Being able to pick & carry its load chart the 613 E is used to place the anchor rods that hold the cofferdams together. Its compact dimensions - less than 2.5 metres wide, 2.75 metres high and just over seven metres long - allow it to work in areas where space is at a premium. The crane features Sennebogen's Multicab which can be raised by 1.75 metres to give the operator an improved view of the sheet pile wall and the entire excavation pit, very important on this site. The crane is also fitted with the Sencon display which shows all the lifting data and intervenes if the maximum values are exceeded.

Bultena Verhuur has grown steadily since 1990 extending its coverage from northern Netherlands to include all of the country and Belgium. It added crawler and mobile cranes to its fleet in 2018.



The 613 E has the standard 1.75 metre elevating Multicab

The smallest Sennebogen telescopic crawler crane 613 E is used in Vlaardingen to suspend anchor rods in coffer dams



C&A crawler cranes

Most of Brady Crane Service's work is dismantling and assembling drill rigs



Oklahoma oil rigs

Brady Crane Service of Healdton, Oklahoma works mostly in the oil & gas sector unloading and assembling drill rigs. A fully functioning rig is made up of 80 truckloads of materials and components, so the cranes involved in assembling and dismantling them work long hours. In less than six months Brady's new 100 tonne Link-Belt TCC-1200 has logged more than 560 hours, while its 100 tonne TCC-1100 has done more than 2,000 hours.

"We use three cranes, two to tear the rig apart at the old site and a third to begin assembly of the rig at the new site," says Brady Crane Service's Robin Watts. "Once we have most taken down we will switch and put two at the new site to build up substructures."

Brady is currently erecting a triple box rig, which was transported 120 miles from the previous site to Lindsay, Oklahoma. The TCC-1200 is being used to load and unload trucks, then pick & carry everything, from the derrick to the doghouse, to the draw works.

"We use the TCC-1200 for every single component of the drilling rig which can weigh anything from 225kg to 45.3 tonnes, which we manage with tandem lifts. Substructures are a tandem lift and a larger capacity All Terrain crane is brought in and stays on one end with the load while the TCC-1200 picks and carries the substructure from its drop off point, travelling around the centre point of the rig."

"We can mobilise the 1100 and 1200 quickly since no outriggers are involved. You can pick & carry the full chart. Whatever we lift - as long as it is within the load chart - we know can move with it, as long as the crane is level of course. The heaviest single load for the TCC-1200 is the blow-out preventer which weighs 32.6 tonnes but up to 2.5 tonnes of mud can build up during operation, so having a crane capable of handling that extra weight is important."

Components can weigh anything from 225kg to 45.3 tonnes.



The TCC-1200 is being used to load and unload trucks, then pick & carry everything



Steel erecting in Australia

Australian crane rental company Tutt-Bryant Heavy Lift & Shift - part of the Singapore-based Tat Hong group - is using its new 127 tonne Link-Belt TCC-1400 to lift structural steel at BHP's South Flank iron ore mine, 80 miles northwest of Newman, Pilbara in Western Australia. The iron ore deposit is 16 miles long and requires significant mining infrastructure and operations. Overall the project is valued at \$3.8 billion and is scheduled to be operational next year.

"It's about testing the telescopic crawler and assessing the market acceptance rather than a big Rough Terrain or All Terrain," says national operations manager Malcom Smith. "We do believe this machine will sell itself and in time, we hope to move up into the 225 tonne category by purchasing a bigger crane in the future."

"There are a number of reasons we chose the Link Belt TCC-1400. It is the best in class in terms of capacity and boom length, it is also very flexible in the way it is transported, and the self erection features and its ease of use are second to none. But the availability was also a factor. The machine was a stock item and we had a requirement for a specific machine with that sort of boom length for the South Flank project. It will be on site for about 12 months, or maybe longer."

Tutt-Bryant has also transferred two 100 tonne TCC-1100 telescopic crawler cranes to the site from its parent's Singapore base, while the TCC-1400 was shipped from Sydney to Perth where training was completed.



The 127 tonne Link-Belt TCC-1400 lifting structural steel at BHP's South Flank iron ore mine



The TCC-1400 has a 59.5m main boom with a 78.5m tip height

Munich underground pipe-jacking

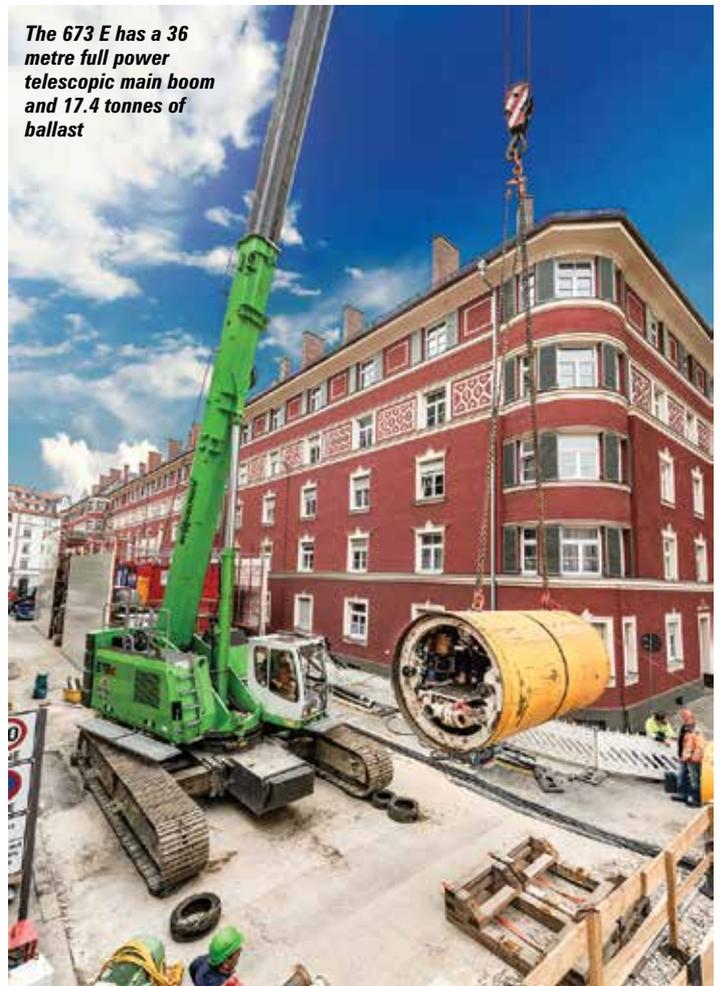
Wadle Bauunternehmung of Essenbach in Bavaria, Germany has experienced high demand for its 70 tonne Sennebogen 673 E telescopic crawler, particularly for underground construction applications. Most recently the machine has been working on a Munich inner city building site carrying out all the lifting jobs on a 178 metre underground micro tunnelling project. Work continued around the clock on a tight 10 day schedule.

The 673 E has a 36 metre full power telescopic main boom and 17.4 tonnes of ballast. It was used for unloading the steel reinforced concrete pipes from the delivery trucks and lowering the drill head into the excavation pit.

Klaus Gerhardt, Wadle's senior site manager says: "We really value the machine's flexibility in these building site applications. Transport is easy, attachments can be fitted quickly and being able to control the adjust the boom length via a joystick means that we can react to different tasks on site with very little hassle."



The 70 tonne Sennebogen 673 E is in high demand for underground construction applications



The 673 E has a 36 metre full power telescopic main boom and 17.4 tonnes of ballast



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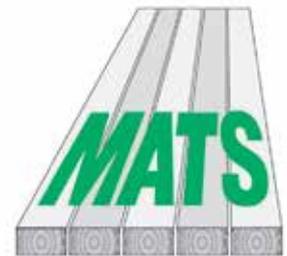
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Subversive Innovation

Innovative technologies such as dedicated axles, overall component downsize, lower counterweight for lower center of gravity and lighter machines, modular design for ease of maintenance and interchangeability of parts.

Subversive Performance(Compared with the same model in the industry)

The maximum working height heights have been increased by more than 2m to 30m on the telescopic Boom Lifts is 30m and 28m the Articulating Boom Lifts. Both models can be loaded into a standard container.

Maximum SWL increased by more than 30% to 454kg on telescopic booms and 300Kg on articulating Boom Lifts.

Maximum Horizontal Reach is increased by more than 1m.

Maximum gradeability is 50%, an increase of more than 20%.

The weight of the whole machine will also be 1 ton lighter.

Subversive Maintenance(Low maintenance costs)

With a family-style modular design, 95% of the parts and more than 80% of the structural components are common across the range.

More convenient maintenance and lower cost of components storage.

Simple to maintain with integrated component down design.

With dedicated axles, the failure rate is lower.

Telescopic Boom Lifts

BT24RT(24m) **BT26RT**(26m) **BT28RT**(28m) **BT30RT**(30m)

Articulating Boom Lifts

BA24RT(24m) **BA28RT**(28m)



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Combine a small footprint with rough terrain capabilities and there is no environment that the **Snorkel S2770RT** can't handle. This highly versatile compact rough terrain scissor lift delivers 4-wheel drive performance and can fit in confined spaces. The S2770RT boasts an overall width of 1.8m (5 ft. 10 in.) with a maximum working height of 10.23m (33 ft.).



Snorkel S2770RT

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Conexpo a victim of COVID-19

C&A

Conexpo 2020

This year's Conexpo show in Las Vegas was due to be the largest for many years, however global events outside of its control had a major impact. The result was still a busy show with several record breaking product launches but some manufacturers were no shows, while attendance - slow on day one but good on day two and three - tailed off on the Friday, while pressure from exhibitors and others caused the final day to be cancelled.

In the days and weeks before the show several overseas manufacturers were either blocked from sending staff, as in case of China, while others implemented staff travel bans. In one very unusual case Volvo Construction pulled out at the last moment but recognised that it could not break down its completed stand and hired local contractors to man it on the company's behalf.

The atmosphere was uniquely unusual, with much of the talk focused on the health crisis rather than the equipment. As the week progressed there was increasing concern about personal health and most people's thoughts turned towards getting home, especially as the US began imposing border controls and airlines began cancelling flights. Rumours abounded of this manufacturer or that having decided to send its staff home early and abandon their stands. In most cases

this was denied but the sharp reduction of stand personnel on Friday suggested otherwise.

This sad state of affairs had a major impact on what would have been a good show. Yes, while many exhibits were rewarmed North American versions of models launched at Bauma last year, there were several truly outstanding new products. However with the usual crane and access 'Gold Lot' site being developed into a resort, the new Festival Grounds, alongside the Circus Circus parking lot was very remote from the main conference centre. The area was distinctly 'makeshift' and unfinished, and at times was a 30 minute shuttle bus ride or brisk 35 minute walk away from the main entrance. Facilities on the new site such as catering were very poor and exorbitant, while any free wifi was blocked - both in sharp contrast to the facilities in the main halls.



The organisers tried to put on a brave face saying that registrations for the show exceeded 130,000 - an increase on 2017 - and that at the end of the show, cancellations from international attendees totalled less than one percent. However despite a couple of relatively busy days,

attendance on Thursday afternoon and Friday was very, very quiet. As with our usual show reviews we will highlight the major launches and stand out products, followed by an extensive pictorial roundup of the event.





The 210ft Snorkel 2100SJ

Snorkel 'best in show'

The Snorkel stand probably had too many new models and innovations for most visitors to take in. Star of the show was without doubt the all-new, 210ft 2100SJ 'mega boom'. Not only is it the world's largest self-propelled lift but it incorporates several truly innovative new features that made it so much more than just about its size. The basic specs are impressive - 65.8 metres working height, 30.4 metres outreach and an enormous working envelope said to cover 155,176 cubic metres, thanks to a 9.1 metre telescopic jib with 128 degrees of articulation.

However there are several patent-pending innovations. While the heavy-duty chassis initially looks similar to the X-type chassis on other large booms it has a mechanism that enables the wheels to drive the chassis legs into position while the lift is static without causing tyre scrub at the press of single toggle switch. Not only does it extend tyre life and reduce ground disturbance, but also provides a much smoother extension. For such as big machine

- it weighs 36.3 tonnes - the 2100SJ is highly manoeuvrable and includes a fifth 'lateral' steering mode where all wheels turn 90 degrees allowing it to move sideways, this in addition to the usual front, rear, crab, and four wheel co-ordinated steer modes.

Designed to comply with all global standards including ANSI A92.20, the 2100SJ has an overall width of 2.5 metres and overall transport length of 14.9 metres with jib stowed. For safer loading and unloading the platform has a removeable RF controller for wireless or tethered operation. Both upper and lower control panels include a seven inch colour LED screen with a new multi lingual Snorkel user interface featuring



Snorkel 2100SJ remote control enclosure



The 2100SJ drives its chassis into position without causing tyre scrub



Snorkel 2100SJ second controller which can be folded 90 degrees to store out of the way



Snorkel's 660 SJ All Terrain boom lift

operator communications such as the pre-start procedure in a visual checklist format and service reminders, while onboard diagnostics means that no external devices are needed to troubleshoot problems.

The boom is said to have 40 percent fewer moving parts and the dual capacity working envelope is kept really simple, with the jib retracted platform capacity is 454kg unrestricted, switching to 300kg as soon as it is telescoped. In the platform in addition to the main control box, there is a secondary set of mini 'inching' controls on the opposite side facing the work, which include all machine functions other than drive allowing the operator to carry out fine positioning of the platform. It simply folds away when not in use and both control panels include Snorkel Guard entrapment systems.

The boom obviously impressed with three orders placed at the show with the first sold to Canadian company Mortier en Trémie ABL, while UK-based Hire Safe Solutions ordered the first two units outside of North America.

High capacity scissors

Snorkel also launched a new high-capacity, large deck scissor range with working heights from 11.8 metres to 17.9 metres. The mid size model, the 43ft S9043RT has a platform capacity of 680kg, while a high capacity version - the S9043RT-HC - can handle 1,587kg. At the bottom end the 31ft S9031RT-HC offers a maximum platform capacity of 1,814kg.

Snorkel also unveiled a new 'All Terrain' package for its 60/66ft 600S/660J boom lifts, which uses four independent rubber tracks, when low ground pressure is required. Finally the company also rolled out its new 30ft S3970RTE compact lithium ion Rough Terrain scissor lift which employs two large two lithium ion batteries as standard, said to be sufficient for a typical eight hour shift, but there is space to add a third or fourth battery for longer time between recharging. The machines management system automatically senses how many batteries are installed. The line will also include the 27ft S2770RTE and 33ft S3370RTE with full production due to begin in October.



Snorkel's new 73ft 9073RT HC scissor lift, one of a three model range that includes a 33ft model with 1,814kg platform capacity



PANORAMIC
40.17



ROTO
50.35

ALL NEW CONSTRUCTION RANGE

REACH NEW HEIGHTS WITH THE ALL NEW ROTO AND PANORAMIC RANGE

The PANORAMIC and ROTO Range design has inspired the construction market over the years, and is now introducing a new generation of wider cabs, improved cab comfort levels and a multitude of new features. The ROTO range has changed the movement method for telehandlers by introducing the rotating turret system that can rotate 360 degrees without having to reposition the machine. Merlo have skillfully evolved during time with exclusive technological innovations and an unparalleled level of performance, safety and efficiency.



Genie's main launch was the 80ft S-80 J, the second model in its all new 'J' series of lighter weight telescopic boom lifts with jib

The show also provided an opportunity to see the production version of Faresin's compact lithium ion electric telehandler, branded as the Snorkel SR5719E. It offers a lift capacity of 2,600kg and maximum lift height of 5.79 metres and claims a 60 percent reduction in operating costs over the diesel equivalent while reducing noise and fumes.

Genie S-80 J

Genie's main launch was the 80ft S-80 J, the second model in its all new 'J' series of lighter weight telescopic boom lifts with jib. The S-80J is essentially a larger version of the new S-60 J which was unveiled at the ARA. The two models will run alongside its existing heavy duty XC models. The S-80 J has up to 16.8 metres of outreach and an unrestricted platform capacity of 300kg. It includes a 1.8 metre jib, four wheel drive and oscillating axles. Weighing just 10.4 tonnes it is light enough to be fitted with Genie's four track TraX crawler package making it the first boom model of this size to offer a four track option. Power comes from a Tier 4F/Stage V, Kubota turbo diesel and as a global product meets all major international standards.

Ruthmann takes Reachmaster

Major news at the show was Ruthmann's acquisition of US

equipment distributor ReachMaster from owner Ebbe Christensen. Florida-based Ruthmann North America will operate as Ruthmann ReachMaster North America based at ReachMaster's new facility in the Porter suburb of Houston.

JLG innovates

JLG also showed several new products including a self-levelling boom based on a concept machine seen at Conexpo 2017, a new 23 metre telehandler and a 20 metre truck mounted concept machine. The new 67ft 670SJ self-levelling boom lift offers up to 17.4 metres of outreach and a maximum capacity of 340kg, with an unrestricted capacity of 250kg. It offers several modes of operation, including a normal travel mode where one 'axle' oscillates and the other remains fixed like a regular boom lift, with an automatic self-level control when in position on a slope of up to 10 degrees, and dynamic auto levelling which keeps the machine level when travelling over uneven terrain. An additional shipping mode lowers suspension, almost to deck level for transport. First shipments are expected towards the end of the year.

The new 1075 telehandler - designed for the North American market - has 22.8 metre lift height, a maximum capacity of 4,500kg and



JLG's self levelling concept first seen at Conexpo 2017



JLG launched the 22.9m, 4,530kg capacity 1075 telehandler

a maximum forward reach of 18.3 metres. The company also unveiled the XT 600AJ, a 20 metre working height truck mounted concept lift using what appears to be a Hinowa superstructure on a light truck chassis.

World record Magni

Magni once again surprised the market with another record breaking 360 degree telehandler. Last Conexpo it launched the 46 metre RTH 6.46, this show it launched the RTH 6.51 SH with a lift height of just under 51 metres, a 6,000kg maximum capacity and a forward reach of 34.4 metres. Overall weight is similar to the 46 metre machine at 30.25 tonnes. It is based on the 46 but uses a longer seven section telescopic boom and sophisticated working envelope and overload management system.



Magni unveiled the world's largest 360 degree telehandler - the RTH 6.51 SH - with a lift height of 51 metres

60m Grove RT

Amongst several 'new' products Grove unveiled its 108.8 tonne GRT8120 Grove Rough Terrain crane - the latest model in the company's



The Ruthmann/Reachmaster deal is concluded (L-R) Rolf Kulawik, Ebbe Christensen and Uwe Strotmann



JLG's XT600AJ truck mounted platform



Grove GRT8120 with 60 metre main boom



Liebherr's new 120 tonne LTM 1120-4.1



Link-Belt demonstrates its new Smart Fly extension



Load King showed the 80 ton (72.5 tonne) Stinger 80-160 truck crane

GRT range of RT cranes -featuring a seven section 60 metre main boom the longest available on an RT of this size, topping Tadano's 120 ton model by four metres and some models by almost 10 metres. A choice of manual or hydraulic offset extensions take the maximum tip height to almost 81 metres. Based largely on the GRT8100, it features the company's MAXbase variable outrigger set-up, and a new wider cab with 20 degrees of tilt. The product is aimed at those who want the boom of a 150 ton RT with the ease of transport of a 120 ton model. It includes smart sensing outrigger cylinders in lieu of string pots and a wireless, handheld rigging remote for quick and easy set up.

Tadano and Demag

Tadano and Demag cranes were shown side by side for the first time at a big international show. The largest unit on display was the upgraded 650 tonne Demag CC3800-1 crawler, while the new 145 tonne Tadano Mantis GTC-1600 telescopic crawler crane created much interest with its six section 61 metre main boom, topped by a 10.3 to 18 metre bi-fold swingaway extension with 0, 20, and 40 degree

offsets, which can be extended with two seven metre inserts to 32 metres for a maximum tip height of 93 metres. An optional 3.6 metre heavy lift jib with 20 and 40 degree offsets is also available.

The company also announced, but did not show, the new Tadano GTC-1800EX telescopic crawler, a 180 tonne Demag designed telescopic crawler crane. Shown as a scale model at Bauma it, will still be built at the Demag plant in Germany and should be available by the end of the year. Interesting point is that at this stage it will be a Tadano machine - the company says that this is due to the fact that the Tadano brand is associated with tele crawlers, while Demag crawlers have always been lattice boom models. It will feature a 60 metre main boom with extensions of up to 23 metres and can operate on slopes of up to four degrees. The tracks extend from 3.5 to six metres, with infinitely variable and asymmetrical operating width possible. The actual configuration is fed into the Demag IC-1 Plus control system to calculate a load chart. Finally the company's new US market Rough Terrains stood out, in particular with the GR-1000XLL-4 with its optional dual position counterweight.



This is the first time a Terex Franna crane has been exhibited in the USA with the AT22

Liebherr

Liebherr's main new product launch was the new 120 tonne four axle All Terrain crane - the LTM 1120-4.1 - with a seven section 66 metre main boom, the longest on a four axle mobile crane. It can manage a nine tonne load on the fully extended boom or 12.1 tonnes on a 60 metre boom, some 18 percent better than the 100 tonne LTM 1100-4.1.

The optional VarioBallast system adds a further 10 tonnes of counterweight to the standard 20 tonnes, while the counterweight radius adjusts hydraulically from 3.83 to 4.77 metres. The company's

Variobase adjustable outrigger set up and monitoring system is standard. Deliveries will begin at the end of this year.

Link-Belt 'Smart Fly'

Link-Belt's new Smart Fly, system to simplify the installation of its swingaway extensions was impressive and is available on its new 120 ton/110tonne 120RT. Also on show was the new TCC 800 telescopic crawler.

Load King

The company acquired the Terex US truck crane business last year and showed the first results of its purchase at Conexpo in the form of the 80 ton (72.5 tonne) Stinger 80-160 truck crane on a commercial chassis, with six section 48 metre formed boom, plus 17.6 metre extension for a 69 metre maximum tip height.

Franna back

Terex Cranes used Conexpo to reintroduce the Franna brand for its Australian pick & carry crane and to launch it internationally.



Demag CC3800-1 crawler crane



Tadano GTC-1600

CMC

CMC dealer All Access Equipment launched the manufacturers new F series of spider lifts, sadly no one from the factory was able to attend.



CMC 60F

XCMG truck crane

Another surprisingly good product was the locally mounted 40 ton (36.2 tonne) XCMG XCT40 truck crane with 43.3 metre main boom. The machine was very well finished and built and is said to carry a very attractive price point.

Mini pick & carry cranes

A surprising exhibit on the Spyder stand was a three model line up of ultra-compact pedestrian controlled pick & carry cranes - the PC094, PC194 and PC295 - built by parent company Smiley Lifting Solutions.



The three model Spydercrane line up of ultra-compact pedestrian pick & carry cranes built by parent company Smiley Lifting Solutions

Designed to pass through single doors, they include fold away stabilisers for certain lifting duties.

The units are still in development and will be marketed internationally.

Here are some of the show highlights in pictures over the next few pages



Wacker Neuson TH627



Trail King stand



Pettibone Extendo 1056



Broderson's updated 18.1 tonne capacity cab-down RT400A



Hydro Mobile mastclimber



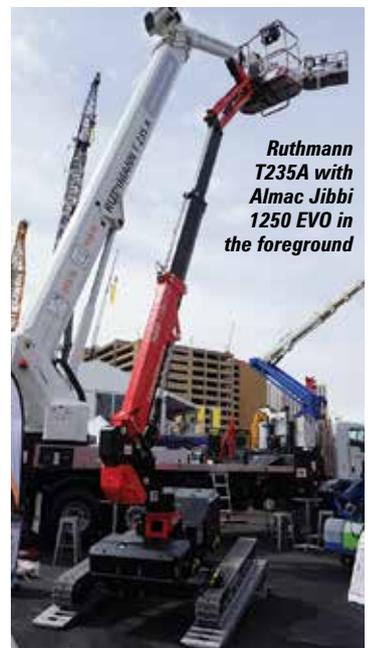
Palfinger PSC 6229



Caterpillar TL1255D telehandler with secondary steering



AMCS anticollision software for tower cranes and mobile cranes



Ruthmann T235A with Almac Jibbi 1250 EVO in the foreground



Potain MRH 175



IMT 32-222 series loader crane



Skyjack president Ken McDougall at the press conference

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Carlton Calfee (L) and Wayne Morris of XCMG North America distributor Boomtrux based in Tampa, Florida



An immaculately restored 1923 Best Tractor



Sany's SCA1000A crawler



Mike Oklevitch (L) and Scott Peters of JLG with the new Mule MZ100 lift attachment



The new combined sales team L-R Tony Trainer and Tom McKendree of Reachmaster with Richard Carr and Tom Goyer of Ruthmann all now Ruthmann ReachMaster North America under the leadership of Ebbe Christensen



XCMG showed this XCR60L5-U RT crane



Cometto ECU 1000



Jaso's 18 tonne J265PA luffer sold to Vancouver, Canada based Allied Crane



Palfinger PK 40002 EH



Elliot 40142 truck crane



Grove TMS 500-2 truck crane



Lift Wise folding man basket



Pettibone's new range of scissors - 4046E, 2632E and 1932E



JMG's full electric MC350 which claims an eight hour continuous operation time



Zoomlion ZS0607DC electric scissor with 7.9m working height, 230kg capacity and weighing 1,465kg



CoxGomy! Manntech 3000 Series with 300kg capacity and maximum operating height of 235m



Genie stand



JLG's next generation scissor control box

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XC XTRA CAPACITY



Heavy-Lifting Applications



FE FUEL ELECTRIC



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Outrigger Pads stand



Dica outrigger pad stand



Kobelco 350 tonne CK3300G-2 with Super Heavy Lift attachment



Winlet 2200, 1730, 1265 and 770 glass lifters



Faymonville trailers



Wolffkran 166B luffer



JMG's Greenlifter



Struxure composite laminated mat on the Dica stand



Stellar loader cranes



Goman Lift had equipment but no staff on its stand



Marooka MST-1000/DI tracked dumper complete with Terex insulated boom



Gehl's new compact RS 4-14 - a branded version of the Manitou MT 420



Mule MZ100 on a Skytrak telehandler



Arcomet A 50 Eco



Sunward scissors



Torquer can rotate loads remotely without using taglines



MEC's Xtra Deck



XCMG was showing a few scissors, articulated booms and cranes



Lift-Wise LM4000 pedestrian lift has a maximum capacity of 4,000lbs



Dingli stand with booms and scissors



Demag AC220-5



Conexpo was very empty on the last morning



Snorkel's new 'All Terrain' package for the 600S and 600SJ booms features four independent rubber tracks



Skytrak 3013



Sinoboom's 10.3m working height, 3.3m outreach and 200kg capacity GTTZ 10EJ mast boom



Bailey Crane Brandon 6E



MEC's pull down Xtra deck on its Micro13-XD and Micro19-XD scissors gives an extra 510mm height



Liebherr LR 1300.1 SX



Jekko JF545 tracked loader crane



Stros stand



Manitowoc MLC150-1



Teupen Leo 105AJ plus



Tadano GR1000XLL-4



Snorkel's 23.3m S9070 RT-HC with 907kg capacity



Link-Belt 120RT with 79.8 max tip height



Grove GMK 5250XL-1



Alimak's new Scando 650 FC-S with increased capacity and space

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Vertikal Days

Just a month or two ago this year's Vertikal Days was looking as though it would be a straightforward third appearance at Donington Park and was shaping up to be the best so far. The crane exhibits were particularly strong with several new manufacturers attending while the access line up was as solid as ever with a good number of new products due to be displayed for the first time in the UK.

And then the global outbreak of the new Coronavirus - Covid-19 - began to gather pace causing repercussions that the world has not seen in modern times, if ever. Initially discussions centred around a number of issues, the first being whether the event would go ahead or not on the original dates. However it was not long before the mid May schedule started to look increasingly risky, even though it came well after the normal flu season has usually ended and the closure plans of organisations such as the Premier league had ended. The problem in making a decision was that it had to be taken at least four weeks in advance in order to avoid unnecessary costs and expense for exhibitors and the organisers alike.

The organisers sought a wide range of advice from a variety of sources - including the UK government and its independent scientific advisors - while looking at what other larger event organisers were doing, including one of the largest public

events in the UK - the Download Festival - which was due to be held a few weeks after Vertikal Days at the same location. Another consideration was the ability of overseas exhibitor staff to travel to the UK and their desire/willingness to do so. As the outbreak became a pandemic and the dreadful events in Italy panned out it became clear that it would need to be postponed until after the summer.

September was already well endowed with crane and access events, with JDL in France and Platformers Days in Germany, along with the rescheduled Spanish exhibition Smopyc. A few weeks later this was compounded when APEX was moved to piggyback with the JDL dates. While these would not have affected too many visitors - if any - it was already looking highly challenging for exhibitors, especially those coming out of the severe restrictions imposed by Covid-19 measures. The Vertikal Days' organisers therefore took the decision to avoid any clash with those events and have reserved

C&A

Vertikal Days



two dates in September and one in October. At the same time it felt it would be best to hold off fixing a final date until the situation looks a little clearer... by mid to late April there should be a good deal more clarity. In the meantime exhibitors and regular visitors will be consulted on the alternatives.

So what might you expect to see when the event finally goes ahead later this year?

Well to start, as we have said, the event is back at Donington for the third time, in the same location on the venue's 'Tarmac Lake' although the layout has been tweaked in order to improve on last year, incorporating a number of changes to solve minor glitches experienced last year and to improve the visitor experience and traffic flow. One possible difference might be fewer flights from nearby East Midlands Airport, given the drop off in holiday traffic. Other changes include a larger Marketplace pavilion, and the opening of the passage from the entrance run to the Organiser's Office area. Plus for the first time, visitor badges will be fully scannable for easy exchange of contact details.

In terms of catering Bobby is back for the third time, and promises an even better selection than ever before, while the networking event has changed to a combination of a cocktail party and early dinner and jazz music in order to make things easier for everyone and introduce a freshness that we felt was required after almost 14 years.

That aside numerous companies had fully signed up by the time the decision to delay was taken, while many others were in the process of booking and will hopefully go ahead as soon as the new date is announced.

One thing is for certain, when everyone is convinced that the worst of the outbreak is behind us, there will be enormous pent up demand for people to meet, exchange ideas and thoughts about what happens next, look at the latest new products and catch up and exchange stories. Vertikal Days 2020 will aim to provide that service in its usual easy going, relaxed atmosphere, something that we will all need in a big way by then.

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The ARA Show

This year the American Rental Association was back in Orlando for its annual convention and exhibition, both of which were well attended. The exhibition was as usual sold out, with a number of companies left on the waiting list for stands - the organisers take a tough position on space and typically refuse to extend the floor space even when possible. This tough policy keeps exhibitors keen, as 'grandfather rights' are important when it comes to getting space.

As usual the 'Construction' area was dominated by aerial work platforms and telehandlers with all the main suppliers present, including all scissor, boom and spider lift manufacturers apart from a couple of niche manufacturers and a few Chinese producers. Visitors - almost all of them from member companies of the association - include a large number of small family-owned and operated regional businesses who use the show in a highly practical manner. They usually arrive with a shopping list spending the first day window shopping, listening to the features and benefits of each machine and discussing what deal might be possible, before coming back on day two - or even day three - to negotiate the best deal possible for their preferred products, culminating in the placing of firm orders.

While this year seemed a little less frenetic at the registration desks, with shorter queues and less

congestion on the show floor, every exhibitor we spoke to reported excellent visitor traffic, a positive attitude and orders being placed, something greatly appreciated given that most manufacturers saw a slower fourth quarter as big rental companies held back placing 2020 orders until the last minute and are still being cautious with their 2020 capital expenditure.

The following looks at some of the highlights. Sadly space does not allow us to cover everything, but we will have a chance to review those products we did not include in our regular monthly features throughout the rest of the year.

So what stood out?

A key factor of interest this year was how each aerial lift manufacturer has tackled the new ANSI standards. In some product sectors the approach adopted is quite diverse. A good example of this are 19ft slab scissor lifts. In recent years it has become a fairly



Star of the show was the Custom Hy-Brid 1930

generic product type in terms of width, weight and performance etc... This is no longer the case with each manufacturer seeming to choose a different route to satisfying the standards, some deciding to add weight or width, while others limiting them to indoor use only while some have



The Hy-Brid LeakGuard tray and mat

gone for dual zone machines where the lift height is limited when used outdoors. At the same time the 1.1 metre guardrail height - standard in Europe for many years - is now a requirement in North America, obliging a rethink on guardrail solutions for passage through standard doorways.

The result is that buying a 19ft scissor lift has just become a lot more complicated. We will cover this more fully in our June issue when we look at low level access. The other notable development since last year was the focus on built in leak prevention. This 'trend' was kicked off last by MEC with the launch of its Leak Containment

System - or LCS. This year most manufacturers showed some form of built in leak containment/capture using trays and absorbent mats. Some were clearly better than others. The best we saw by far was the 'LeakGuard' system built into Custom Equipment's new Hy-Brid 1930. It was simple, allowed for possible leakage from the lift cylinder and used a single rectangular tray and mat sufficient to contain the entire contents of the hydraulic tank if necessary.

In fact when it comes to naming a single standout new product introduction in terms of its overall engineering and design, the star of the show has to be Custom's



Passing through a doorway with higher guardrails can be an issue, but not for the new Hy-Brid 1930



Genie's new S-60 J was another stand out new product launch

Hy-Brid 1930 scissor lift. However there were several other close contenders, including Genie's new lower weight, simpler 60ft telescopic boom lift the S-60J, JLG's HC3 triple capacity boom lifts shown on a 46ft 460SJ, with 300kg unrestricted, 340kg

and 453kg, which will be available on all JLG boom lifts up to 86ft by the end of the year. Also of note are its new ES electric drive scissor lift range in the form of the ES1932 AND ES1330L while the new R1932i is an indoor only model.



JLG's HC3 triple capacity booms lifts on the 460SJ

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The system offers 300kg, 340kg and 453kg platform capacity



Three new scissors from JLG the R1932i indoor only unit, and the ES1932 and ES1330L



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Skyjack's new ANSI machines have been completely redesigned but look much the same

Staying with standout developments, Skyjack's new ANSI standard scissor lifts look the same as the units they replace but are in fact totally new models with new chassis, a new pothole protection system and the company's new, all-singing, all-dancing telematics system. We were particularly impressed with the 'Elevate Live' feature aimed at the end user operator, who can scan the machine's RFID code sticker on his mobile phone to show a host of battery status and other information without the need for an app. Then there was MEC's new 34ft 34-J telescopic boom lift with

jib, designed in consultation with United Rentals to produce a high specification telescopic boom lift that is easier to transport. Overall weight is 3,630kg coupled with compact dimensions which make it easy to maintain and apparently less costly to purchase. As is usually the case GMG introduced a host of innovations, including an exceptionally good looking 1030PA push around scissor lift with an excellent and very clever guardrail system that folds into a square for ceiling tile access. It also showed a 33ft slab electric scissor lift with outriggers - the 3346OR - for levelling on slopes etc.



Skyjack's 'Elevate Live' was one of the stand out products.



Jim Tolle of GMG explains the rationale behind the 3346OR



The new MEC 34-J



The new GMG 1030PA push around with adaptable guardrails



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The Reachmaster stand with Bluelift and Falcon

Snorkel's pressure washing machine immediately caught the eye, while its new 19ft scissor lift - now in production - solves the guardrail issue with ease. The company kept its major new product launches for Conexpo.

Haulotte's new 46ft telescopic boom lift, the HT46RTJPro or HT16RTJ Pro in the rest of the world, is a very well thought through product, and was apparently designed and will be built in North America. It incorporates all of the company's new features including Engine stop, Activ screen diagnostics and Activ lighting etc. Niftylift's Niftylink telematics looks interesting, the company has a slug of other

interesting developments including its new electric drive 46ft articulated boom, but it prefers a soft launch rather than banging the drums on such new products.

It was a surprise to see Aichi at the show, but it is apparently preparing a new export push so expect to see a renewed effort in Europe, while in North America it may well start selling its platforms under the Toyota branding later this year?

LGMG had one of the larger access stands with a full spread of its ANSI specification machines. The company - headed by ex JLG president Craig Paylor - has shipped around 600 units in nine months,

and already has orders for that many in 2020.

Italian manufacturer Imer had a surprisingly large display of access equipment including big scissor lifts, push arounds and a spider lift. It was very happy with the interest it received, especially for its more specialist scissor lift models.



The unusual LiftUp RH38D van mounted lift



Snorkel's 66SJ with built in pressure washer



Snorkel's S3019E - the lowest stowed 19ft scissor lift on the market



Aichi is looking to launch a new international push and possibly adopt the Toyota brand in the USA



The JLG 2646ES adapted by Bailey Crane into the Omni steer with lateral drive



Platform Basket had planned Conexpo launches



Easy Lift spider lifts and Hoeflon spider crane



Liugong sought North American input on new scissor lifts - the electric drive LSC1012DE and LSC0607DE



The LGMG stand was a popular stop for many small rental companies



Imer's big scissors generated quite a bit of interest



Haulotte's new HT16RT Pro is built in the USA



Niftylift highlighted the Niftylink telematics package



The Bravi stand

Platform Basket, CMC and Teupen were all present, but at this stage were planning to use Conexpo for their big launches. Platform Basket had planned to make its major launch at Conexpo but a few weeks later, felt obliged to cancel its Conexpo participation due to the Covid-19 outbreak.

Falcon and Bluelift were on the Reachmaster stand and reported a good deal of interest in the Bluelift SA11P.

Finally there was an interesting and unusual 11.5 metre RH38D insulated van mounted lift from LiftUp. It looks like a fire ladder rescue platform but benefits from an extremely low weight, providing up to 8.5 metres without the need for stabilisers. A non-insulated version and 13.5 and 15.2 metre models are available.

Telehandlers

When it comes to telehandlers JLG's little AUSA-built 1330 generated a surprising amount of interest - almost a buzz - while Magni saved its big release, a 51 metre machine for Conexpo. Perhaps the biggest surprise of the show in terms of telehandlers were the two Chinese-built American design/specification telehandlers, one from Sunward and more importantly the 17 metre, 4.5 tonne Sany STH1056A which looks a handy machine with a price said to

be more than 20 percent below that of the mainstream American built models.

Manitou had nothing particularly new on display but was busy most of the time as it focused on the launch of its four new ANSI standard telescopic boom lifts, which go into production at the start of next year. Merlo also reserved its main thrust for Conexpo.

JCB Showed its latest model, the C512-56 alongside two scissor lifts, one built by Sinoboom last year and still in stock, and a new 19ft model built at its plant in India. Pettibone unveiled the Xtendo 1246X and showed its first LGMG built scissor lift.

A full pictorial review can be found at www.vertikal.net/en/news/story/34753/



JLG's AUSA-built 1330 generated much interest



Pettibone's new Xtendo 1246X



Sany's new STH 1056A American specification 17 metre/4,500kg telehandler



Telehandlers featured strongly on the Skyjack stand



The Manitou stand



Sunward tested a new telehandler which it might assemble in the USA



JCB's C512-56

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New ALLMI chairman

ALLMI has ratified the appointment of new chairman, Alan Johnson. A director of Palfinger UK, he has over 30 years' experience in the lorry loader industry and has been involved with ALLMI since the late 90s. After leading a 'future direction' working group in the early 2000s, Johnson served as ALLMI chairman between 2003 and 2006 before choosing to stand down. Since then, his commitment to ALLMI has remained constant, having retained his Board position to this day, including seven years employed as the Association's Technical Director between 2009 and 2016. Johnson comments: "I am extremely honoured to be appointed to the chairman's role. I look forward to working with the board and membership in order to expand ALLMI's reach and further strengthen its excellent reputation, whilst always being focused on improving standards and promoting collaboration and shared learning throughout all parts of the lorry loader industry."



Alan Johnson

Election time

Alan Johnson's appointment was part of a wider election process for positions on both the ALLMI board and Operators' Forum Executive Committee. For the board, the election saw the majority of incumbent Directors retaining their positions, with the only new addition being Ian Roberts, managing director of Massey Truck Engineering.

On the operator side, results included Steve Frazer-Brown being elected as Forum chairman for the 15th consecutive year, therefore securing his place as the fleet owner representative on the ALLMI board, and Stewart Smith of D Smith Express re-joining the committee after stepping down in 2018, as well as the appointment of Mobile Mini's Nick Sesevic for the first time.

ALLMI chief executive Tom Wakefield said: "The election process is fundamental to the democratic manner in which ALLMI operates. The board and executive committee are elected on a biennial basis and this practice provides members with the opportunity to appoint people who they feel will best represent their interests, as well as those of the wider industry, and who will oversee the efficient and successful running of the association."

Election Results - ALLMI Board

- | | |
|---------------------------|---------------------------------|
| • Alan Johnson (chairman) | Palfinger UK |
| • Alastair Evans | Hiab |
| • Ben James | Avon Crane & Commercial Repairs |
| • Ian Roberts | Massey Truck Engineering |
| • Richard Short | Penny Hydraulics |
| • Steve Frazer-Brown | David Watson Transport |

Election Results - Operators' Forum Executive

- | | |
|---------------------------------|------------------------------------|
| • Steve Frazer-Brown (chairman) | David Watson Transport |
| • Andrew Hollingsworth | Travis Perkins |
| • Andrew Packham | Sussex Transport |
| • Martin Woodbine | Saint-Gobain Building Distribution |
| • Nick Sesevic | Mobile Mini |
| • Paul Bishop | Warton Freight Services |
| • Stewart Smith | D Smith Express |



Ian Roberts



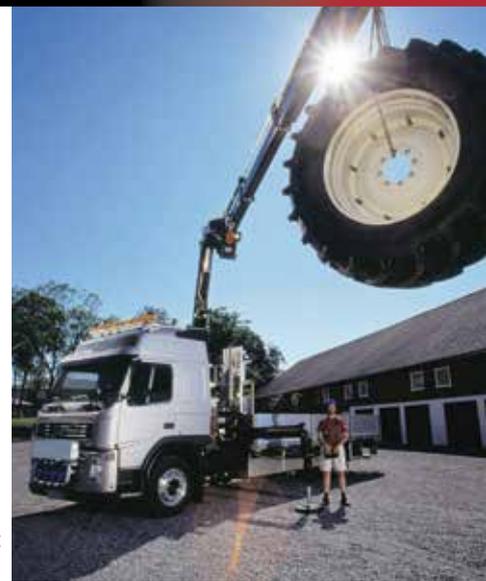
Nick Sesevic



Stewart Smith

Industry growth in 2019

ALLMI has released its loader crane industry sales figures for the second half of 2019, completing market statistics for the full year. The figures show another impressive industry performance in 2019, with strong sales across a range of sectors and overall growth of approximately eight percent against the previous year. Demand for remote controls was also strong, with nearly 60 percent of invoiced sales relating to lorry loaders with control units of this type, and the figure reaching 100 percent in certain segments of the market.



ALLMI technical manager, Keith Silvester, said: "We continue to see this positive trend in the demand for remote controls, which reflects the many benefits they bring to lorry loader operation. However, as we have stressed on numerous occasions, it is very important to remember that they can create potential hazards if used incorrectly and so those responsible for loader crane operations are encouraged to adopt the association's freely available 'Safe Use of Remote Controls' campaign material, which includes a web based video, an information leaflet aimed at operators and their immediate supervisors, and a ready-made toolbox talk template document."

For copies of the material, please visit www.allmi.com/safe-use-of-remote-controls or download the ALLMI Smartphone App from the Apple or Google Play store.

Thorough Examiner Training - Increased Demand

ALLMI saw a 12 percent increase in demand for its Thorough Examiner training course during 2019, and has experienced an impressive uptake in its current financial year to date.

Chief executive Tom Wakefield said: "Thorough Examination and Load Testing are fundamental to the safe use of lorry loaders, and the ALLMI course is widely regarded as the most credible and effective training available for these activities. However, in line with our ethos of always evolving and improving what we do, in spite of its increasing recognition one of our key projects for this year is to review and update this ever-popular training programme, and we look forward to consulting with industry as part of this process."

For information regarding this training, or queries in relation to the subject of Thorough Examinations, please contact ALLMI.



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



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Red Diesel fuel specifications alert

The CPA has issued an alert on fuel specifications for mobile and static plant powered by gas oil (red diesel) engines following feedback from owners and manufacturers. The alert advises owners and users of potential problems if the incorrect specification of fuel is used, particularly machines fitted with EU Stage V engines, where it is essential that the correct fuel is used.

Manufacturers have reported cases of fuel filters blocking where incorrect specification fuels are used, resulting in possible damage to the fuel and after treatment systems, with the results being potentially extremely expensive.

There are currently four specifications of diesel fuel commercially available in the UK:

- a. White road diesel to BS EN 590+A1:2017 - with a sulphur content of less than 10mg per kg of fuel (10ppm).
- b. Red diesel (Gas Oil) to BS EN 590+A1:2017 - with a sulphur content of less than 10mg per kg of fuel (10ppm).
- c. Red diesel (Gas Oil) to British Standard BS 2869 Class A2 - with a sulphur content of less than 10mg per kg of fuel (10ppm).
- d. Red diesel (Gas Oil) to British Standard BS 2869 Class D - with a sulphur content of 1000mg per kg of fuel (1000ppm).

In 2011, it became a requirement that all fuel used in non-road mobile

machinery must comply with EU Ultra Low Sulphur Diesel regulations and contain no more than 10mg of sulphur per kg of fuel. Since white road diesel was already compliant, it is often believed that the specifications for red and white diesel have since been identical. This however is not the case.

There are two recognised standards of red diesel currently in use:

- BS 2869 Class A2
- BS 2689 Class D

Class A2 has a maximum sulphur content of 10ppm and is used for excepted vehicles, while Class D has a sulphur content of 1000 ppm and can only be used for heating or static generators. An 'excepted vehicle' is one listed in Schedule 1 of the Hydrocarbon Oil Duties Act 1979 and includes mobile cranes and aerial work platforms.

Neither of these standards however, meet the specification for white road diesel. One of the key differences between Class A2 Gas Oil and Road Diesel is the cetane



value. BS EN 590 has a higher cetane value, with a shorter ignition delay and therefore burns more efficiently and cleanly, leaving fewer deposits in the engine's combustion chamber.

Equipment owners and users are strongly advised to check that the fuel obtained or used by themselves or their customers complies with the manufacturer's specification, if the incorrect fuel is used, it can cause costly engine breakdowns and recovery costs. There is also a possibility that the manufacturer's warranty will be voided.

Where equipment is on site for long periods or hired on a non-operated basis, it is essential that all users are made aware of the correct fuel specification, as the user or a designated person will generally be responsible for refuelling the machine and that the information has cascaded down to all those involved.

The alert can be downloaded from [www.cpa.uk.net/informationalertstechnical/Maintenance, Inspection and Thorough Examination of Construction Hoists \(CHIG 1101\)](http://www.cpa.uk.net/informationalertstechnical/Maintenance, Inspection and Thorough Examination of Construction Hoists (CHIG 1101))

The Construction Hoist Interest Group (CHIG) has updated guidance on the Maintenance, Inspection and Thorough Examination of Construction Hoists, first published in 2011. The revised document - re-numbered from CHIG 0301 to CHIG 1101 - provides guidance on the daily pre-use checks, inspections, thorough examination and maintenance of hoists. It also includes check lists and report forms for pre-use checks, weekly inspections and thorough examination. It should be read in conjunction with BS 7212 - Code of practice for safe use of construction hoists. The revised guidance can be downloaded from www.cpa.uk.net/construction-hoist-interest-group/

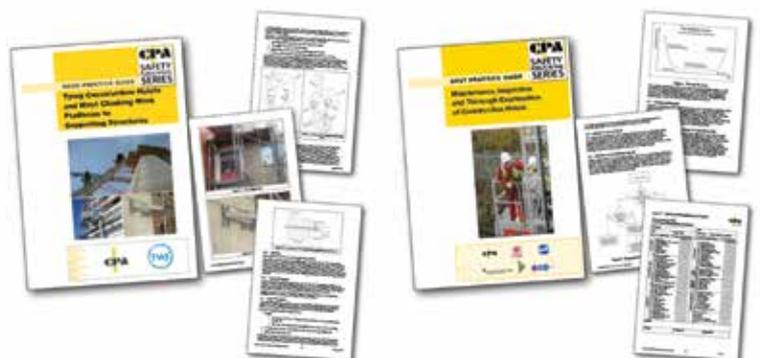
Guidance on Tying Construction Hoists and Mast Climbing Work Platforms to Supporting Structures (CHIG 1901)

This new good practice document provides guidance on the design and installation of construction hoist bases and supporting ties. All construction hoists and mastclimbing work platforms rely on their bases and ties for stability and applies equally to all types and sizes of machine - passenger/goods, goods only, transport platforms and mast climbers.

Recent changes to standards for hoists and the fixings used to attach ties to supporting structures has resulted in confusion in the calculation of tie loads, the design of ties and the selection of fixings to attach those ties to structures. The increasing emphasis on the management of temporary works on construction projects requires that the design of hoist bases, ties and their fixings are recorded and subjected to checks.

A lack of understanding of the calculation of tie forces frequently results in excessive safety factors being applied.

www.cpa.uk.net/construction-hoist-interest-group/





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Report provides insight into platform accidents

Accidents while using powered access are proportionally more likely when working in public areas or alongside roads than on controlled work sites such as construction sites, commercial or rental premises, according to the latest detailed safety analysis from IPAF.



IPAF's Global MEWP Safety Report 2016-2018 presents findings from the federation's analysis of statistics gathered through its worldwide accident reporting project with input from 25 countries. The report is available at www.ipaf.org/accident

Accidents on construction sites account for the highest average number a year, but as aerial work platforms are used more widely in construction than other sectors, they are proportionally less likely to occur on a controlled work site than a remote location or a public area, such as alongside a road.

The report identifies recurring underlying causes of incidents including falls from the platform, electrocutions, entrapments, overturning and platforms struck by another vehicle. This is in line with previous years' analysis demonstrating again that the industry should focus on ways to reduce factors common to these types of incident.

The industries in which deaths are most frequent include forestry and construction, with maintenance and electrical service sectors third and fourth respectively. Both forestry and construction had an annual average of 19 reported fatalities, but the total number of platform days worked is far higher in construction than in forestry, so a fatal accident is proportionally more likely in forestry work.

Richard Whiting, IPAF general market manager UK & Ireland, says: "Renewed focus must be brought to bear to warn managers and operators of the higher proportional risks of a serious accident when not working on a controlled, segregated work site. IPAF's Street Smart safety campaign seeks to do this, we will look at evolving this to help reduce electrocutions or forestry accidents."

IPAF chief executive Peter Douglas adds: "Some people may be unaware of IPAF's reporting portal - www.ipaf.org/accident - while others may feel they will get into trouble if they report something. It is quick, simple and allows incidents to be logged with total anonymity."

Specific details such as names, location and machine brand are not required and users can sign in and report anonymously.



eLearning offers remote training solutions

Candidates seeking to renew or obtain PAL Cards to operate aerial work platforms or undertake specialist management training are advised to opt for online distance learning. IPAF will also temporarily extend expiring PAL Cards by 90 days for those who complete an eLearning module. It has also doubled the time between successfully completing the theory module via eLearning and taking the mandatory practical assessment to 90 days to allow training centres to safely manage demand during the coronavirus pandemic.

New applicants will not receive a PAL Card until completing the practical test, but any current PAL Card holder whose card is due to expire may have it extended under special measures. On successful completion of the online operator theory eLearning module, and until such time as a practical assessment can be safely undertaken, a PAL Card's validity may be extended by up to 90 days from the date on which completion of the online module is certified. IPAF will request that all employers and contractors requiring a valid PAL Card recognise the extensions, subject to their discretion.

Director of operations Giles Councill says: "We urge those wishing to undertake IPAF training, or renewing an existing qualification, to contact their nearest IPAF approved Training Centre to find out what eLearning options are available and where required schedule a practical assessment, helping our training providers manage demand."

"An operator training theory module can be conducted online anywhere, any time, on most devices and, provided that a practical assessment is completed within the 90 day period, the candidate will be issued their IPAF PAL Card in the usual way."

"It is possible to complete the MEWPs for Managers course entirely in eLearning, though it is still assigned through an IPAF training provider. We hope that the added flexibility will assist candidates in completing their training safely and conveniently in the face of ongoing constraints to restrict the spread of the Covid-19 disease."

"We accept the possibility that workers may struggle to find available training or renew an existing PAL Card and are asking the industry to support these temporary measures."

To find more information on IPAF training options and the temporary changes to extending PAL Cards see www.ipaf.org/training, use the online directory or searchable map function on the same area of the IPAF website to find your Training Centre.



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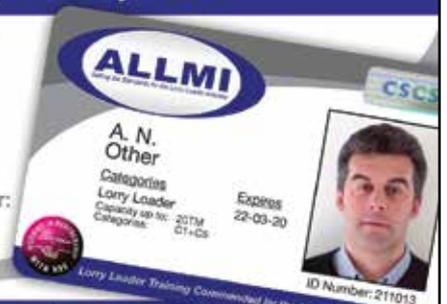
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PASMA Conference 2020

Each year PASMA holds a conference to share the latest insights and guidance on scaffold tower safety and demonstrate the ways they can be used. The next event is on 29/30th September at the Delta by Marriott Hotel Nottingham Belfry.

Free tickets will be available and PASMA will invite members to join the event along with anyone else with an interest in towers - including those who select access equipment for their organisation or have responsibility for the health and safety of people who work at height.

Bitesize safety videos

Tower users and managers can benefit from bitesize safety messages, thanks to a new series of short videos released by PASMA on social media. The videos feature Chris Smith, head of audit services and professional standards at PASMA, and Jim Duffy, PASMA instructor at Training Plus. The topics they cover are:

- Who can build scaffold towers?
- Don't build a scaffold tower without the instruction manual
- Safe assembly methods for mobile access towers
- How to safely move a mobile access tower
- How tall can a mobile access tower go
- Using a scaffold tower in windy weather
- Different training for different towers
- Telescopic or one-person towers
- Always inspect your components
- Inspecting a mobile access tower
- Three top tips for tower safety

You can watch the videos on PASMA's Twitter, LinkedIn and Facebook pages.

Tower Week

PASMA's annual Tower Week campaign took place from 15th - 21st March. Businesses and individuals came together to celebrate their commitment to safety, their role in the industry and all the exciting things that towers have helped them achieve. Events included a big conversation on height safety, hosted by PASMA managing director Peter Bennett on Twitter, a web seminar by PASMA technical director Don Aers, which provided a comprehensive introduction to upcoming changes to the design standard for mobile access towers, EN 1004, and a Tower of the Month competition.

HSS offers PASMA training to ex-offenders

People leaving prison can now get PASMA training to help them on the path to paid employment, thanks to a new partnership between HSS Training and Bounce Back, a charity that equips ex-offenders with construction industry skills. The courses will be offered to those keen to learn but with no previous experience with scaffold towers.

PASMA managing director, Peter Bennett, attended the opening of the HSS training centre at the Bounce Back headquarters, in London.



Mark Winfield of HSS Training, with Francesca Findlater of Bounce Back, and Peter Bennett of PASMA.

Aerial photo, video and inspection services for PASMA members

What could drones help you achieve in your business? PASMA has its very own commercial drone pilot, Maarten de Vries. PASMA members can benefit from special rates on aerial photo, video and inspection services.



Maarten de Vries

PASMA and IOSH joint event

There was a full house when health and safety professionals gathered in London this February to hear case studies of jobs with awkward access needs, where scaffold towers were the solution. It was the first time that PASMA had co-hosted an event with the IOSH London Metropolitan Branch. The speakers included PASMA members Richard Fairfield of E.T. Hire, Pete Harley of STS Access and Chris Bowman Euro Towers. Covering the use of scaffold towers on three different projects in three different industries, each with their own challenges.



(L-R) Richard Fairfield, Pete Harley, Chris Bowman with Rhaynukaa Soni of IOSH



HSE prosecution after fall from podium steps

A serious accident involving a set of modified podium steps has highlighted the importance of proper training and quality equipment. A man was using the podium whilst welding when it toppled over, causing them to fall two metres to the ground and fracture two vertebrae.



London Tower Crane Hire & Sales pleaded guilty to breaching Regulation 6 (3) of the Work at Height Regulations 2005. This law places a duty on employers to take 'suitable and sufficient measures to prevent, as far as is reasonably practicable, any person falling a distance liable to cause personal injury'. The company was fined £54,000 plus costs of £1,544.

PASMA's chairman Roger Verallo, said: "This accident emphasises the fact that you don't need to be very far off the ground to be seriously injured in a fall. As the HSE inspector in this case noted, podiums are a safe way to work at height - but of course, only when they are used properly by trained persons. Always choose podiums that are certified to design standard BS 8620, follow the instruction manual carefully and please, send your workers on the PASMA Low Level Access training course. Accidents like this don't need to happen."



For more information about the Access Industry Forum (AIF) and the No Falls Foundation charity for working at height, please visit www.accessindustryforum.org.uk and www.nofallsfoundation.org

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All training centres above offer **IPAF/PASMA/CPCS** or other approved and audited training courses. European directives and most national regulations require that staff are properly trained in the safe use of the equipment they operate. If you wish to become a sponsor of the Training & Safety page opposite by advertising, contact us on info@vertikal.net

Haulotte's first Hackathon

Haulotte teamed up with IBM France to host its first Hackathon event with 40 student developers, coders and designers from engineering schools in Lyon and Saint-Etienne competing against each other to create an innovative digital initiative.

The students were introduced to the company's products and services prior to the event, before being split into six teams and tasked with working on a digital initiative that either promoted services, rental and sales, boosted or improved user/machine interaction or made Haulotte's products safer. They were given 48 hours to collaborate and create before making a presentation to the judging panel, made up of members of Haulotte's executive team, IMB and rental group Loxam. The winning team had created an instructive and intuitive interface to help operators understand the features and functions of a machine prior to use.



40 students took part in Haulotte's first ever Hackathon

Hey...you OK?

The UK's largest platform rental company Nationwide Platforms has provided a number of training courses aimed at reducing the stigma surrounding mental health, as part of the company's 'Hey...you OK?' initiative.

The training was provided to its management teams as well as 40 volunteer mental health first aiders to help them and their colleagues to identify, understand and talk about mental health. It also provided a range of advice, guidance and support on mental health to all 1,140 employees.

One in four adults in the UK are diagnosed with a mental health disorder in their life, with two people in the construction and engineering sectors committing suicide every day.

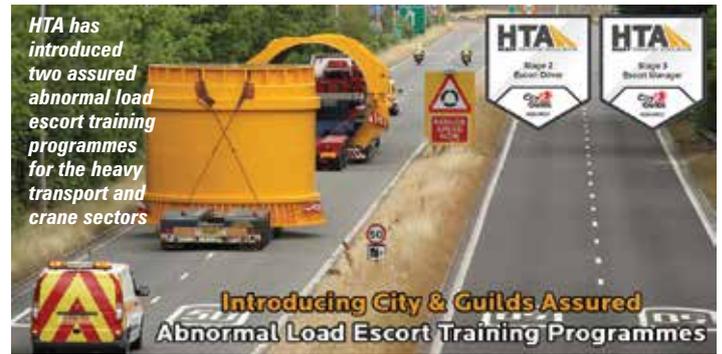


To support the launch of its Hey... you OK? initiative, members of Nationwide Platforms pledged to support mental health.

Two metre fall costs £43,000

UK construction company Greens Property Developments was fined £18,000 plus costs of £25,100.41 after a man fell from a platform in August 2018, knocking him unconscious and leaving him with a broken wrist. The incident occurred at Old Eldon Farm, Shildon when the man fell 2.2 metres to the floor below while fitting rafters to a roof at the Farm.

The Health and Safety Executive found that the company had failed to ensure that the work was carried out without risks to health and safety by failing to plan, manage and monitor work at height. HSE inspector, Andrew Woodhall, said: "Falls from height often result in life changing or fatal injuries. In most cases, these incidents are needless and could be prevented by properly planning, managing and monitoring the work to ensure that effective preventative and protective measures are in place. Companies should be aware that HSE will not hesitate to take appropriate enforcement action against those who fall below the required standards."



HTA has introduced two assured abnormal load escort training programmes for the heavy transport and crane sectors

Introducing City & Guilds Assured Abnormal Load Escort Training Programmes

Abnormal load escort training

The UK's Heavy Transport Association (HTA) has launched two City & Guilds assured abnormal load escort training programmes. Developed and improved from its previous escort training courses, the Abnormal Load Escort Driver Stage 2 and the Abnormal Load Escort Manager Stage 3 programmes have been tailored for escort and pilot car drivers in the heavy transport and crane sectors to prove competency, reduce risk, improve public safety and promote industry excellence.

Learning from a near miss

When a crane overturned in the yard of Scottish crane company Forsyth of Denny, it was caught on CCTV.

Thankfully non one was hurt in the incident, however the company's management reviewed the footage and realised that one or two of its employees could easily have lost their lives in the incident. Owner Cathal McNally decided to share the information so others might learn from it. You can see his letter on page 72 explaining in full what happened. The video footage can be viewed on www.vertikal.net.



Who trained him then?



Exiting the platform

Spotted by a reader watching a television programme, it involves a man using a boomlift who clammers out of the platform stepping onto the edge of the roof, with no harness to save him if he slips or the roof edge breaks away.

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RELIABILITY IN ACTION

Liebherr LTM 1750-9.1

The Liebherr 1750-9.1 mobile crane model is now available in 1:50 scale by WSI Models. It comes with an excellent instruction manual including a parts list, clear photos and English text.

The carrier is highly detailed, each axle can be steered and has suspension. The model also has the central rear outrigger which is used during self erection. The outrigger beams have detailed graphics, and are detachable from the crane for transport. The carrier cab has a hitch for a hook whilst travelling.

Behind the carrier cab the engine area is highly detailed, tanks have filler caps and textured surfaces. The crane cab has metal handrails and an access stair outside, with a finely textured walkway which rotates from the transport position and lifts up and down to obtain clearance when the crane is slewing. The cab can also be tilted. Handrails on the crane superstructure can be folded up from the transport mode and two access ladders can be folded down from the carrier deck. Metal mesh work platforms are fixed when the crane is in working mode and these are high quality pieces.

The counterweight can be configured as the real crane. The base plate is complex as is the large power pack assembly which is highly detailed. It includes two winch drums and the luffing gear is already reeved out of the box.

The main boom lift cylinders have complex hydraulic detailing at the bottom, and the boom sections have very thin side walls with a realistic profile. Each section can be locked at three different extensions.

The TY guy system can be displayed as a transport load. When in place the system performs well with each side tensioned by using a key in the smoothly operating winches. Tiny graphics add detail, and these even appear on the metal guy rods which is an excellent detail.

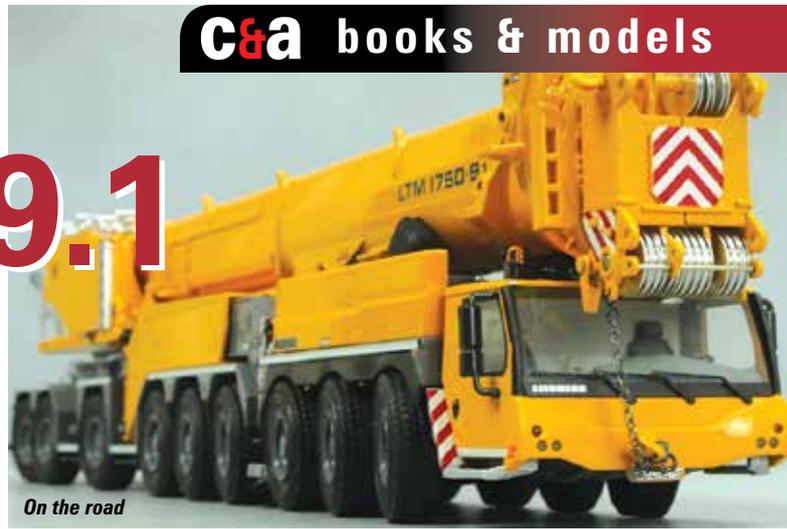
Two metal hooks are supplied, both are of excellent quality with metal sheaves and working safety latches. Another nice touch is that a lifting beam is also included. The main winch has a push-in action with a positive brake, and it works very well.

WSI has produced another excellent large crane model, and it is particularly good because it feels high quality and very well engineered. The high detail combines to produce a first class product.

It costs €415 from the Liebherr webshop.

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

Fully rigged



On the road



High detail



Loading the power pack



Partial counterweight

Cranes Etc Model Rating

Packaging (max 10)	8
Detail (max 30)	28
Features (max 20)	19
Quality (max 25)	23
Price (max 15)	13
Overall (max 100)	91%

Readers Letters



The following letter was received from Cathal McNally of Forsyth of Denny regarding a serious incident in the company's yard during the first week of March, which was caught on the CCTV cameras.

Dear Leigh,

I would like to highlight a serious incident that occurred in our own yard earlier this week, the attached video refers to it and although the quality is poor, it serves to demonstrate how close we came to losing one of our work colleagues as a result.

I appreciate it is uncommon for crane owners to publish their negative news or anything they deem may have a negative effect on their business. All of us publish the positives - stories of new machinery added to the fleet, stories of new depots opened, stories of self-praise, 'Another Happy Customer', team this and team that. However, do ANY of us learn anything from this type of news?

The reason we are publishing this, is in the hope that someone, somewhere might learn from it. I believe all crane companies should publish their incidents and near misses and not attempt to cover them up - there is no shame in admitting your failings - if these type of occurrences can be eliminated or a life can be saved, it can only be a positive thing for the whole industry. Of course, some will 'scoff' but shouldn't, because this type of occurrence is out there waiting on us all.

Briefly describing the incident, one of our operators (with over 30 years crane and lifting experience), needed to add oil to the engine of a Liebherr LTM1040. To do this, the ballast normally carried on the deck during road travel needs to be 'lifted' or mounted on the rear of the superstructure, thus allowing the engine covers to be removed to allow access to the engine.

The operator decided to carry out this procedure 'Free On Wheels' despite full Liebherr Training & Crane Mobilisation RA/MS for fully rigged duties being in place. We can see from earlier footage that the superstructure was rotated to 180 degrees over the rear with the boom angle quite low. Once over the rear, the boom was raised to a higher angle, the ballast was lifted, and the crane was slewed, resulting in an overturn backwards.

In our family, we have always said, that 'Nothing is a problem if money can fix it'. There is considerable damage to the crane itself and indeed, the crane (60t) that it collided with. However, it was only when we viewed the footage of the incident that we realised how serious it was - one of our colleagues who was innocently washing the 60t - just passed the stricken crane as it overturned. We estimate if he had paused alongside the 60t he was washing about five seconds earlier, he would surely have been pinned underneath the overturning crane OR, had he been on the other side of the 60t, he could have been injured as it was pushed forward or struck by the swinging hook block.

Following full investigation, we held a safety stand-down this evening in our yard and got all staff involved, showing them this video and discussing what it would have been like to recover the crane had someone been pinned under it - it was and IS clear to be seen how close we came to losing a work colleague and I can assure you - it was a very sobering moment for us all.

It is very difficult to be innovative or change the crane industry in the UK but if we can ALL learn from each other's mistakes we can make a difference and help make the crane industry a safer one."



Reporting Wish List

Dear Sir,

I have a 'Wish List' for accident incident reports, perhaps other business leaders involved with work at height use the reports you publish to teach preach and reach new levels of workplace safety. I visit the Vertical.net almost every day and learn so much from details photos and reader comments about industrial accidents. I wish you could and would take this activity up several steps to follow through on investigative reports, recovery plans and methodology used to correct the wrong actions.

I realise you can't fix stupid, so I wouldn't expect follow through on 'Death Wish' stupid moves. A line must be drawn somewhere. My safety meetings, for a crew of two, three or four guys, have your accident reports threaded into the good moves I expect and insist our guys use.

I look forward to your response.

Yours Sherm Anderson

We totally recognise the need and the potential benefits of a full follow up to add to the learning potential that accidents/incidents and 'Near Misses' can provide. This is something we already do when possible, and we do go back and add to the original report. Sadly all too often the contractors' attitude openly prevents such potential benefits reach a wider audience. The typical reaction in the event of an incident is a total refusal to speak with us, and in the case we have the information the usual response is "who sent you" followed by attempts to prevent us publishing anything while a heavy handed attempt to unearth the 'whistle blower' is made. If only managers would take a more enlightened approach as in the case of Cathal McNally above the lifting world would be a safer place. We will step up our efforts to follow up on incidents, and in the meantime hope that this current crisis might just change company attitudes to such things. But at the same time, it requires safety authorities to change from a blame attitude to one more similar to that used in the aviation industry.

Norman Taylor 1928 - 2020

Dear Sir,

Norman Taylor, the long served and loyal servant of the crane and excavator company Priestman of Hull, died on the 2nd January at the grand old age of 91. He had sadly suffered from severe dementia for some years and spent his final years in a nursing home. I first met him in 1970, when I joined Priestman as Export Manager, and we were very much thrown together because he was Overseas Service Engineer, who had been expected to spend most of his time travelling, despite the fact that he was a married man with a family. European trips were at least six to eight weeks' long, and overseas journeys three months. His longest trip was no less than nine months, followed shortly afterwards by another three. When the company was setting up its Canadian subsidiary in 1958/9, his wife met him at the airport on his return with their two sons, one of them burst into tears at the sight of this complete stranger.

Apart from long absences away he was often contacted by customers home over the weekends, often entailing hours on the phone sorting problems. I believe that Norman joined Priestman as an apprentice, but he certainly had no equal in the company for technical product knowledge, he was very down to earth and had a sound practical knowledge, meaning he did not always agree with the opinions of the designers. I found him invaluable as a colleague and, as we often travelled together, we became firm friends. Various bosses were imposed on him during the period up to the takeover by the Steel Group in 1970, and then he had to report to the Coles hierarchy in Sunderland, until de Vigier of Acrow re-established the company independently of Coles in 1972, and Norman finally got the job he richly deserved as General Manager Parts & Service. He led a team of highly skilled men and was very respected by every one of them because he had worked his way up from the bottom. He had a wonderful sense of humour and got himself into trouble with the traffic police more than once.

He recounted how he could not resist, whilst in Canada, driving the powerful Pontiac Ranch Wagon, hired for his use, at maximum speed on a motorway where the limit was 60mph, and, on presentation of his UK licence to the copper who pulled him over, was asked what kind of a Mickey Mouse document did he think it was, and was fined heavily on the spot. During the Miners' Strike in 1982, he was stopped twice on the same day by the same policeman and was so cross the second time that when asked his name, replied "Bloody Arthur Scargill", not exactly a diplomatic reply to a police officer at the time!

After the final collapse of Priestmans in 1968, Norman continued using his technical skills in assisting one of his sons in designing and building light aircraft. He was very upset at the death of his long-suffering beloved wife, Pat, in March 2007, and is survived by his three sons, Noel, Martyn and Robin. He was, in every way, an exceptional man, and also a very modest one, who never flaunted his talents, and established excellent relationships with customers and colleagues alike.

Dick Lloyd

Sadly we learnt that since he sent this letter, Dick Lloyd has suffered a fall and is in hospital.

**Antonio Agosta 1937-2020**

Antonio Agosta, the founder and managing director of Italian scaffold tower and ladder manufacturer Svelt, passed away earlier this month, he was 82. Agosta, was born and grew up in Palermo, Sicily, trained as an engineer and settled in Bergamo more than 55 years ago, where he founded Svelt in 1964, offering a low cost modular steel scaffold tower that could be easily folded, erected or dismantled. He started out selling 'door to door', attempting to catch potential customers/tradesmen during their lunch breaks in order to demonstrate the benefits of his products.

He said that he chose the Svelt name for his company to emphasise speed and ease with which the products could be assembled and disassembled. The company steadily increased its product range over the years even spending some time as a powered access distributor, and in recent times with his two sons, Davide and Eros, on board the company has grown internationally with subsidiaries in France, Romania, Spain and Belgium.

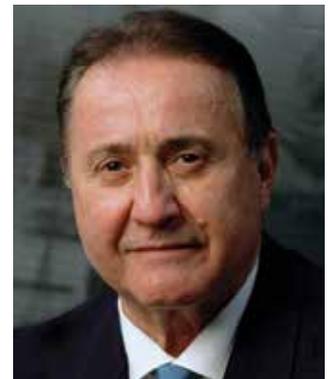
In later life he became something of a writer publishing a range of items, including a children's book 'The Adventures of Toni the scarecrow' and a collection of poems.

Antonio Agosta lived life to the full, had a very strong and loving family, and enjoyed his tennis. Sadly he was one of the many inhabitants of Bergamo that have succumbed to the Covid-19 virus. He had a warm and generous heart and will be greatly missed by all those who were fortunately to have known or met him.

**Alessandro Fagioli 1938-2020**

Alessandro Fagioli, president of Italian heavy lift and transport Fagioli passed away on March 22nd, he was 81. In 1950 Fagioli's family moved from Traversetolo near Parma to Montecchio north of Rome, where his father purchased a Dodge truck and started his own transport business. In those early days he carried anything from lumber to livestock and food. Then in 1955 he began transporting canned goods for a local company and the business took off. By 1960 the Fagioli company owned six trucks and was purchasing two new ones every year. A significant step change occurred in the early 1960s with the purchase of the company's first articulated/semi-trailers. One of the first 'heavy transport' jobs for the company involved moving a boiler and was executed by Alessandro Fagioli, this was followed by winning a prestigious contract to move an historical bronze bell in 1965, which brought publicity and a boost to the company's reputation. Continuous investment in the latest equipment increased the company's heavy transport activity, initially in central Italy and then further north, with the opening of offices in Milan and Turin. 'Technology moves the world' became Alessandro Fagioli's motto, as he understood the importance of advanced engineering solutions to move increasingly heavy modules. Recent examples include the transport, lifting and installation of offshore platform sections weighing 44,000 tonnes in Canada, and a key role in the salvage of the Concordia wreck. He was also involved in the installation of 12,000 tonne caissons and barriers for the MO.SE project in Venice.

He is succeeded by his son Giovanni Fagioli.



Horst Felbermayr 1945-2020

Horst Felbermayr Snr, owner of Austrian crane, access and heavy transport company Felbermayr, passed away on Friday 13th March, following a serious illness. He was just 75.

The company that bears his name, was established by his father, Franz Felbermayr in 1942, with a single delivery truck for short haul transport.



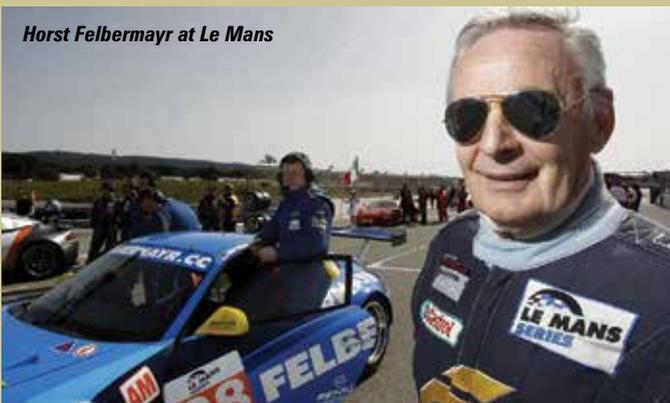
Horst, and his wife Gisela, took over the company in 1967 when it ran a fleet of four delivery vehicles and one excavator. However, over three years he expanded the business into civil engineering, container rental and sewer and gas line construction, opening a branch in Grieskirchen in 1972 through the acquisition of the companies Hintenaus and Scholze.

During the mid 1970s the company purchased more construction equipment along with specialist trucks and trailers to move it. This in turn led to the creation of a special heavy transport division. In 1989 it entered the crane rental market after purchasing a specialist road/rail mounted crane and in 1993 acquired Vienna based crane company Wanko, along with heavy transport company Schwertrans Enns. In 1996 Linz based mobile crane rental company Kern was added and in 1998 Vienna based powered access rental company Wallner.

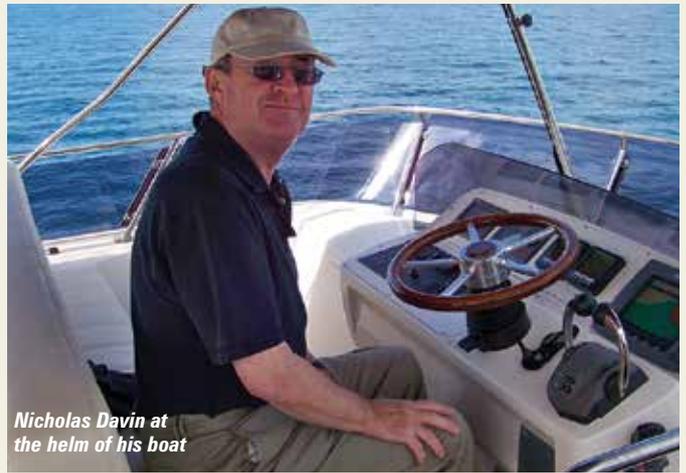
At the start of 2000 Felbermayr began to expand outside of Austria, adding ZRE in Poland in 2004. That same year saw the addition of Scheffold in Wörgl and AKS Autokran and Schwertransport. And then in 2005 the company acquired the Austrian division of aerial work platform company Lavendon - Zoom Austria. Since then it has gone on to build a truly international business, covering heaving lifting, transport and marine logistics, with more than 2,700 employees across 67 locations in 19 countries.

In addition to his crane and platform business Horst Snr was an accomplished and well known racing driver competing at Le Mans on six occasions collaborating with the Proton Competition squad, as a driver and car owner under the Felbermayr Proton banner. He last raced in 2011 when he suffered a heavy accident at Le Mans. He also raced in the FIA GT Championship, alongside his son in the family owned Porsches.

In 2015 Horst and his wife handed the day to day management and control of the business to the next generation in the form of Horst Felbermayr Junior and wife Andrea. He remained on the supervisory board however until the very end of his days.



Horst Felbermayr at Le Mans



Nicholas Davin at the helm of his boat

Nicholas George Davin 1945 - 2020

One of the founding fathers of the Irish powered access rental business, and a past president of IPAF, Nicholas Davin passed away on the 11th of March, he celebrated his 75th birthday at the start of the month.

In 1972 Nicholas and his brother David took over their father's business Flood Motors which ran a Ford dealership and plant hire business. With car sales waning they focused their efforts on developing the rental business. Nicholas identified access equipment as an emerging opportunity and in 1980 established Aerial Platform Hire with his other brother Andrew. The following year they set up a sales company and was appointed as the first JLG distributor in Ireland. The company, still a JLG distributor, is the manufacturer's longest serving dealer.

A number of major projects helped the business grow, including providing aerial work platforms for Aughinish Alumina, and the Harland & Wolff shipyards, while in more recent years the company has worked with companies like Facebook and Intel. The company expanded to service the whole of Ireland from locations in Kildare and Cork, with a good number of his team from the early years remaining with the company some with more than 30 years' service.

He was passionate about the powered access industry and in 2001 was appointed as president of IPAF (the International Powered Access Federation) becoming a board member. He loved industry 'get togethers' and was well known for being a straight talker and someone that spoke up about issues in the sector. He was relentless in pushing for solutions to customer issues and lamented the less personal moves as the industry became more digital.

Davin loved his home county of Donegal and walking on the beach with wife Liza he became a certified boat captain and loved to talk of his explorations along the Irish coastline and to Scotland and its distilleries. In recent years the couple cruised the Slovenian and Croatian coastlines, particularly the islands south of Zadar - start him off on his boat travels and you were in for a long and interesting session. He was always happiest selling machines, or on his boat, with his family around him.

He will be missed.



Aerial Platforms supplied many booms to Harland & Wolff in the 1980s

John George Thomas Barton 1967 - 2020

John Barton, founder and co-owner of UK rental company Quick Reach, passed away suddenly on the 29th February, he was just 52.

John Barton and his brother David had worked for the Platform Company and then Nationwide Platforms, before establishing Quick Reach at the start of 2015. This time last year the two brothers were celebrating new funding and a new depot. Quick Reach operates from Manchester, Wolverhampton, London, Doncaster and Wishaw in Scotland with a fleet of around 1,000 units ranging from small scissor lifts to telehandlers.

A statement from brother David said: "It is with great sorrow and heartbreak to say that my brother, John, unexpectedly passed away on Saturday 29th February. He was not only the co-founder of Quick Reach but also my older brother, soulmate and best friend. We are all understandably devastated. Please hold your loved ones tight and send your prayers to his wonderful wife and children. Although we are still open, I hope you understand that we are facing an enormous loss to the company and family during this difficult time. Quick Reach will continue in the memory of the legendary John Barton."



John Barton with brother David

WORKING TOGETHER TO KEEP BUSINESSES STRONG

In these difficult times it is more important than ever to communicate with your customers, suppliers, remote workers and others and maintain confidence in your company and brand as well as highlighting plans and strategies.

This may appear challenging when the natural instinct is to 'hunker down' cut everything back and just get through the crisis, often sacrificing long built up reputations. But there are alternatives.

By working together in a constructive manner and understanding each other's concerns and challenges, companies and the industry as a whole can stay strong and in a far better position to bounce back when all this has passed, as it most certainly will.

The Vertikal Press will be here all through the crisis, continually reporting on the industry we love and breathe, continuing to publish the magazines and providing a daily news service via the Vertikal.net web portal. We are also open to all manner of ideas and ways in which we can help support you - our readers and customers.

In times of crisis, creativity, openness and maintaining your presence in the market wins the day. This is when a company's true colours, depth and quality shine through - and the weak are exposed. So, keep in touch. Keep sending your news and continue to work closely with suppliers and partners as well as your customers - they are all important.

We will work with you to make sure you can maintain your profile. If you need help in any area - from finding ways to continue your advertising programmes, to assistance with editorial/news items - we are here to help.

The Vertikal Team, Leigh, Nicole, Keng, Pam, Clare, Mark, Rüdiger, Lee, Alex, Ed, Poppy and our fantastic contractors - Brett, Roland and Anja.

Whats on?

Note: Due to the Corona virus outbreak most events originally scheduled over the next three months have been postponed or moved to next year. Those events currently planned for September naturally remain at risk of change.

2020

Interschutz 2020

15 to 20. June 2020
International fire and rescue show
Hannover, Germany
Tel: +49 511 89-0
www.interschutz.de



HIANZ – Conference 2020

July 29-30, 2020
Annual conference and exhibition of the Hire Association of New Zealand
Queenstown, New Zealand
Tel: +64 7 575 2563
Website: www.hianz.net.nz



HCEA International Convention and Old Equipment Exposition

August 28-30, 2020
The Historical Construction Equipment Association's annual convention and expo
Concordia, Kansas, USA
Tel: +1 785 243 0083
www.hcea.net



Apex 2020

September 08-10, 2020
International powered access trade show
Maastricht, The Netherlands
Tel: +31 (0)547 271 566
www.apexshow.com



Bauma CTT 2020

September 08-11, 2020
Russian construction equipment exhibition
Moscow, Russia
Tel: +4989 94922-339
www.bauma-ctt.ru



JDL Expo

September 09-11, 2020
French cranes and access exhibition/event
Beaune, France
Tel: +33 (0)1 45 63 68 22
www.jdlexpo.com



Platformers' Days 2020

18 to 19. September
German access and lifting show
Karlsruhe, Germany
Tel: +49 721 3720 5096
www.platformers-days.de



HAE Hire Awards of Excellence 2020

September 2020 - Exact dates to be confirmed
Hire Association Europe annual awards dinner London, UK
Tel: +44 (0) 121 380 4605
www.awards.hae.org.uk



Vertikal Days 2020

UK/Ireland crane, access and telehandler event.
End September/Early October - Exact dates to be confirmed
Donington Park
Tel: +44 (0) 8448 155900
www.vertikaldays.net



IPAF Summit and awards dinner

October 08, 2020
Annual Summit and IAPAs awards dinner of the International Powered Access Federation London, UK
Tel: +44 (0)15395 66700
www.ipaf.org



Liftex/LEEA conference

October 13-14, 2020
Annual conference of LEEA Lifting Equipment Engineers Association
Liverpool, UK
Tel: +44 (0) 203 488 2865
www.liftex.org



CICA Conference 2020

October 15-17, 2020
The annual conference of the Australian crane association
Perth, Australia
Tel: +61 03 8320 0411
www.cica.com.au/



Samoter

October 21-25, 2020
International earthmoving and building equipment show
Verona, Italy
Tel: +39 045 8298111
www.samoter.it/it



Bauma China 2020

November 24-27, 2020
SNIEC Shanghai, China
Tel: +49 (0)89-9492051
www.bauma-china.com



Bauma Conexpo India

December 15-18, 2020
The bauma/Conexpo exhibition in India
Delhi, India
Tel: +49 89 949-20255
www.bcindia.com



2021

The ARA Show 2021

February 21-24 2021
ARA convention and rental show
New Orleans, Louisiana, USA
Tel: +1 800 334 2177
www.arashow.org



SC&RA Annual Conference

April 12-16, 2021
Annual Conference of the US crane and heavy transport association including the Jobs of the Year awards
La Cantera Resort, San Antonio, Texas, USA
Tel: +1(703) 698-0291
www.scranet.org



ICUEE /Demo Expo

September 28-30, 2021
The US utility industry's largest show
Louisville, Kentucky, USA
Tel: +1 414-274-0644
www.icuee.com/



2022

Bauma 2022

April 4 -10th
World's largest construction equipment exhibition,
Munich, Germany
Tel: +49 (0) 89 51070
www.bauma.de



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



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Marketplace

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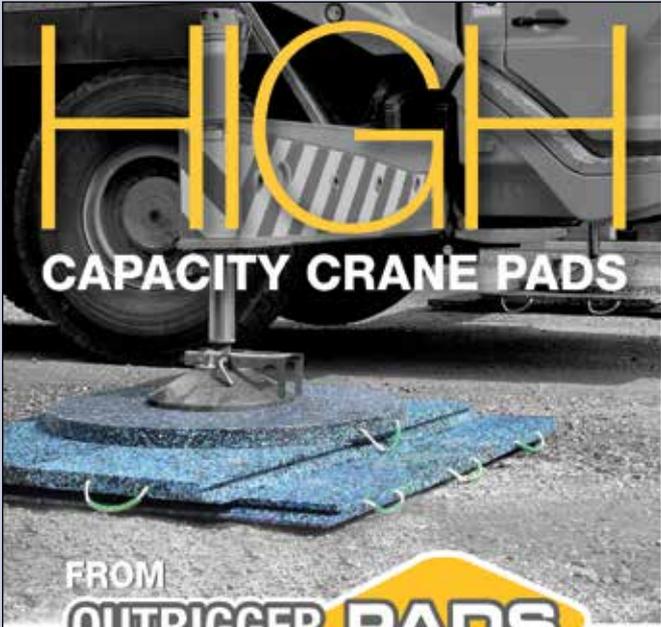
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Online Directory www.vertikal.net

online Access&Lifting directory – the fast and efficient way to find a supplier

Access Equipment Manufacturers

The Access Platform Company	www.accessplatformcompany.co.uk
Ascendant Access	www.ascendantaccess.com
Aichi	www.aichi-corp.jp
AIRO	www.airo.com
Alimak Hek	www.alimakhek.com
ATN	www.atnplatforms.com
Barin	www.barin.it
Biljax	www.biljax.com
Böcker Maschinenwerke	www.boecker.de
Bravi	www.braviisol.com
Bronto Skylift	www.brontoskylift.com
CLM Construction Supplies	www.clm-supplies.com
CMC	www.cmclift.com
Co.Me.I	www.officinecomet.it
CPL	www.cumberlanduk.co.uk
CTE	www.ctelift.com
DENKA-LIFT	www.rothlehnner.com
Dino Lift	www.dinolift.com
Dingli	www.cndingli.com
Easylift	www.easy-lift.it
Falck Schmidt	www.tcalift.com
GEDA-Dechentreiter	www.geda.de
Genie	www.genielift.com
GSR Spa	www.gsrspa.it
Haulotte	www.haulotte.com
Hinowa Tracked Aerial Platforms	www.hinowa.com
Holland Lift	www.hollandlift.com
Imer Access	www.imergroup.com
Instant UpRight	www.instantuprightlifts.com
Isoli	www.isoli.com
Iteco	www.imergroup.com
JCB	www.jcb.com
JLG	www.jlgeurope.com
Klaas	www.utility-equipment.com
Klubb France	www.klubb-france.fr
Ladder Safety Devices	www.laddersafetydevices.co.uk
Leguan Lifts	www.leguanlifts.com
Manitou	www.manitou.com
Mantis Access	www.mantisaccess.co.uk
Mantall	www.mantall.com
Matilsa	www.matilsa.es
MEC	www.mec-awp.com
Niftylift	www.niftylift.com
Oil&Steel	www.oilsteel.com
Omega Platforms	www.omegaplatforms.com
Ommelift	www.ommelift.dk
Palazzani Industrie	www.palazzani.it
Palfinger Platforms	www.palfinger-platforms.com
Planet Platforms	www.planetplatforms.co.uk
PB Liftechnik	www.pbgmbh.de
Platform Basket	www.platformbasket.com
Power Towers	www.powertowers.com
Ranger tracked access	www.tracked-access.co.uk
Runshare	www.runshare.net
Ruthmann	www.ruthmann.de
Sinoboom Intelligent Equipment	www.sinoboom.com
Skyjack	www.skyjack.com
Skyking	www.skyking.co.uk
Snorkel	www.snorkelusa.com
Socage	www.socage.it
SUP	www.supelefant.com
TCA Lift	www.tcalift.com
Teupen	www.teupen.com
Turner Access	www.turner-access.co.uk
UTS Sales & Repairs	www.towersandpodiums.co.uk
Versalift distributors (UK)	www.versalift.co.uk

Scaffold Towers

CLM Construction Supplies	www.clm-supplies.com
Eurotowers	www.eurotowers.co.uk
Instant	www.instantupright.com
Lyte Industries	www.lyteladders.co.uk
Planet Platforms	www.planetplatforms.co.uk
Svelt	www.svelt.it
Turner Access	www.turner-access.co.uk
Youngman	www.youngman.com

Mastclimbers & Hoists

Adastra Access	www.adastra-access.co.uk
Alimak-Hek	www.alimakhek.com
Brogan Group	www.brogangroup.com
CLM Construction Supplies	www.clm-supplies.com
GB Access	www.gbaccess.co.uk
GEDA-Dechentreiter	www.geda.de
Klaas	www.utility-equipment.com
SGB	www.sgb.co.uk
LTC Hoists Division	www.lfchoists.co.uk
Safi	www.safb.com

Specialist Scaffolding

Advance Scaffolding (SW)	www.advancedscaffoldingltd.co.uk
SGB	www.sgb.co.uk

Platform Rental

1st Access Rentals	www.1staccessrentals.co.uk
2 Cousins Access Limited	www.2cousins.co.uk
AA Access (Specialists)	www.aaaccess.co.uk
ABBA Plant Hire	www.abbaplantire.co.uk
Access Link	www.accesslink.biz
Access Platforms Direct	www.accessplatformsdirect.co.uk
Acrolift	www.acrolift.co.uk
Active Rentals Scotland	www.activerentals.co.uk
Actual Access	www.actualservices.co.uk
Advanced Access Platforms	www.accessplatformsuk.com
Aerial and Handling Services	www.aerialandhandlingservices.com
Aerial Platforms	www.aerialplatformsltd.co.uk
AFI- Uplift	www.afi-uplift.co.uk
A-Plant	www.aplant.com
ASR Access Platforms	www.access-platforms.com
ATP	www.atphire.com
Bluelift	www.bluelift.ie
Drammen Liftutleie AS	www.drammenlift.no
Elevation	www.elevation.net
ES Access Platforms	www.esaccess.co.uk
Facelift	www.facelift.co.uk
Fraco	www.fraco.co.uk
GT Access	www.gtaccess.co.uk
Height for Hire	www.heightforhire.com
High Access Hire	www.highaccesshire.co.uk
Higher access	www.higheraccess.co.uk
Hi-reach	www.hi-reach.co.uk
Hird	www.hird.co.uk
Horizon Platforms	www.horizonplatforms.co.uk
JMS Powered Access	www.jms.co.uk
Lifterz	www.lifterz.co.uk
Loxam Access	www.loxam-access.co.uk
LTC Powered Access	www.ltcpoweredaccess.co.uk
LTC	www.ltcaccess.co.uk
Mainline Access	www.mainline-access.co.uk
Manlift Group - Mid East	www.manliftgroup.com
Manlift Hire	www.manlift.ie
Mays Access Platform Services	www.mapsplatforms.co.uk
Mr Plant Hire	www.mrplantire.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk/Hire
North American Rentals	www.bigbooms.com
Peter Douglass Platforms	www.peterdouglass.co.uk
Platform Sales & Hire	www.platformsales.co.uk
Power Platform Services	www.pps.co.uk
Rapid Platforms	www.rapidplatforms.co.uk
Readyplant Ltd	www.readyplant.co.uk
Rival	www.rival.com/used
Sandhurst Access Rental	www.sandhurst-accessrental.co.uk
Trac-Access	www.trac-access.com
United Powered Access	www.upa-uk.com
Universal Platforms	www.universalplatforms.com
Warren Access	www.warrenaccess.co.uk
Wilson Access	www.wilsonaccess.co.uk

Notified Body

Powered Access Certification	www.pac.co.uk
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New & Used Platforms

Access Platform Sales (APS)	www.accessplatforms.co.uk
Advanced Access Platforms	www.aaplatforms.co.uk
AFI Resale	www.afi-resale.co.uk
A.J. Access Platforms	www.accessplatforms.com
Baulift	www.baulift.de
Davis Access	www.davisaccess.co.uk
Facelift	www.facelift.co.uk
Flesch	www.flesch-arbeitsbuehnen.de
Gantic Norway	www.gantic.no
Genie	www.genielift.com
GSR Aerial Platforms UK	http://en.gsrspa.it
GT Access	www.gtaccess.co.uk
Height for Hire	www.heightforhire.com
Hird	www.hird.co.uk
JLG	www.jlgeurope.com
JMS Powered Access	www.jms.co.uk
Kemp Hoogwerkers	www.kemphoogwerkers.nl
Kunze GmbH	www.kunze-buehnen.com
Lavendon Sales	www.lavendonales.com
Leader	www.leader-piatt.it
Liftright Access	www.liftrightaccess.com
Manlift Sales	www.manlift.ie
Mech-Serv (GB)	www.mech-serv.co.uk
Mr Plant Hire	www.mrplantire.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk/sales/

North American Rentals	www.bigbooms.com
Rothlehnner	www.rothlehnner.com
Tracked Access	www.trackedaccess.com
Platform Sales	www.platformsales.co.uk
Promax Access	www.promaxaccess.com
Rapid Platforms	www.rapidplatforms.co.uk
Reachmaster (USA)	www.reachmaster.com
Riwal	www.riwal.com/used
Turner Access	www.turner-access.co.uk
TVH - Group	www.tvh.com
Universal Platforms	www.universalplatforms.com
Utility Equipment	www.utility-equipment.com
Vertimac	www.vertimac.com
Wilson Access	www.wilsonaccess.co.uk
Workplatform	www.workplatformltd.co.uk

Special/Bespoke Access & Lifting Solutions

Access Platform Sales (APS)	www.iapsgroup.com
GT Lifting Solutions	www.gtliftingltd.co.uk
Ladder Safety Devices	www.laddersafetydevices.co.uk
JMS Powered Access	www.jms.co.uk
Liftright Access	www.liftrightaccess.com
Mantis Access	www.mantisaccess.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk/Hire
Planet Platforms	www.planetplatforms.co.uk
Platform Sales & Hire	www.platformsales.co.uk
Ranger Equipment	www.spiderlift.co.uk
Warren Access	www.warrenaccess.co.uk/hire
Working At Height Ltd	www.workingatheightltd.com
Workplatform	www.workplatformltd.co.uk

Special & Niche Access

Acrolift	www.acrolift.co.uk
DENKA Narrow	www.rothlehnner.com
Easy Reach Scotland	www.easyreachescotland.co.uk
Facelift	www.facelift.co.uk
Height for Hire	www.heightforhire.com
High Access Hire	www.highaccesshire.co.uk
Higher Access	www.higheraccess.co.uk
JMS Powered Access	www.jms.co.uk
Rapid Platforms	www.rapidplatforms.co.uk
Smart Platform Rentals	www.smartplatforms.co.uk
Special Equipment	www.special-equipment.eu
Universal Platforms	www.universalplatforms.com
Utility Equipment	www.utility-equipment.com
Wilson Access	www.wilsonaccess.co.uk

Special Lift & Transport Equipment

Arnold Scherlast GmbH & Co.KG	www.arnold-schwerlast.de
Collett A Sons, UK	www.collett.co.uk
Wagenborg Nedlift, NL	www.wagenborg.com

Heavy Transport/Abnormal Loads

Collett A Sons, UK	www.collett.co.uk
S.A. Smith	www.sa-smith.co.uk

Self-Propelled Modular Transporters

Collett & Sons, UK	www.collett.co.uk
Wagenborg Nedlift, NL	www.wagenborg.com

Telescopic Handler Manufacturers

Dieci Telehandlers Ltd	www.dieci-telehandlers.co.uk
Genie	www.genielift.com
Haulotte	www.haulotte.com
JLG	www.jlgeurope.com
Manitou	www.manitou.com
Merlo	www.merlo.co.uk

New & Used Telehandlers

Dieci Telehandlers	www.dieci.com
GT Lifting Solutions	www.gtlift.co.uk
Industrial Access	www.industrialaccess.ro
Lisman	www.lisman.nl
Riwal	www.riwal.com/used
TVH Group	www.tvh.com
Vertimac	www.vertimac.com
VHS Vissers Heftruck Service	www.vhsblad.nl

Telehandler Rental

ABBA	www.abbaplantire.co.uk
GT Lifting Solutions	www.gtliftingltd.co.uk
JMS Powered Access	www.jms.co.uk
Mr Plant Hire	www.mrplantire.co.uk
Readyplant Ltd	www.readyplant.co.uk

Site Safety Audits

Access Safety Management	www.accesssafety.co.uk
Alfa Access Services	www.alfa-access-services.com

Industry Associations

ALLMI	www.allmi.com
CICA	www.cica.com.au/
CISRS	www.cisrs.org.uk
CPA	www.cpa.uk.net
EWPA	www.ewpa.com.au
IPAF	www.ipaf.org
NASC	www.nasc.org.uk
OSHA	www.osha.gov
PASMA	www.pasma.co.uk

Crane Manufacturers	NRC www.nrcplant.co.uk	Load Systems UK Ltd www.loadsystems.com
Böcker Maschinenwerke www.boecker.de	Hird www.hird.co.uk	Mantracourt Electronics www.wirelessensorsystem.com
Galizia www.galiziagrupo.com	Self Erecting Tower Cranes	Marwood www.marwoodgroup.co.uk
Grove www.groveworldwide.com	Bryn Thomas Cranes www.brynthomascranes.com	SMIE www.smie.com
HCME (Hitachi-Sumitomo) www.nrcplant.co.uk	Cork Crane Hire www.corkcranehire.com	Software
Jekko Minicrane www.jekko.it	City Lifting www.citylifting.co.uk	Higher Concept www.higherconcept.co.uk
JMG www.jmgcranes.com	Electrogen Int www.electrogen.ie	inspire www.inspire.com
Klaas www.utility-equipment.com	John Sutch Cranes www.johnsutchcranes.co.uk	Matusch GmbH www.matusch.de
Kobelco www.kobelcocm-global.com	King Lifting www.kinglifting.co.uk	MCS Rental Software www.mcsrentalsoftware.com
Liebherr www.liebherr.com	Ladybird tower www.ladybirdcranehire.co.uk	vWork www.vworkapp.com
Linden Comansa www.comansa.com	Tower Cranes	Structural Repairs
Maeda www.maedaminicran.es.co.uk	High Sparks TCS www.highsparks.co.uk	Avezaat Cranes www.avezaat.com
Manitowoc www.manitowoccranes.com	London Tower Cranes www.londontowercranes.co.uk	Crowland Cranes www.crowlandcranes.co.uk
Mantis Cranes www.mantiscranes.ie	Electrogen Int www.electrogen.ie	John Taylor Crane Services www.jtcranes.co.uk
Ormig www.ormig.co.uk	Heavy Lift Management	Training Associations & Networks
Potain www.manitowoccranes.com	DWLS www.dwls.co.uk	ALLMI www.allmi.com
Raimondi www.raimondi.com	Heavy Lift Planning & Risk Analysis	AWPT www.awpt.org
Sany www.sany.com.cn	A1A Software a1asoftware.com	IPAF www.ipaf.org
Sennebogen www.sennebogen.com	DWLS www.dwls.com	NASC www.nasc.org.uk
Spierings www.spieringskranen.nl	HLC Consulting www.hlconsulting.com	Pasma www.pasma.co.uk
Tadano www.tadano.com	Ancillary Equipment	Training Centres & Trainers
Tadano Japan www.tadano.com	TMC lifting supplies www.tmc-lifting.com	Access Platforms Direct www.accessplatformsdirect.co.uk
Terex-Demag www.terex-cranes.com	Auction Houses	Access Platform Sales (APS) www.iapsgroup.com
Unic Cranes www.unic-cranes.co.uk	Ritchie Brothers www.rbaction.com	Astra Access www.astratraining.co.uk
Valla www.valla-cranes.co.uk	Battery Suppliers & Manufacturers	Boss Training www.bosstraining.co.uk
Wolffkran www.wolffkran.de	Shield Batteries www.shieldbatteries.co.uk	Active Safety www.activerentals.co.uk
Zoomlion www.zoomlioncranes.co.uk	Trojan Battery www.trojanbattery.com	Advanced Access Platforms www.accessplatformsuk.com
Lorry/Truck Loader Cranes	Platinum International www.platinuminternational.com	Ainscough www.ainscoughtraining.co.uk
Atlas Cranes UK www.atlasgmbh.com	Load Cells & Load Monitoring Systems	AJ Access www.accessplatforms.com
Effer www.effer.it	MSL Oilfield Services Ltd www.msluk.net	Approved Safety Training -Ca www.approvedsafetytraining.com
Ernest Doe & Sons Ltd. www.hiab.com	PCE Instruments UK Ltd www.pce-instruments.com	CMT www.c-m-t.co.uk
Hiab www.ernestoeladercranes.com	Control Systems	Elevation www.elevation.net
Palfinger www.palfinger.com	MOBA Automation www.moba.de	Emerson www.emersoncranes.com/training
Penny Hydraulics www.pennyhydraulics.com	Intercontrol www.intercontrol.de	GT Access www.gtaccess.co.uk
PM Cranes www.pm-group.eu	Generator Sales & Rental	IAPS www.iapsgroup.com
New & Used Cranes	Electrogen Int www.electrogen.ie	Lift-Manager www.lift-manager.com
AGD Equipment www.agd-equipment.co.uk	JMS Powered Access www.jms.co.uk	LTC Training Services www.lctrainingservices.co.uk
Cotac Oy www.cotac.fi	Insurance	Mentor Training Solutions www.mentortrainingsolutions.co.uk
Cranes4Cranes www.cranes4Cranes.com	Specialist Insurance www.finchgroup.net	Nationwide Platforms www.nationwideplatforms.co.uk/Training
Cranes UK www.cranesuk.net	Online Technical Help	SGB www.sgb.co.uk
Crowland Cranes www.crowlandcranes.co.uk	Crane Tools www.cranetools.com	Smart Platform Rentals www.smartplatforms.com
Delden Cranes www.deldencranes.co.uk	Outrigger Pads, Mats & Roadways	TVH Group www.tvh.com
Electrogen Int www.electrogen.ie	Alimats www.cranerigermats.co.uk	UTN www.utntraining.co.uk
Ernest Doe & Sons Ltd. www.ernestoeladercranes.com	GTP Europe www.gtp-europe.com	Versalift Training Direct www.versalift.co.uk/training
High Sparks TCS www.highsparks.co.uk	Marwood www.marwoodgroup.co.uk	Warren www.warrenaccesstraining.co.uk/courses/
Hird www.hird.co.uk	Mat & Timber Services www.sarumhardwood.co.uk	Access Training www.access-training.com
Jones-Iron Fairy www.jonesironfairy.co.uk	Nolim www.nolim.nl	Workplatform www.workplatformltd.co.uk/customer-support/operator-training
Kobelco www.kobelco-cranes.com	Outriggerpads www.outriggerpads.co.uk	Safety Training
Leader www.leader-piatt.it	Timbermat www.timbermat.co.uk	Atlas Cranes UK www.atlasgmbh.com
London Tower Cranes www.londontowercranes.co.uk	TMC lifting supplies www.tmc-lifting.com	Avon Crane www.avoncrane.co.uk
Maeda www.maedaminicranes.co.uk	Universal Crane Mats www.universal-crane-mats.com	Brogan Group www.brogangroup.com
Mantis Cranes www.mantiscranes.co.uk	Welex Group www.welexgroup.com	Davis Access www.davisaccess.co.uk
M. Stemick www.stemick-krane.de	Component Suppliers	Emerson www.emersontrainingservices.co.uk
NRC www.nrcplant.co.uk	Cone Drive www.conedrive.com	Height for Hire www.heightforhire.com
P.V. Adrighem BV www.adrighem.com	PCE Instruments UK Ltd www.pce-instruments.com	Training Services
Rivertek Services www.rivertekservices.com	UE Components www.ue-components.com	Facelift www.facelift.co.uk
Terex Demag www.terex-cranes.com	Parts & Service Suppliers	HCS www.hydrauliccraneservices.co.uk
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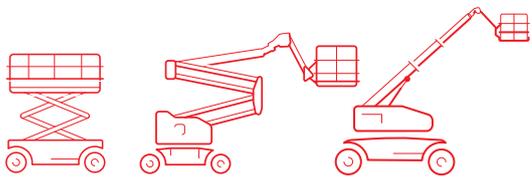
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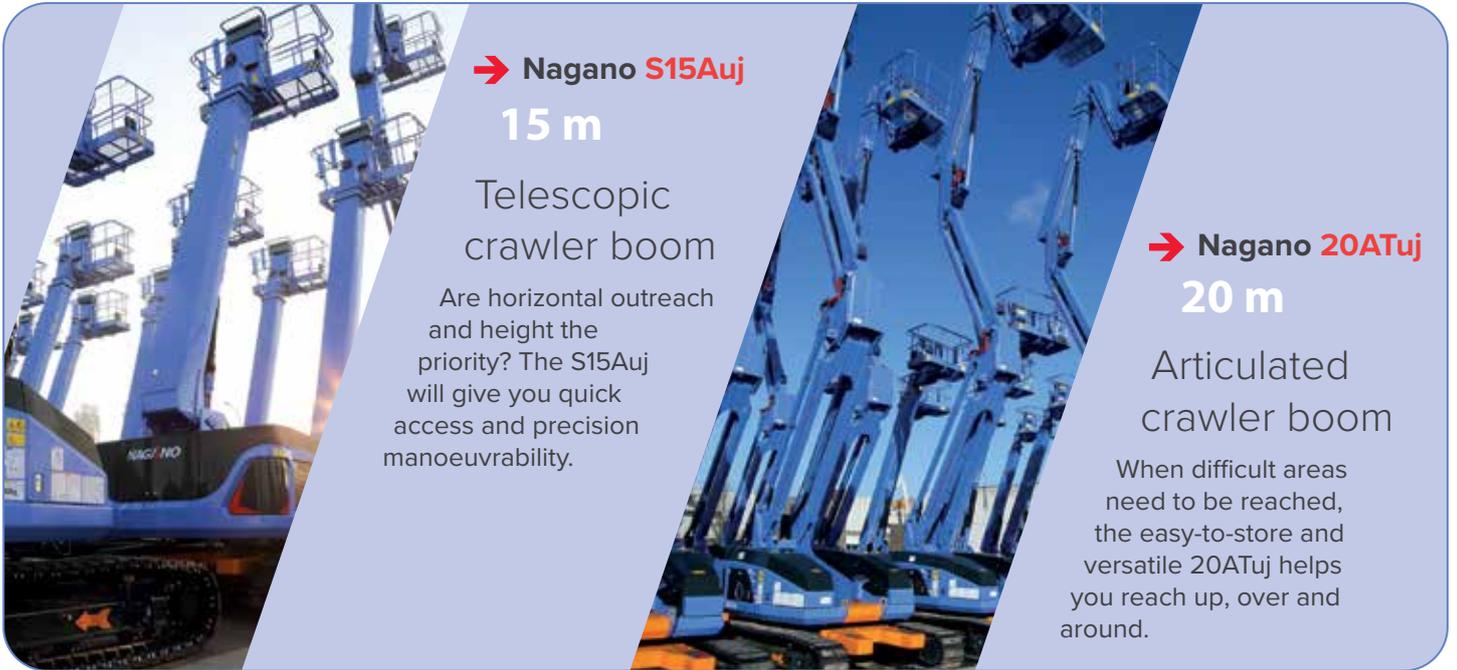




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