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Readers Letters



Good morning Leigh,

I read with interest David Single's letter in this month's edition of Cranes & Access on the use of Fork Mounted Work Platforms on industrial fork lifts and telehandlers and wanted to add some guidance from another perspective for readers operating within the UK.

I have been an IPAF Instructor for several years as well as an Instructor Examiner and have also been a fork lift instructor for more years than I care to think of. I have been a member of IPAF's Training Committee and am currently a member of the AITT (Association of Industrial Truck Trainers) governing Council, so I can come at this subject with some working knowledge from both sides.

In the UK, there is a specific piece of guidance surrounding the use of working platforms on industrial fork lifts - Working platforms (non-integrated) on forklift trucks. Guidance Note PM28 (Fourth Edition) - which is available from the HSE website as a free download.

I will cover several of the more specific items that are included in the guidance to show a difference in the way they should be operated in the UK. However, as always, I would recommend reading the document thoroughly prior to using a working platform.

- Definitions. This defines what purpose-built access equipment, integrated and non-integrated working platforms are. Non-integrated platforms are attachments for use in conjunction with forklift trucks that have no controls in the platform to control the platform lift height or move the truck. Integrated platforms are attachments with controls that are linked to and isolate the truck controls so that only someone in the platform can control the platform lift height and truck movements.
- Occasional Use.

Examples of occasional use:

- Non-routine maintenance tasks for which it is impractical to hire in purpose-built access equipment
- The replacement of light fittings in high rise warehouses if the task is not carried out as part of periodic maintenance operations
- Tasks that would otherwise be carried out using less safe means of access such as ladders, because it is impractical to hire in purpose-designed people lifting equipment due to the short duration and occasional nature of the task e.g. clearing a gutter
- Checking on high-level damage to racking suspected of causing an immediate risk or checking on the condition of damaged roof lights

Routine or planned tasks, particularly those associated with production or pre-planned activities such as periodic maintenance or stocktaking, are not exceptional circumstances and are therefore not examples of occasional use. Generally, non-integrated work platforms do not provide as high a level of safety as purpose-built access equipment. Consequently, forklift trucks fitted with non-integrated working platforms are not suitable for order picking, routine

maintenance or the transfer of goods or people from one level to another.

- The user must ensure that, in accordance with the platform and truck manufacturers' recommendations, the platform is positively locked onto the truck with which it is to be used.
- After fitting the working platform to the truck, the user must ensure that the screens or guards on the platform provide adequate protection for people being carried to prevent the risk of trapping and or crushing by the mechanisms on the truck.
- Attachments and the following functions must not be capable of movement while the working platform is elevated:
 - Tilt or side shift
 - Chassis or mast levelling
 - Reach (reach trucks)
- Any gate provided must open inwards, upwards or sideways and return automatically to the closed position.
- An anchor point, or points to attach a personal work restraint system should be included on the working platform. The anchor point should be marked as a work restraint to deter its use for fall arrest purposes.
- Suitable sized and positioned handholds must be fitted within the confines of the working platform.
- LOLER (Regulation 9) requires lifting equipment for lifting people, which includes trucks and working platforms used to lift people, to be thoroughly examined by a competent person at least once every six months or in accordance with an examination scheme.

This is a comprehensive guidance document and should be read, understood and followed prior to planning the use of a working platform.

There are also exceptions if you are using the working platform attached to a fork lift truck in a cold store. L117 Rider-Operated Lift Trucks. Operator training and safe use (paragraph 153) states that "Lift trucks fitted with non-integrated working platforms are not suitable for stock checking, order picking, routine maintenance or the transfer of goods or people from one level to another. HOWEVER, stocktaking within cold stores is currently permitted using non-integrated platforms, due to the lack of an effective alternative."

I hope the above will shed a bit more light on the use of working platforms and lift trucks within the UK, what they can and cannot be used for and where to find the information.

Best regards

Andy Cartwright CMIOSH, MIIRSM RSP, MIIAI

Technical Manager

Mentor Training

Hi Leigh,

I hope you are well? I have just read your Top 30 in Cranes & Access for the following categories:

'Largest Crawler Cranes' 'Top Crane Hire' 'Crane companies & investment'

And we didn't feature in either of these lists. How do we go about making sure that are included in the lists and to make sure we make an appearance?

Many Thanks,

Elliot Hawkins

Managing Director

Hawks Crane Hire Ltd,

Hawk runs a fleet of 11 full size crawler cranes, including two 250 tonne Kobelco CKE2500G2 units, and as such would have made it into the largest crawler cranes chart and the Top 15 crawler crane rental companies - in 11th place. We have updated the online charts and will of course make sure we include going forward. We try very hard to chase every company that might make it into these charts, but inevitably tend to miss a few. Each year it gets better and the crane and access charts are pretty much all inclusive, while the telehandler charts are still a work in progress having been added only 10 years ago or so.

Hi Leigh,

In your article about Hoogwerkt you got our name wrong, we supplied the total back and front office for Hoogwerkt. It is Advanced Mobility Services, rather than Advanced Mobility Systems as you wrote.

We started Advanced Mobility Services in 2013 with the development of our software and hardware. We then began operating commercially in 2017 in the heavy equipment machinery market covering products like aerial work platforms, cranes, reach stackers, lift trucks etc.. We have developed the multi-lingual cloud-based platform that is suitable for connecting data with new and existing multi-brand machinery and telematic devices. It gives insight of different POI. For example machines, people, equipment etc...with usage statistics, including planning, contracts, invoicing, etc.

We supply one platform where you can manage all your assets, make contracts, invoices, planning tool, pay as you go option, geofencing, set alerts and notifications including an online booking tool.

These are our biggest UPS' and there are no other companies that supply this.

Looking forward to your reply.

Met vriendelijke groet | With kind regards
 Bob Peinemann
 Advanced Mobility Services

We have apologised to Mr Peinemann for getting the full name wrong, which may have come from the interview itself, it is clearly an easy mistake to make - but we should have checked it out. We are planning a follow up with the company when we next look at Software.

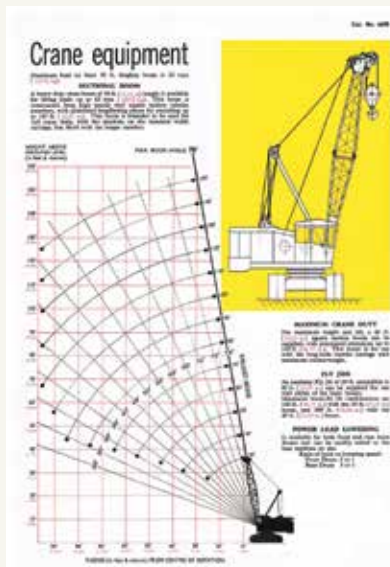
Dear Sir,

I am looking for a Smith C4050 Crawler Crane parts book and any other documentation, photographs etc.. I am happy to purchase or borrow them so that I can copy the drawings to use in a CAD programme to generate a scale drawing, as I would like to produce a scale model.

I am also interested in acquiring any other Smith crane parts books such as the 28 and 35C Eurocrane crawlers/draglines etc including the Truck mounted versions. I would appreciate it if you or your readers can help in this endeavour.

Andrew Cox
 Llanelli
 Wales

We published a short story on the internet which yielded a good bit of help and advice, we were also able to furnish Mr Cox with a copy of an eight page Smith 40 crane and excavator brochure. But he is still keen to find more material as stated above. We have his contact details and he can be reached via editor@vertical.net



Kenneth L. Kilhefner 1933 - 2018

Ken Kilhefner grew up in Ephrata, Lancaster County, Pennsylvania, graduating from Ephrata High School in 1950. After high school he enlisted in the United States Air Force and served as a military policeman in South Korea during the Korean War. Upon his discharge, he used the GI Bill to attend Franklin & Marshall College in Lancaster and graduated with a degree in economics and accounting in 1959.



He began his business career working as a certified public accountant for Price Waterhouse in Philadelphia, moving to Ernst & Ernst in Lancaster in the early 1960's. In 1966 he joined Grove Manufacturing Company in Shady Grove, as treasurer, at this point the rapidly growing company was still majority owned and managed by the Grove brothers, Dwight and John, building farm wagons, tilt back truck beds alongside the rapidly growing mobile crane business which was already making some inroads in Europe and other international markets. In order to take up the new job, he relocated his family to Chambersburg, Pennsylvania and steadily moved up through the ranks at the company. He witnessed a major upheaval at the company at the end of 1967 when the company was acquired by fire systems conglomerate Kidde, and John Grove abruptly left the company while out on sick leave. He was followed shortly afterwards by brother Dwight, with Kidde promoting Martin Benchoff to chief executive. Kilhefner became a trusted member of his senior management team and was promoted to executive vice president of marketing. He helped steer the business through more than a decade of rapid growth and expansion, during which time the company became the clear market leader in the global crane market.

In 1981 he stepped down from his day to day role but remained on board as a consultant until 1986 when he moved to Lebanon, Pennsylvania and joined the accounting firm Kuntz Leshner Siegrist & Martini in Lancaster. He is survived by son Eric Kilhefner and grandchildren, but sadly was pre-deceased by his wife Shirley Peters Kilhefner, son Kurt Kilhefner and daughter Kris Kilhefner Bradley.

No funeral service was held, but he was buried in the family plot at Cedar Hill Cemetery in Ephrata.

