

# cranes & access

June □ July 2005 Vol. 7 issue 4

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photo review **P41**

**Plant shutdown**  
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**Heavy lift** **P35**  
**applications**

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Pull out  
UK/Ireland  
dealer guide



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## on the cover:

A JLG Toucan Junior 8, eight metre self-propelled lift, owned by Alexandra Palace and used for internal maintenance work throughout the exhibition and events complex.



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Heavy lift applications



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# Your powered access expertise



# IPAF membership



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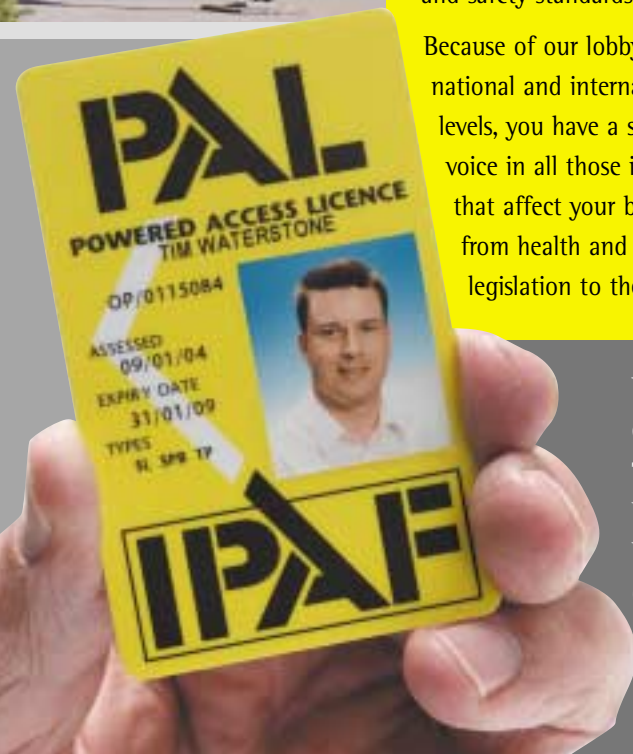
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# C&A

comment

## Who is responsible?

The HSE has published its report on the tower crane accident in May 2000 that killed three Hewden employees.

The top roller of the climbing frame buckled, causing the crane superstructure to fall 120 metres to the site below. The HSE has said that while several violations were discovered,

there is no evidence that any of them caused the accident. It seems we will never know what really happened.

The sister of one of the men who died is understandably furious that there will be no criminal prosecution – no one to be blamed.

However, the HSE and Crown Prosecution Service are right not to waste taxpayers' money and resources on a prosecution that has no hope of succeeding. It is also wrong to assume that Hewden "got off lightly". The managers and co workers of those who died would have been traumatised by the accident. The notion that the managers responsible for that crane and those men, can just shrug off such incidents is nonsense. The lack of evidence will be hard on them too.

The accident has already cost Hewden over £4.5 million in a settlement with the contractors and was probably a catalyst in its decision to exit the tower crane business.

I am all in favour of throwing the book at guilty parties when violations of safety rules and good practice are discovered, particularly if an accident ensued. The key question is, was the culture at Hewden Tower cranes such that rules were habitually ignored? The two survivors and the management know the truth, and if they were, then they will have to live with it.

The team erecting the crane were said to be highly experienced. If so, why were they not using an anemometer to check wind speed? (It is no excuse to say one was not fitted to the crane). Why had they not used the slew cut-out connection? It is hard to imagine that they were not aware of the need to do so. As to the climbing frame, there was no record of a thorough inspection having been carried out. Why did the team not check this?

While blame clearly lies at the company's feet, for seemingly not drumming good practice into its employees and having systems in place that helped ensure it, the erection team, who would have claimed to be professionals, must also take responsibility for such violations.

Tower crane erectors are on a par with a crane driver. They do a highly skilled job, and if safety is ignored they can kill others as well as themselves. At the last CPA open meeting crane owners seemed to suggest that drivers did not want to take any responsibility for the lifts they carried out. It was also clear that some crane hire owners treat drivers as a commodity, rather than the pilot/captain of a sophisticated piece of equipment.

From the feedback that we receive, crane drivers would, in fact, prefer to be consulted more and would prefer to take responsibility for lifts, but crane hirers must treat them as responsible, standing by their judgement and never overriding their decisions when safety might be involved.

Surely in the case of such critical jobs as crane driver and tower crane or mast climber erector, there should be thorough training with a tough independently assessed test at the end of it, leading to the issuing of a licence. We now have NVQ qualifications for crane drivers, yet there is no industry programme to convert graduates from these courses into experienced crane drivers.

Talking of learning from accidents, it seems that some aerial lift manufacturers still refuse to react responsibly when a structural failure appears to have caused an accident. This is both irresponsible and short sighted, more on this in our next issue, if nothing changes.

Leigh W. Sparrow

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TOWER CRANES 70 – 10000 METER TONS



# Letter to the Editor

Dear Sir,

## Glue sniffing used to be a problem, now it is insolvency abuse!

All Access go into administration at 9am and at 11am on the same day a previously formed company called All Access Southern Ltd, has bought the business from the administrator. A few days previously a new FD (from the industry) has been engaged by the two directors. What's going on here? The creditors deserve better than this. The Geoff Till case was another case, the whole deal seemingly stitched up prior to actually going into administration and parties who might have had some interest and who surely would have put more money in the creditor's pockets are excluded. What about the reputation of our industry as they take more innocent hard pressed haulage companies and other suppliers for hundreds of thousands of pounds? And what's more, those of us who take a financially more prudent line find ourselves having to compete with the same 'leopards' and the same spots, but now with less debt. Such practices, which contravene all sense of justice, will continue to do harm to our battered industry.

*I wonder if others share my view?*

**Malcolm Bowers**

AFI Aerial Platforms Ltd

# Bison-Palfinger to go higher



The new 61m Bison Palfinger will debut at APEX

**Bison Palfinger will extend its range with a new 61 metre working height truck mounted lift at APEX in September.**

The new model, designated the TKA 61 KS, joins the KS range that features the company's patented counter slewing device that allows

the counterweight to remain inside the vehicle width through 360 degrees as well as reducing vehicle length.

Until now, the largest model in the Bison range has been the 57 metre TKA57KS, the TKA61KS shares most of its design features, but is a metre longer. A telescopic jib articulates through a 150 degree working arc and offers a maximum outreach of 39 metres.

The Bison variable outrigger spread system, combined with the counter rotating slewing device make this an ideal lift for work in congested city streets, says the company. The 61 is mounted to a 32 tonne, 4.5 metre wheelbase truck with 11 metres overall length.

## A crane for cranes

**The first Amco Veba 950 5S crane to be sold in the UK, is going to, O'Kane Bros, crawler crane hire in Northern Ireland, for lifting and shifting counterweights and boom sections.**

The 950 is the largest model of Amco Veba's 900 series with a capacity of 46 Tonne/Metres and up to 26 metres of outreach. The unit, which was installed by Tip N Lift of Ipswich, is mounted on a DAF 6x4 tractor unit.



# Liebherr show new Fire crane

**Liebherr Ehingen showed its latest Fire fighters crane at the recent Interschutz show in Hanover, the new model is based on the standard 70 tonne LTM 1070-4.1, All Terrain. The first unit is sold to the Ulm Fire Brigade and it appeared on the stand in its eye watering livery prior to delivery. The new crane replaces the LTM 1060/2, in service with Mannheim, Kaiserslautern, Hamburg and Trient fire brigades.**

Liebherr has manufactured special fire brigade cranes for more than 30 years, during which it has delivered more than 80 of them. Ranging from 25 to this 70 tonner.

German and Italian fire brigades use the cranes for personnel rescue, securing vehicles in danger of falling from bridges, lifting and straightening loads that have been shed, rescuing and towing away defective vehicles, providing support for fire fighting, clearing fire areas and removing storm damage. The cranes feature a large number of modifications in order to allow them to carry out these duties.

The LTM 1070-4.1 has a 50 metre boom, eight metres longer than its predecessor. The boom length was an important consideration for the Ulm Brigade, for use on fires in high buildings such as high-rack warehouses or to, reach the rear of residential buildings from above in order to rescue personnel using a rescue basket, when access from the front is not possible.

The Ulm Fire Brigade has chosen specific fire brigade equipment for rescue and towing work, including an 80kN rescue winch, an additional winch with electrical remote control, fitted to the back of the vehicle, towing equipment with a capacity of eight tonnes for hitching and towing vehicles away and emergency back up systems to enable the crane to continue working in the event of failure of the engine or hydraulic pumps.

Extra lights include, a revolving identification light, fire siren, electrically-adjustable working spotlight on the base section, working spotlight on the boom head and a special reversing spotlight fitted to the outside mirror mountings.

A short lattice jib can be fitted to the end of the boom, to which a remote-controlled water hose can be fitted for the delivery of 5000 litres of water a minute at nozzle heights of up to 53 meters.

A 30 tonne extendable lifting beam is fitted to the front of the vehicle for lifting long loads, such as rescuing overturned trucks.

Liebherr has also received another order for an LTM 1070-4.1 from the Luxembourg fire brigade.



The new Liebherr Fire fighting crane

# JLG makes changes

JLG has announced an "organizational alignment" to support its strategic plan and initiatives, that is intended to grow its service operations, diversify its channels to market and bring increased focus to its Six Sigma programme.

The changes include:

- The merging of JLG's McConnellsburg equipment services operation into the Houston based subsidiary, Service Plus Inc.
- The formation of a "Commercial Solutions Group" to bring increased focus to the commercial and industrial markets for access products, such as vertical mast lifts and trailers.

The appointment of John Louderback to the new role of vice president of Six Sigma, Quality Processes and Training, reporting directly to Bill Lasky.

Service Plus offers repairs, maintenance, reconditioning, and training on both JLG products and other brands of aerial lifts and telehandlers. The change includes the renaming of the Houston location as Service-Plus, South Central region, while the McConnellsburg

location will become Service-Plus, Mid-Atlantic region. Joseph M. Gullion will remain as president of the larger Service Plus business.

"This organizational structure will better serve the multi-faceted needs of our customers. It will be scalable and flexible, with plans to expand to multiple sites throughout the United States." commented Bill Lasky, JLG's Chairman of the Board, President and Chief Executive Officer.

The new Commercial Solutions Group will be headed by Philip H. Rehbein, currently Senior Vice President, Strategic Operations.

The new group will have its own manufacturing, design, supply chain, marketing and sales resources.

"This group is a key element in our strategy to diversify our revenue base and expand our market penetration." commented Lasky.

# Leaping Wolff

**Wolffkran the German heavy duty tower crane producer has announced a number of new components along with availability of its two latest models.**

The new Wolff 6531 tower crane, a smaller version of the 250 tm 7532 and replaces the 6522 completing Wolff's XL range. It offers a maximum jib length of 65 metres and maximum lift capacity of 3.1 tonnes at the tip. A choice of hoists is available including the HW845 which offers up to 8.5 tonnes on two falls of cable or 12 tonnes on four. The first 6531 has now shipped and

Wolff has already added the 6531 to its rental fleet.

The other new Wolff crane, the 6028 compact, a new almost flat top tower crane, has a maximum jib length of 60 m and a max capacity of 2.8 tonnes.

The first units will ship shortly, it can also be equipped with the 845 hoist.

In addition to the new cranes, Wolff has launched a new heavy duty BT 29 tower base. The new base stands 10 metres high and is 2.9 metres wide the base is incorporated into the company's modular tower system. The BT29 has been designed to significantly extend the maximum free standing tower height, avoiding the need to tie into the building with stays.

Complementing the new base is the UV 29, heavy duty tower section, at 4.5 metres it is compatible with other Wolff tower elements and combined with the new tower base. The new sections are designed to accommodate the standard Wolff bolt connection.



The new Wolff 628 compact



# Tadano launch new 65 tonne All Terrain

**A group of UK crane hirers were the first customers to see the latest in Tadano-Fauns Global "G" All Terrain crane line, the ATF 65G-4. The four axle crane replaces the ATF 60-4 and features a new 44 metre boom which is said to be both lighter and stronger than that of its predecessor, thus offering improved lift capacities.**

The 65G-4 joins the 110G-5 and 160G-5. all are designed to meet and comply with regulations around the world, with particular attention paid to roading, with boom overhang, axle weights and spacing all designed, as much as possible, to comply or be easy to adapt to markets as diverse as the USA, Europe and Japan.

The new crane runs on 16.00 tyres, and can travel within 12 tonne axle loads complete with the full 12 tonnes of counterweight, 8 x 6 drive, double folding jib, and two hook blocks.

While the 12 tonne axle loads are not critical for UK based crane hirers, (until they come to sell it!) the fact that the crane has a separate superstructure engine will be of interest, given the current threat of fully taxed white diesel for crane carriers.



# The first new MEC's arrive

**The first 18 MEC 2633ES, 10 metre working height ultra narrow, electric scissor lifts arrived at MEC Europe in Dordrecht in June.**

**A further 80 MEC scissor lifts are arriving this month and will include the 1932ES, 19 ft/5.8 metre Platform height micro scissors.**

Platform Sales Europe, trading as MEC Europe has been given the European master distribution rights and are looking to appoint local dealers. Arjan Roesle of MEC Europe told C&A that it already has good candidates for most, countries but is keen to find more prospects in Switzerland and Austria.

The 1932 and 2633ES models from MEC





## High reach sleep over

Housing worker Jim Morris, from the Walsall Housing Group, recently spent three days living in the platform of a 60ft Genie Z60/34 articulated boom, belonging to Nationwide Access, in order to raise money for the Birmingham charity, Rosie's Helping Hands.

The charity supports local youth projects and was set up in memory of Rosie Ross, who was stabbed by a paranoid schizophrenic while sunbathing in Birmingham's Centenary Square in 2001.

Jim's sleep over took place at The Poachers Pocket pub in Walsall Wood at the end of May as part of a charity festival. He spent three days and three nights in the access platform coping with sun, wind and pouring rain to raise the money.

*Jim Morris spent three days and nights in this Nationwide boom lift*



*The upgraded AC160 offers 25% better lift capacities*

## Terex Demag launch AC160-2

**Terex Demag has launched the new AC160-2, which incorporates a large number of improvements over the AC160-1, which it replaces, the most significant being it's mid to long reach lifting capacities.**

The "dash two" uses the same compact five-axle, chassis as its predecessor, complete with Daimler-Chrysler OM 502 Engine and ZF AS-Tronic gearbox as used on the larger AC200-1. Terex claim that this combination provides the highest performance at lowest possible fuel consumption rates.

Something to consider if fully taxed diesel becomes the rule in the UK!

The 64 metre main boom and 33 metre four segment extension also remain unchanged from the 160-1.

The main physical change on the dash two is its new counterweight. Some five tones heavier at 54 tonnes; it boosts the cranes main boom lift capacity by 25 percent on average.

A key capability that Terex Demag has targeted on this unit is a net ten tonne load capacity on the fully extended main boom. The new

model will, handle 11 tonnes with its 64 metre boom, at between 16 and 18 metres radius. The AC160-1 was limited to 9.3 tonnes.

The AC160-1 was not popular in the UK or Ireland, as most hire companies preferred to trade up to the AC200-1, which is dimensionally similar, offers a 68 metre main boom, can still travel within the UK'S STGO rules and most importantly offered that 10 tonne lift capacity on full boom. Important for some tower crane erection and dismantling work.

## Palfinger buy Ratcliff

**Palfinger AG has announced the acquisition of Ratcliff Tail Lifts Ltd, a subsidiary of the Ratcliff Group Ltd. Ratcliff claims over 30 percent of the UK commercial vehicle tail lift market and produces a full range of tail lifts for trucks as well as wheel chairs for passenger vehicles.**

The company employs over 200 staff, largely at its Welwyn Garden City production plant and Garforth, Leeds parts and service base and generates annual sales in the region of £20 million.

The company was founded over 42 years ago by Ted Ratcliff and is owned today by the founders son John and daughter Jean. The Ratcliffs will remain with the

other companies in the group, which includes Stone Hardy, a tail lift service company and Wessex which makes lifts for the disabled.

The Managing director of Ratcliff Tail Lifts Ltd, John Lane and his team will head up the Ratcliff-Palfinger business, which will become the "worldwide competence centre" for Palfinger tailifts.

John Ratcliff, a spry 69, said that the directors had wanted a "Nice Transition for the core tail lift business in Palfinger we have found a company that, like us, has family ownership and cares about its people while striving to provide high quality and top level service"

*A Ratcliff-Palfinger "Tuckaway" tailift*



The New XS190 from Kesla



# Kesla announce the new XS190

Kesla Oyj, the Finnish producer of lightweight self propelled All Terrain booms, has announced the launch of the XS190, a 19 metre self propelled straight boom. The new unit joins the XS240 launched at Bauma last year.

The XS190 is the result of a two year research and development programme and will be shown for the first time at the APEX exhibition in September.

As with other booms from Kesla, the XS190 is self propelled in the stowed position, and needs to deploy outriggers and level itself before the boom can be raised. Four wheel steer is standard.

## Facelift add real time tracking

Facelift, the Hickstead, based access rental company has decided to equip its entire fleet with Datatrak-Online a real time vehicle tracking and monitoring system. The decision follows an evaluation period on 80 of the company's aerial lifts.

Datatrak Online provides real-time vehicle tracking along with internet-based vehicle reports without the need for any special software. The system and reports can be accessed from any PC as long as it is connected to the Internet. The position of Datatrak equipped vehicles is provided by low frequency radio wave transmission and GPS, with information reported back to base via an ultra high frequency transmission service. Full data logging and machine diagnostics can also easily be added to the tracking reports.

## Omme go with APS

Omme Lift, the Danish producer of trailer and crawler mounted boom lifts has appointed Access Platform Sales (APS) as its distributor for the UK and Ireland.

Omme produce a full range of trailer lifts, both articulated and telescopic types ranging from a 10.5 metre working height telescopic model up to the 29 metre 2900E.

In addition the company produce a small truck mounted range and the increasingly popular crawler mounted, narrow aisle models. The crawlers are beginning to sell well into a wide range of applications from forestry to internal atrium applications, where floor loadings are critical. The crawler range runs from 17 to 30 metres.

APS has built up a full range of quality powered access solutions which it sells to both end users and rental companies. Other brands distributed by APS include, Snorkel self propelled booms and scissors, Leguan skid steer narrow boom lifts and on a regional UK basis, Niftylift and the Genie range of portable aerial and material lifts. It also



An Omme 2200 crawler mount

recently took on the Hinowa Goldlift line of smaller crawler mounted articulating boom lifts.

APS can now offer a range of narrow crawler mounted lifts from eight metres all the way up to 30 metres.

Jim Daintith founded APS in 1987 after leaving Hewden's, following its take over of the Seymour access rental business. Today the company, which is based in Huntingdon employs over 30 staff, including seven service engineers and five trainers. Other locations include Glasgow and Dublin.

Ian James joined APS in April, as general manager with the remit to eventually take over from Jim Daintith as Managing director.



APS MD, Jim Daintith(L) with Ian James

He was previously the owner of Delta Rentals, the distributor for the Manlift Toucan range.

## All Access file for administration

All Access the powered access rental specialist that was formed three and a half years ago by John Corcoran and Paul Koral, following their departure from Universal Access, applied for an administration order in mid June. The company has re-emerged after a brief period of administration as Southern All Access Ltd.

# Uplift doubles its business

Wakefield based Uplift has opened a new depot in Haydock, in order to serve a growing number of its customers who work in both Manchester and Liverpool.

The new modern depot is being stocked with part of a 150 unit, £2.2 million investment in new JLG machines with the balance joining the firm's Wakefield operation.

The purchase includes JLG's ES small electric scissor lifts, which the company has specifically ordered to satisfy a growing popularity for the ES range, thanks to its long cycle times. "Many of our customers ask for these units and will pay a premium to get them", said Uplift Joint managing director Nick Higgins.

This expansion follows orders placed with Genie and Nifty earlier this year.

In addition to the new machines, Uplift has also purchased three new DAF trucks for the depot.

Ruairi Duggan, joint MD, said: "Acquiring the best machines on the market is just one part of our investment in first class levels of service. Over the next 18 months we will be able to offer a fleet of around 150 machines from this new facility, along with IPAF and PASMA training courses.

"Uplift's focus is squarely on the customer, and we believe in providing as complete a service as we can, offering machines, site surveys, equipment demonstrations, training and servicing. JLG's reputation and support fits in with our formula."

Nick Higgins and Ruairi Duggan founded Uplift in May 2001 and have gradually built the business up by concentrating on first class service and a conservative financial approach. By the end of this year the company will have a fleet of around 400 units, taking it into the Cranes & Access, UK Top 20 for the first time.

*Ruairi Duggan (R) and Nick Higgins joint MD's of Uplift*



## Walk in Security

A TEC Security Ltd has ordered a 12.9 metre working height Versalift Eurotel ET36NF van mounted platform on a Ford 350M Transit, complete with Versalift's new walk-in bucket that was launched at last month's SED show.

A TEC Security is a specialist security systems integrator with specific expertise in the design, installation and maintenance of town centre CCTV systems. The new van mount has been acquired for use on a major security project and maintenance contract in the City of Westminster, London.



*Versalifts walk-in insulated cage*





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example of an advance guardrail system

# No standing on unguarded platforms

At the recent Safety and Health Expo, Peter Bennett, speaking on behalf of the Prefabricated Access Suppliers & Manufacturers Association (Pasma), announced that in light of the new Work at Height Rules, the association was saying "No More" to standing on unprotected platforms.

Clearly, standing on a platform with no edge protection or guardrails can be dangerous. After some study and discussion the association is recommending two alternative methods to install guard railing before standing on the platform.

There were a number of other possible solutions, some of which were discounted as they depended too much on erectors remembering a fairly complex set of positioning and repositioning instructions.

The two currently recommended and approved tower assembly, dismantling and alteration methods, in consultation with the HSE are: An advance guardrail system or 3T, "through the trapdoor" method.

The advance guardrail method relies on an additional set of guardrails being used when assembling, dismantling or altering a tower. The extra guardrails can be placed

ahead of the platform from the level below, before anyone moves up onto the platform.

The 3T, or "through the trapdoor" method, allows the erector to position himself through the trap of the platform and place horizontal braces ahead of himself so that collective fall prevention measures are in place before he stands on the platform.

Peter Bennett concluded "Using both of these methods, Pasma is now able to make a simple, but definitive statement, and this will be the clear message to all users and training delegates. You should never have to stand on an unprotected platform. The message is "Unprotected Platforms No More"!

Pasma is recommending this as best current practice, but is ready to adapt and extend the recommended practice as new ideas or designs come to the fore.

*Through the trap method of placing guardrails.*



# Kobelco crane's first numbers

Kobelco cranes, became a separate business, independent from Kobelco Construction Machinery Co Ltd in April 2004, when it was launched as Kobelco Cranes Co Ltd. A subsidiary of Kobe Steel, Ltd. The company has now released its first full year results.

Kobelco Cranes sold a total of 370 units in 2004, an increase of 32 percent on 2003. North America, Europe and China all showed strong increases in sales volume. The number of crawler cranes exported, as a percentage of total unit production, rose to 70%, up from 50% in fiscal 2003.

Consolidated net sales for 2004 reached 34.8 billion yen (£177 million), an increase of over 40 percent on 2003. Domestic sales (Japan) comprised 16.9 billion yen (£85 million), 49 percent of total revenues. Exports were 17.9 billion yen (£90 million) 51 percent.

Operating income was 876 million yen, (£4.45 million), with net income at 420 million yen (£2.1 million). Kobelco Cranes commented that it recorded a profit in its first full year of operation.

Dean and Dyball's new Hitachi-Sumitomo



## Contractors new crane features Hydraulics immobiliser

Dean and Dyball, one of the UK's largest, privately owned regional contractors has expanded its 36-strong Hitachi crane fleet with the purchase of an SCX700 crane. The 70-tonne crane will perform heavy duty piling applications throughout the company's civil engineering and building projects. The crane's first contract will be for Associated British Ports at Teignmouth harbour, where work commenced in June. The £4.5million contract will involve the construction of a new

harbour wall, an extension to the dock area and a new slipway. The new crane has been fitted with a high-tech security system designed to neutralize the hydraulics. Dean and Dyball's Regional Plant Manager Patrick Thorne explains: "Health and safety issues are always given priority. This system will ensure only an authorised person can operate the machine and prevent anyone without the necessary skills from attempting to do so."

## Aquarius buy more Gardner Denver

Aquarius Leasing has ordered ten more Gardner Denver Powered Access platforms.

The new order comprises five of the new TDA135 telescopic 13.5 metre platforms on 3.5 tonne compact Ford Transit vans and five more heavy duty DA12.5 units on Iveco Daily 50C13 vans, this brings the Aquarius fleet of Priestman/Gardner Denver units on the Iveco Daily 50C13 van to 65 units.



Latest van mounts for Aquarius

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The Hiab XS 055 leaves 3 tonnes of payload on the Mitsubishi Canter.

# A crane and three tonnes payload on a 7.5 tonne ?

When Chandler building supplies asked Hiab if it could fit one of its XS 055 Duo cranes on a 7.5 tonne truck and still leave three tonnes of payload, they could be forgiven for being sceptical, given Hiab's 30 year relationship with Chandler the request was taken seriously and the engineers went to work.

The solution was to install the crane at the rear of a Mitsubishi Canter truck, the XS 055 offers four hydraulic extensions with a maximum reach of 11.4 metres and can handle 940 kgs at 5.3 metres on a single extension.

## Curved boom Reachstacker *one year on*

Last year Liebherr Nenzing unveiled its revolutionary new reach stacker, the LRS 645, its first entry in this market. The new unit featured many innovations as you might expect from a company like Liebherr entering a new market relatively late in the day.

The most noticeable feature is of course its unique curved boom, designed to provide clearance for stacking containers six high. The boom overshadowed other features though,

including its hydrostatic transmission and suspension system.

In the 12 months since launch, Liebherr has delivered 10 units to ports in Angola, Poland, Italy, Belgium and Berlin, Germany, and has a backlog for a further six units.

A number of options are now available, including a high capacity version for stacking fully loaded containers two and three deep, a movable cab to help improve visibility and an intermodal spreader.

The Liebherr LRS645 with intermodal spreader



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**Who has the biggest lift in Ireland?** In our last issue we published the claim from Skyking and Manlift that its new 45 metre Wumag WT450 was the tallest lift in Ireland. **John Ball of Easi Uplifts** has put us right, pointing out that the 50 metre Bronto, that it purchased at the end of last year is clearly the highest. Shame on us for not double checking.

**AFI has placed a follow on order for 50 Skyjack** electric scissor lifts as a top up for its depot network.

**Haulotte** has appointed Patrice Métairie as head of the Group's Customer Service department, he will report directly to Segundo Fernandez, the Group's Sales Manager.



**Manitowoc** has entered into a new five-year, \$300 million, revolving credit facility, replacing a \$125-million facility that was due to expire in May 2006.

**Oil&Steel** the Italian based producer of the Octopussy range and truck mounted lifts has moved its UK office from Henley to central London.

**VP** the parent company of **UK Forks** and Hire station, saw operating profits for the year to the end of March, rise by 12 percent to £10 million, on revenues up eight percent to £90 million.

**Terex crane** sales for the first quarter 2005 increased by 43 percent and **Genie** aerial sales by 60 percent, but margins have been squeezed by material cost increases.

**JLG** has released its fiscal third quarter results, they show sales for the nine months up by 52 percent on last years record revenues to \$1.17 billion.

The management of **Sky Climber**, the suspended platform producer, has purchased a controlling share in the business.

Actuant, the parent of **Enerpac**, the heavy lifting and hydraulics specialist, has acquired **Hydratight Sweeney** of Birmingham, which provides bolting products and services to the Offshore, oil and gas and other industries, for \$93 million.

**Malcolm Early**, formerly European marketing communications manager at Manitowoc, has joined **JLG** as its European marketing director

**Terex Demag** and **Liebherr** Echingen have announced that they have settled their dispute over the Superlift and counterweight patents and given each other rights on the designs.

The **CPA** and the **National Access and Scaffolding Confederation** have published a new guide on the safe transport of scaffolding components using construction hoists.

**SED** visitor attendance this year rose by 12.5% to 22,000. (see *What a great show*, page 22)

**JLG** has announced that **Charles O. Wood**, III has retired from the Company's Board of Directors, effective May 20, 2005.

**Finning International**, Canadian owner of Finning UK and **Hewden Stuart**, Europe's largest rental company, has reported record first quarter revenues of C\$1,153 million, (£500 million) an increase of 19 percent over the first quarter of 2004.

**Paul Richards**, owner of **Hi Reach** purchased the first **Genie Z135/70** in Europe at the recent SED show.

UK Access industry pioneer **Mike Evans**, has set up as a consultant following retirement from his full time post at **Lavendon group**. While he is no longer an employee of Lavendon, he continues to work with the group on a consulting basis, covering major accounts and business development.

**Lifting Gear Hire**, founder and executive chairman, **Bill Parkinson** has announced his retirement and the appointment of his son as successor.

Milton Keynes based **NiftyLift** is to set up its own direct sell business in Dresden, headed by **Mark van Oosten**, of Omega lift.

**Nationwide** has announced the purchase of 200 **Genie** GS1932 electric scissor lifts, many of them destined for Heathrow's terminal five.

The **South Midland Construction Company Ltd** has been fined €100,000 for breach of health and safety regulations which led to the death of an employee in Blanchardstown in November 2001. Dublin Circuit Criminal Court heard that Michael Murphy, employed by the company as a truck driver, died from severe brain trauma, after he was hit in the head by the clam shell bucket of the lorry loader crane on his truck.

**Steve Cripe**, Senior Vice president and CFO of Manitowoc crane group and **Erik Devautour**, who was running the Manitowoc Wilhelmshaven mobile crane facility in Germany. Have both left the company.

**IPAF** saw revenues rise by almost 30 percent to £1.2 million in 2004, thanks to a significant rise in training and membership.

**Palfinger's** revenues, for the first quarter 2005 rose by 41 percent to €121.7 million compared to the same period last year. Some of this increase was due to the integration of Bison.

**Arcomet** the Belgian based tower Crane Company, has purchased 310 tower cranes from **MVS-Zeppelin** and taken over its tower crane rental business. Arcomet's German subsidiary, Krane KG Arcomet GmbH & Co, will continue to work with MVS-Zeppelin offering services through its national depot network.

**Hemmo Luijterink** has joined **Ronald van der Vliet** at **Crane Business** in Moerdijk, Holland, following the departure of Dirk Benschop.



**Ron Defeo**, chairman and CEO of Terex, has resigned from the United Rentals board of directors, in order to avoid a conflict of interest.

**HSE** publish **Tower Crane accident report** The HSE has published its full report on the fatal tower crane accident in which three people lost their lives at the HSBC building in Canada square in May 2000. No blame or prosecutions will result.

**Ausio** the Spanish based producer of overhead, gantry and industrial jib cranes has appointed New Tonne Lifting services as its UK distributor.

**Lavendon** has announced that its first half revenues will be down four percent on 2004. **David Price** has announced his retirement from Lavendon later this year.

**Haulotte** has announced first half order intake up 65% on 2004 and forecasts an annual rise of 20-30%. A new €330 million credit facility has also been launched.

See [www.vertikal.net](http://www.vertikal.net) news archive for full versions of all these stories

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# one man

**The new Work at Height Rules mean more companies than ever are looking at the methods they use to gain access to tasks that cannot be carried out from the ground.**

**Taking the assumption that for most applications a risk assessment will show that a powered aerial work platform is the safest method of reaching work at height. The financial leap from ladder to power can be daunting, especially for end users who want to have their access equipment constantly available.**

**A single person vertical lift, is often the most economical and practical step up from non powered access equipment. With a wide variety of lifts on the market we look at some of the alternatives and how they are used.**

## **Push around and portable lifts**

If you are looking for the lowest cost powered lift option, nothing comes close to a simple push around/portable lift, especially in the 10 to 15 metre range. This type of lift features an aluminium mast and platform on a base with outriggers or a heavy counterweight. At the lower heights a few manufacturers offer versions with steel masts and platforms, such models cost less and are a little more rugged than their aluminium cousins, although heavier of course.

In the UK and Ireland the vast majority of vertical mast lifts are made largely from aluminium. They typically come in four or five standard platform heights, 20ft/6m, 25ft/7.5m, 30ft/9m 35ft/11m and 40ft/12m with all of the models in a range typically sharing the same working components. The different heights are achieved by adding mast sections up to 30ft, while the larger units feature longer mast sections. As a result the 30ft and under models usually offer a low overall stowed height of under two metres, for easy passage through standard doorways.

The taller units stand up to three metres high in the stowed position and need to be tilted in order to pass through two metre doorways. In order to do this safely, they are fitted with a tilt back mechanism that both assists the tilting and forms a trolley to allow the machine to be pushed along in the tilted position.

The other component that changes the higher you go, are the outriggers, the 20ft units have outrigger footprints in the 1.5 by 1.5 metre range while the largest units can be close to double that. Since CE and EN280 came into effect, this type of lift, at least in its standard format, is limited to indoor use.



*Models with steel masts are available up to around 10m.*



# up

## **Outdoor use?**

Outdoor kits are available, however, usually consisting of longer outriggers. This will allow you to use the lift for such jobs as cleaning signs on your building or changing the bulbs in security or other external lights. You will though need to check that the outrigger spread does not prevent you getting close enough to a wall to do the intended work! Some users do buy two sets of outriggers, so that they are not encumbered by the big footprint when indoors.

## **Avoid the larger models unless you really need the height**

Unless you really need the height, or you have three metre high doorways, avoid the larger models, they are cumbersome to move around and at the lowest heights the mast gets in the way. If on the other hand you do need to reach heights of 10 to 14 metres this is by far the most economical powered product available.

## **Mast design**

The vast majority of vertical mast lifts use an extruded aluminium

forklift type mast, with each section stacking in front of the other. The mechanism is raised using a single hydraulic cylinder and several sets of chains and sprockets. Once again just like a forklift.

One manufacturer, UpRight, builds its mast from an aluminium box section, created from aluminium sheet formed into two C channels and riveted together, with cast iron collars to house the running gear for each section.

The steel masts tend to be similar to the aluminium forklift design, but with wider spacing. Self propelled models with steel masts often use an inverted box section, for cost and durability reasons.

There is one further mast design in which the platform is simply attached to the top of a hydraulic multi stage cylinder. The height offered by this increasingly rare style, ranges up to 14 metres. The crows nest appearance of a fully extended lift looks frighteningly unstable, however these units usually meet all international regulations not only for indoor use, but also for outdoor use in up to force six wind conditions with two people on board! So appearances can be deceptive.



# Tower systems



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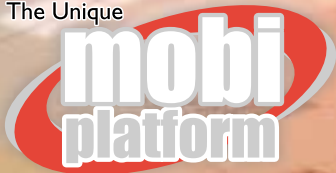
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## Outriggers or more weight?

If you are buying a vertical lift, and have no plans to load it into a van or a pick up, you might be better off looking at the models that use a counterweight in place of the outriggers. Often designated as "Industrial", these lifts are pushed around in the same way as the models with outriggers but when in position the wheels are retracted, dropping the lift down on to four pads. Once on these little legs, as long as the lift is level, you can step into the platform and up you go. When ready to move on, you push a foot pedal that lifts the unit back up onto its wheels and off you go.

These industrial models are heavier, often more than twice the weight. A 20ft vertical lift with outriggers usually weighs around 300kgs, while a 20ft counterweighted /Industrial model can weigh up to 650 kgs! If you have smooth concrete floors and no ramps this should not be an issue and you can of course move them around using a forklift.

Many vertical lifts though are used for sports halls, theatres, and other places that have highly polished wood floors with limited point loading capability. If this is the case then forget the industrial models, they are simply not for you.

The platform height of the Industrial versions is usually limited to 30ft or less, for stability reasons. One major advantage, aside from not needing to fit the outriggers, is the fact that you can get up close to a wall or into a corner. In spite of this, several companies offer devices that provide extra outreach by cantilevering the cage out from the mast by between 60 and 90 cm.

*Push around lifts offer the lowest cost per metre of lift.*



*Retail applications are ideally suited to vertical mast lifts.*

This can be useful if a kerb, or other obstacle prevents the placement of the machines base directly under the work.



*The Bravi range of self propelled masts offer remarkable gradeability*

## Who makes what?

In total there are around seven or eight producers of vertical mast lifts, yes if you turn over every stone around the world you will find many more, including some very strange beasts. However here in the UK and Ireland you will have your work cut out to get serious quotes for more than three different machines.

One company, Genie, is dominant, with its AWP and IWP product lines, it has been selling this type of lift for more than 25 years and today produces by far the widest range of products with a dazzling array of options. Its AWP line uses outriggers and is available in all five heights, while its IWP range, which uses a counterweighted base, offers 20, 25 and 30ft platform heights, the smallest of which is available with an outreach option offering up to 610mm of cage cantilever. Genie has also pioneered a wide range of options and attachments for its push around lifts, from the usual tool trays

and fluorescent tube caddies to rough terrain and narrow chassis options.

JLG also offer a wide choice of portable and push around lifts, as well as a good number of self propelled versions. Its main push around range is designated the Accessmaster line, and includes a 15ft Industrial/counterweighted model, the AMI15. The other models in the range employ outriggers. The line up covers all five heights, with the highest being 12.5 metres.

A year ago JLG acquired the Manlift PM range, built in France. It now identifies this range as "Personnel Manlift". The product line has six models, and is unusual in that it achieves the tallest heights by stacking up more mast sections, rather than using longer ones. The benefits of such an approach is that even the 12 metre model closes up to a stowed height of 1.98 metres. A tilt back



*The smaller models will go through doors and into elevators without tilting*

section does provide better platform rigidity but the thin wall box sections or "cans" are significantly more prone to damage from abuse and are more expensive to manufacture.

UpRight has prototyped a UL with an extruded forklift type mast, but has no plans to proceed with it at this stage.

Another producer that chooses to be different, is Helmut Kemkes, the German producer of the Kuli lifts.

The KA range has a steel chassis supporting a multi stage hydraulic cylinder, onto which a cage is mounted. The largest model is 14 metres high and when raised appears to defy gravity, looking like a big crows nest on top of a slim mast. The range though is the only single mast product that can be used outdoors in force six winds with two men in the basket!

#### Other European producers

The only European owned producers of this type of lift are based in Italy and Germany, Robert Böcker produce the Alp lift range, in Germany. The line up includes the PH, PHC, and PHC-I ranges, all of which use outriggers and cover all of the height sectors up to 12 metres. It also builds the PHC-HI industrial model which has a counterweight and no outriggers.

All of the steel components on the Böcker lifts, such as the chassis frame, are galvanised, rather than painted. The result is a machine that does not look quite as nice as the Genie or JLG when new, but after a year or two of heavy use, the galvanised finish still looks very good, while a painted model can start to look tired with chipped paint and rust beginning to settle in.

*The new GR20 from Genie*



*Atrium cleaning and maintenance are perfect applications for self propelled versions of the push around.*

device is therefore not required for normal applications. The disadvantages are: a reduction in platform rigidity, due the extra number of sections and a longer machine. Also unusual is the range also includes two models in the 20ft height class, the P21 with 21ft /6,3 metre platform height (in addition to the 20ft /6,1 metre P20) which uses an extra mast section, providing a very low closed height of only 1.72 metres. How or even, if JLG will market this additional range alongside the Accessmaster remains to be seen.

UpRight was at one time the number two supplier of push around vertical lifts, behind Genie, with its UL range. The UL is the one product to use an aluminium box section mast, rather than the forklift type masts used by most other producers. The box



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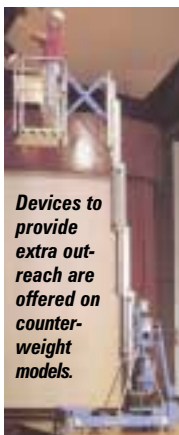


The 10 metre Bil-jax Odyssey uses a different outrigger pattern

Italy has a number of companies producing vertical push around lifts but Faraone is the largest and most well known. It offers two push around ranges, the basic ZP line that offers four heights, 6/8/10 and 12 metre platform heights, and are simple and inexpensive. The PK range in contrast, offers all sizes from six metres right up to a 46ft/14 metre platform height model the highest available. Unusually many of the models are available with an option of either a two man platform or a rotating cage that swings out to provide 600 mm of outreach.

**The other American**

Push around vertical mast lifts have long been popular in the USA, and Archibold, Ohio based Bill Jax has long been a significant player, particularly with its Cougar and CAT ranges which are constructed in steel. The Cougar lift has been sold here before, the latest models are the 30ft CAT 2900 and XLT-CAT 24ft/7 metre models which are both CE approved, along with the company's sole aluminium model, the Odyssey 34 with 10m platform height. The Odyssey uses a totally different outrigger design



Devices to provide extra out-reach are offered on counter-weight models.

to the other products on the market, with its four legs pivoting from the top of the masts base section. This provides extra support to the mast, faster erection and a small footprint. Bill Jax is looking to

import these and other key models from its range into the UK and Ireland again.

**Power sources**

All producers offer DC battery or AC mains power options, while Genie also offer an air option for sensitive areas. The UK and Irish markets tend to prefer DC battery power on this type of lift, while the rest of Europe generally go for AC. Why the difference? as usual historical preference. In the UK a higher percentage of vertical lifts are rented and with the UK's 110 or 230 volt power variations it is simpler to stock a battery powered model with a dual voltage charger.

In continental Europe a higher percentage of this type of lift are purchased by end users,

**Self propelled versions**

The aluminium mast from push around vertical lifts has also been used by some manufacturers as the lifting mechanism on a self propelled



Self propelled masts are ideal industrial maintenance lifts.

chassis. There are a essentially two types of self propelled models, those that are literally self propelled versions of the push around models and those that are designed from scratch as a self propelled lift, simply using the mast concept as its lift mechanism.

The former usually feature two drive wheels and two castors and offer platform heights in the 12 to 20 ft range. They steer by counter rotating the drive wheels, and the castors simply trail behind. As a result they offer exceptional manoeuvrability and very compact dimensions. JLG has driven this market with its Accessor range with platform heights of 15 and 20ft, a stock picking version is also offered.

The Kuli lift, made my Helmut Kemkes GmbH, uses a steel forklift type mast in is KB5 three metre self propelled lift. This is a good stable unit but a little on the low side in terms of

working height and a little wide at 870mm, however thousands have been delivered and they are very much appreciated for stock picking.

This type of lift is well suited to applications such as retail, hotel, office or warehousing work, where the buildings offer smooth level floors and the compact dimensions are desirable, both for work and for storage.

**More a Scissor alternative**

Overall however, the preferred models with most users are those that have a full self propelled chassis with similar features to small scissor lifts.

The Genie Runabout has sold well in this category, with its GR12 -12ft/3.5m and GR15, 15ft/4.5m platform height models. Earlier this year the company dropped its eight foot model and introduced the GR20 a 20ft/ 6m platform height version.

JLG has now acquired the Toucan Junior range with platform heights of 12ft/4m and 20ft/6m, it was redesigned a couple of years back to incorporate a heavy duty front axle and is now a superb machine.

Haulotte has had products in the range for some time, its Star 6 uses a steel mast section, which all things being equal, most buyers prefer.

The company that pioneered this type of lift outside of Japan, UpRight, also features a steel box section mast on its TM12, which offers a 12.5ft/4.3m platform height.



A rare two man platform on a portable lift

The TM12 was for many years the market leading product, but it is now outsold by the Genie Runabout. It still sells in large numbers, particularly in Scandinavia where they are highly appreciated.

In the UK HSS runs both

UpRight TM12 and Haulotte Star 6 in its fleet, in addition to the aluminium mast Genie GR15 Runabout.

The principal appeal of this type of lift is the low entry level height, you step in rather than climb in, the low overall height, which allows users to



The self propelled mast lifts are ideal for stockpicking.

drive through a single door from the platform and most important of all the Gross weight and overall length.

The four to five metre models typically weigh between 750 and 800 kgs, while the six metre models are around 1,000kg. This, combined with a lengths of under 1,660 mm mean that they will fit in all but the smallest elevators for work on upper levels.

The shortest models on the market offer an overall length of just over 1,300 mm while the longest come in at 1,550mm so if length is critical, check the specs.

**Something in between**

For something slightly different we go back to Italy, where Bravisol produce a small range of self propelled mast lifts, that literally fit between the two above. They feature small wheels with a relatively large platform and excellent gradeability, at least in terms of climbing a steep but smooth slope.

Faraone also make a range of Self propelled models that have evolved from its push arounds, and as with the Bravi they fit between the self propelled push around and the scissor derived mast lift.

Manufacturer	Push Around	Self propelled
Genie	Yes	Yes
JLG	Yes	Yes
UpRight	Yes	Yes
Haulotte	No	Yes
Böcker-Alp Lift	Yes	No
Faraone	Yes	Yes
Bill Jax	Yes	Yes (Not CE)
Bravisol	Yes	Yes
Helmut kemkes	Yes	Yes

# What a great show

**The rain just about held off and a record number of visitors attended this years SED. Shame about the traffic!**

**Most exhibitors agreed that this years SED was a success, with over 22,000 visitors entering the show ground, last years record was exceeded by 12 percent. Even the Thursday, often a dreadfully slow day, was busy.**

While the big crane companies once again stayed away and there were some noticeable absences on the access side, there was still plenty to see for Cranes&Access readers. All of the telehandler producers who count in the UK

had large stands with a wide range of equipment and attachments, while a record number of lorry loader manufacturers exhibited.

Key events and exhibits, included the sale of the first 40 tonne telescopic Hitachi-Sumitomo crawler crane to Dunne of Bathgate, an unexpected order according to Rod Abbot of UK dealer NRC and the first UK show for Locatelli, with its 20 tonne ultra compact All Terrain City crane on the Valla UK stand, where the latest



*Russon Access with the Holland Lift range, note the big dual deck*

Valla, a 120 TRX 12 tonne mini, or should it be midi? crawler and new nine tonne 90e industrial crane were on display.

Across the way Unic showed off the prototype 095, ultra mini crawler crane which it claims is the smallest crane in the world. Graham Riley of Unic cranes Europe, told Cranes&Access that while the 095 is suitable for small elevators, it expects the heavier, but equally narrow 295, will remain the better seller.

Another Mini crane range out in force and style was Maeda on the newly named Kranlyft UK stand. The new 4.9 tonne LC785-3 is now CE approved, Paul Rosevere of Kranlyft, said that orders had been received so far for four units.

Vanson Cranes waved the flag for the Tower crane fraternity, with the only self erector on show, a shame given the high levels of interest in this equipment in the UK, no wonder Telehandlers dominate site handling here!

While none of the big four crane makers turned out for the show, Big mobile cranes were represented by Spierings with the 100th SK488-1T4, sold to Chamberlain crane hire and the latest SK599-AT5 sold to City Lifting.

We were also delighted to see that at least one crane hire company exhibited, NMT not only had an excellent stand but also dominated

the skyline with its 350 tonne Demag, equipped with full luffing jib and superlift attachment.

The Platform Company, at its first big show as the Oil&Steel distributor in the UK had a fully stocked stand. The new 1765 Octopussy was on display along with the 35 and 44 metre Eagle truck mounts equipped with roofers and extending platforms. It also showed a new model, the 21 metre Snake boom lift mounted to a 3.5 tonne chassis.

Palfinger Bison attended the show for the first time on the TH White stand.

The Van mounted sector was very much in evidence with Versalift, Gardener Denver, Sky King and new comer Power Lift. Versalift promoted the fact that an



*Genie out in force with new Z135/70 and full display*



*12 m Bobcat telehandler boom*

increasing number of its models do not require Outriggers, while Gardner Denver featured its new TDA145 with 9.5 metres of outreach; both companies had new insulated baskets to talk about. Versalift with its new "walk in" basket and Gardner Denver with a new polyethylene basket, which it claims is almost indestructible.

Self propelled aerials were represented by Genie with its usual impressive display, dominated this year by the new 135/70 articulated boom. The unit at the show, the first to arrive in Europe was quickly sold to Paul Richards of Hi-Reach, the Swindon based hire company. JLG was over in the telehandler section with the new Liftlux 153-22 making its worldwide debut.

Russon Access had an impressive display of Manitou booms and Holland Lift scissors, seeing the two brands alongside each other confirms how well matched they are in terms of quality and design.



**Unic 095 the smallest mini crane in the world**

Easi UpLift took a stand for the first time as the UK/Ireland distributor for Aichi and showed both crawler and wheel mounted models. With new owners Toyota investing heavily in the Aichi business watch this space!

Trailer lifts were not so well in evidence this year. Promax Access exhibited Dino for the first time as its UK dealer. Palfinger Bison also showed its 12 metre unit and SEV-Aerial was back in force supported by its new owners Tanfield. An Iteco scissor lift,



**The NMT Demag with full boom and luffing jib could be seen from miles around**

which SEV represents in the UK, was included on the stand

As we have already indicated, telehandlers were much in evidence, the most newsworthy item, was possibly the surprise appearance of a new Telehandler on the Galaxy-Lionlift stand. The model, on display a GH40-07 seven metre, 4,000 kg unit, is one of a range of four. The new product is part of a grouping of three or four Italian producers including Rigo, the crane maker which is marketing the product under the Alta brand name.

Manitou, Merlo, Caterpillar, Bobcat, Dieci, JLG, JCB, Genie and Terex all had stands, Merlo showed off its new Panoramic line along with a dazzling array of attachments and options. Manitou had its heavy duty model MHT 10160L on display with the other end of the spectrum represented by the Manitransit TMT 320-3 as sold to the Royal Lifeboats.

Lorry loaders were, as we have already said, well represented, with Atlas, Hiab, Fassi, Pesci, HMF, PM, Cormagh and Palfinger all present.

The Hiab Vertical challenge attracted a good number of experienced lorry loader operators, the fastest time this year was an incredible one minute and 35 seconds by Alan Bates, from Mitchells of Horley.

The modest Vertical Press/ Cranes&Access stand had a regular stream of visitors.

To be honest we were taken by surprise and the team had difficulty getting around all of the stands. We did manage it though and you can see a few pictorial highlights from the show on these pages. For more pictures take a look at our on line "visual tour of SED" on [www.vertikal.net](http://www.vertikal.net) posted May 21st.



*Cormagh's over centre loader crane*



**Top of the CAT range the 17m TH580B**



**The Cela TJ170 on 3,500kgs Cabstar offers 17m Work height with 3m jib.**



*Like father like son, Harry and Fergus McArdle of Easi Uplift with Aichi booms*

*Dave Stiano of Sky King(L) with John Ball of Easi UpLifts and the new Skyking GSR 198PX 3.5tonne truck mount*



The 4.9 tonne Maeda LC785 Now CE approved



The new Ravan/Raymond tower crane cab on the Vanson crane stand



Facelift and its new bus



In the VerticalChallenge, Alan Bates achieved the fastest time of the three days, with a minute and 35 seconds L-R) Ismo Leppan-Hiab, Andy Cambell-Millennium Lifting (runner up day one), Jackie Hanford-SED, Alan Bates, -Mitchells of Horley and Leigh Sparrow



NMT flew the National Crane Hire flag



Leigh Carter of Fassi and F235.AXP26 an SED award for excellence winner



The roofers platform option on the Oil&Steel 35m Eagle truck mount.



(L-R) Andrew Tutt (Chamberlain) - Bob Bruijsten (Sales Spierings UK) - Trevor Jepson (City Lifting) - Leo Spierings (Owner)



16,000kg Manitou MHT 10160L-A



Gardner Denvers new TDA 145



NMT the only crane hirer at SED

First showing of the Galaxy telehandler range



Versalift increasing the range of models which do not use outriggers



THW white launched Palfinger Bison



Steve Hadfield of Ranger Equipment with Ivan Zwijnenburg of Italmec







*Manitou demonstrates its roof truss hook.*



*Peter Hird shows how easy it is to use the 20DTRX with remote controls*



*The worlds first Hitachi Sumitomo SCX400T sold to Dunne Group Ltd, Gordon Dunne (L) seals the order with Rod Abbot of NRC at SED*



*First showing of the JLG Liftlux 153-22 folded for transport*



*HSE Stand with Platform Company scissor with pipe placement attachment*



*Power Lift Van mount*



*Russon Access with L-R Christian Lajous, Allan Russon and Dave Fearless*



*The new Merlo Panoramic 35-12k with bucket*

*Aerial and Iteco on the SEV stand*



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# Plant shutdown lifting and access

**This time of year many industrial plants are finalising plans for annual summer shutdown work. While most employees go off on holidays, production engineers and plant maintenance staff look to capitalise on the empty buildings to change out older equipment, move tools and fixtures or simply carry out refurbishment that would be disruptive when the plant is operational.**

**We take a brief look at some of the lifting and access equipment available and some interesting industrial applications that might give you an idea or two.**

## Lifting

The moving of machine tools and production machinery, presents some of the toughest challenges for the lifting professional. Every job is different and presents new challenges, access to the load is often congested, with height, weight and width restrictions. The load to be lifted is often surrounded by other equipment creating an obstacle course just to get into position. Add to this the most common limitation, Headroom, and you gain respect for those who specialise in such lifting.

The choices, of what equipment to use, while limited, is still as wide as your imagination and knowledge. In addition to smaller All Terrain city cranes, which can be used in larger buildings, the options include, industrial pick and carry cranes,

*Top of the tree the Valla 90e Electric crane can carry 90 tonnes*



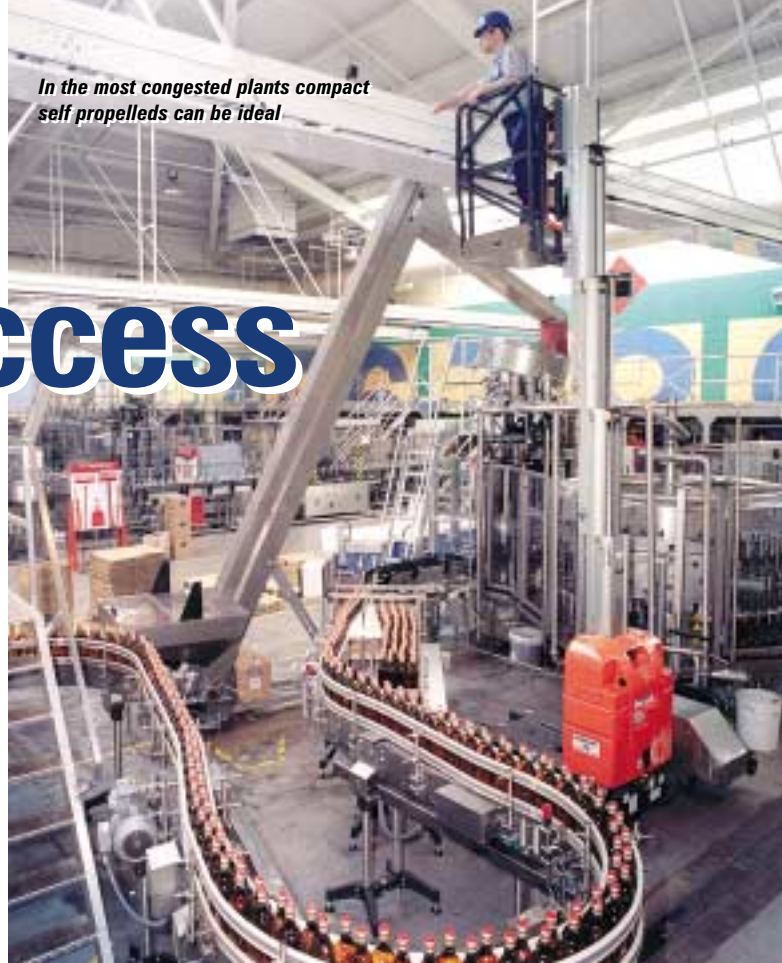
articulated lorry loader cranes on special chassis, mini crawler cranes, mobile lifting gantries, jacking systems and custom designed solutions, not to mention telescopic handlers.



*Ainscough has bought two new 10 tonne Ormigs*

Industrial pick and carry cranes are making a bit of a come back in the UK, with products mainly coming in from Italy, where for some reason there are a large number of manufacturers. Valla UK, has done a great deal to "pioneer" Italian industrial cranes, especially the smaller electric powered models. Valla has also developed a range of rubber tracked models, the TRX models at bequest of Valla UK. Both crane types offer compact dimensions and are highly manoeuvrable, ideal for machinery moving.

A more recent entry into the UK market is Ormig, which tends to specialise in medium to larger pick and carry cranes. Peterborough based Crowland cranes represents Ormig and has recently delivered two ten tonne battery powered cranes to Ainscough Engineering Services Ltd, both are equipped with hydraulic fly jibs offering three



*In the most congested plants compact self propelled can be ideal*

tonnes lifting capacity or forks with up to 4.8 tonnes capacity. Ainscough has grown significantly in the industrial lifting market this year following its purchase of Vanguard Industrial.

Grove, which started out in 1947 building industrial cranes, still markets them in the USA and is now considering reintroducing them to Europe. It is test marketing the latest Yard Boss range in Germany and if it goes well will look to actively market them in the rest of Europe.



*A typical shifting job*

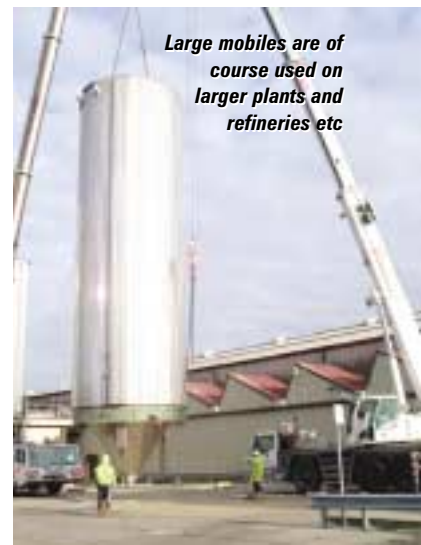
A more recent product that is increasingly used in machinery movement is the mini crawler crane. The larger units are well worth looking at to solve difficult to reach lifts. While the maximum capacities might not impress, they can get right up close to a piece of machinery and have extremely low ground bearing pressures. They can even be taken to upper floors to approach a tough lift from above, if floor loadings permit.

Moving away from mobile cranes a whole range of lifting gantries and jacking systems are also available.



*A Valla demonstrates a tough restricted headroom lift at Drax power station*

Companies such as LGH and Hydraspex specialise in this type of equipment, although many industrial installation and moving contractors also use this type of lifting gear.



*Large mobiles are of course used on larger plants and refineries etc*

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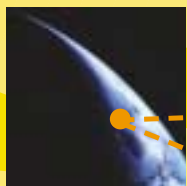
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There was Barely an inch of headroom for this lift.

**Tight as it gets**

A recent job at the London science museum best demonstrates the clever use of jacking gantry systems for machinery moving. A ten tonne steam engine needed to be removed. However a massive flywheel protruded down from the floor above leaving only an inch or two of clearance above the engines large steam chest.

The solution was to create two 4100 hydraulic gantries, each one comprising two Megalift jacks joined by an overhead I beam. The gantries were set up one either side of the flywheel. Four sets of lifting chains were then slung from the I beams on large rings that rested on roller type skates running on the top of the beams. The lifting chains were attached to the four corners of the steam chest and the

A simpler self propelled platform from Mobilon



weight taken. The Bolts were removed from the flanges on the six legs that supported the steam chest and it was gently rolled along the beams on the skates. When clear of the rest of the engine it was lowered to the ground. With the steam chest removed the rest of the job was easy.

**What about access equipment?**

When it comes to Access equipment that can cope with the same congested areas, there is an even wider selection of equipment, ranging from the single person lifts covered in our feature on page 17, to narrow aisle articulated booms that offer up to 10 metres platform height, to self propelled mast



The biggest scissors are ideal for some applications, here a 19m Holland lift (red) and 22m Liftlux

booms which now reach 12.5 metres, often with respectable outreach, to massive battery powered scissors that exceed 22 metres, to narrow atrium boom lifts that reach up to 42 metres or simplest of the lot, aluminium tower systems and derivatives.

For the tallest jobs The crawler or trolley mounted atrium type booms can reach most industrial jobs, some have simple straight booms, while others offer articulated up and over reach. The versatility of these units is incredible, with the ability to climb stairs or escalators and pass through regular door ways.

More typically though, heights in many industrial buildings are 10 metres and lower, The small narrow aisle self propelled boom lifts, that feature dual arm risers, telescopic

booms and articulating jibs, some of which rotate, are able to get in almost anywhere. Most rental companies run at least a few of these lifts, which are usually electric powered with non marking tyres and overall widths in the 1.2 metre range. These lifts are heavy though, up to six tonnes. If you can manage with 1.5 metre wide lifts, models are available for a lot less money and with gross weights in the region of three tonnes.

Mast booms which feature a telescopic mast and top mounted jib are also well suited, to shut-down maintenance, while not



Telescopic lifting gantries are highly versatile for industrial moving.

offering as much outreach as the booms, they are significantly lighter, often a third of the weight, and are just under a metre wide. The platforms are best suited to one person, although most will take two.



40/45 ft articulated booms are widely used, note the rotating jib

Scissors of course are often the mainstream access product for shutdown work, running from the small 12 ft/4m mast type models right up to 20 metres or more.

One thing to consider in a shutdown project with very tight deadlines is battery life, if two or three shifting. While the latest electric scissor lifts are significantly more efficient, a 16 hour plus work day can not only deplete the batteries but might well leave insufficient battery charging time.



## micro Scissors




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# cranes & access

## UK & IRELAND DEALER GUIDE

Cranes  
Telescopic Handlers  
Access Equipment  
Lorry loaders  
Accessories  
and safety gear

[www.vertical.net](http://www.vertical.net)

2005



For the first time in over two years we bring you the Cranes&Access UK & Ireland dealer guide. It is our intention to publish this guide annually, in the interim we will maintain and develop it live on line as part of [www.vertikal.net](http://www.vertikal.net). The intention is that this serves as a comprehensive guide to distribution coverage in the UK and Irish markets for the products that we cover.

- Cranes
- Telescopic Handlers
- Access equipment
- Lorry Loaders
- Accessories and safety gear

We have found that to do this in as much detail as we would like is almost a never ending task. In the spirit, that in order to get a good project going, a time must

come to call "Cut and print" here is our first edition.

The guide is designed as a pull out and keep insert. We would very much appreciate your input and comments as well as updates, correction and contributions. Please email them to [Info@vertikal.net](mailto:Info@vertikal.net) with "UK dealer guide" in the subject box, or send us a fax or letter to the addresses listed at the front of the magazine.

## Aerial Lifts

Manufacturer / Brand	European HQ Master Dealer	UK Distributor	Ireland Distributor	UK Telephone	Ireland Telephone	Product
Aerial	UK	SEV	SEV	0191 4871311		TR/VE
Aichi	Holland	Easi UpLifts (Aerials)Ltd	Easi UpLifts (Aerials)Ltd	00353 1852835	01835 2835	SP
Airo	Italy	No dealer	No dealer	0039-0522977365		SP
Alimak	Sweden	Alimak-Hek UK		01933 354700		H
Altec	USA	PJ Allen	PJ Allen	01858 469400		VE
Barin	Italy			0039-495971300		VE
Basket	Italy	Promax	Promax	01226 716657		SP
Bil Jax	USA	wanted	wanted	001 419445 8915		TR/P
Bison-Palfinger	Austria	TH White	Palfinger Ireland	01380 722381	0506-52525	VE/TR
Bison-Palfinger		Outreach Scotland		01324 889000		VE/TR
Bizzocchi	Italy	PJ Allen		0039-0543465427		VE
Böcker	Germany	Pfaff-silberblau Ltd.	Pfaff-silberblau Ltd.	0151-6090099	0044 1516090099	P
Bravi	Italy	wanted	wanted	0039-0717819090		SP/P
Bronto	Finland	Blueline Access Ltd		01926-484173		VE
Cela	Italy	Promax	Promax	01226 716657		VE
Condor	Time Denmark	Versalift UK	Versalift UK	0153-6721010	0044 153-6721010	O
CTE	Italy	CTE UK Ltd	CTE UK Ltd	01924 268103	0044 1924 268103	VE
Custers	Holland	No dealer	No dealer	0031478 553000		TR
Delta	Now JLG	JLG UK		0870 2007700		O
Denka	Denmark	Facelift		01444 882127		TR/VE
Dino	Finland	Promax	Promax	01226 716657	0044 1226 716657	SP/TR
Electroelsa	Italy			0039-0577984364		MC
Esda	Germany	wanted	wanted	0049 55138590		VE
Falck Schmidt	Denmark	direct	direct	0045-66131100		SP/VE
Faraone	Italy	Max Access		01865 373566		SP/P
Fraco	Canada	Universal Sky Platforms	Universal Sky platforms	020 88854442	0044 20 88854442	MC
Gardner Denver	UK	Gardner Denver UK	Gardner Denver UK	01274 683131		VE
Gardner Denver		Outreach Scotland		01324 889000		VE
Geda	Germany	Haki Ltd	Haki Ltd	01827 285525	0044 1827 285525	MC/H
Genie	Genie Europe	Genie Europe	Genie Europe	01476 584333	0044 1476 584333	SP/TR/P
Goian	Spain	wanted	wanted	0034 902 365284		MC
GSR	Italy	SkyKing	SkyKing	01536 403140	0044 1536 403140	VE
Haulotte	Group HQ	Haulotte UK	Haulotte UK	01952 292753	01952 292753	SP/TR/P
Hek	Holland	Alimak-Hek UK	Alimak-Hek UK	01933 354700	0044 1933 354700	MC
Hinowa Gold lift	Italy	APS	APS	01480 891 251	0044 1480 891251	SP
Holland Lift	Holland	Russon Access	Russon Access	01384 482492		SP
Isoli	Italy			0039-0499438611		VE
Italmecc	Italy	Ranger Equipment	Ranger Equipment	0870 2255554		SP
Iteco	Italy	SEV	SEV	0191 4871311	0044 191 4871311	SP
JLG	Amsterdam	JLG UK	Access Platform Sales	0870 2007700	074 9721017	SP/TR/P
Kesla	Finland	AJ Access Ltd	Height for Hire	01291 423930	01835 2835	SP
Kreitzler	Germany	No dealer	No dealer	0049-2302698418		SP
Leader	Italy	wanted	wanted	00390 522619270		VE
Leguan	Finland	APS	APS	01480 891 251		SP
Lehmann	Berlin Germany	wanted	wanted	0049-4884903131		SP
Liftlux	Now JLG	JLG UK	JLG UK	0870 2007700		SP
Lionlift	Italy	wanted	wanted	00390522 237730		SP/VE
Maber	Italy	Immer Direct UK	Immer Direct UK	01902 353252		MC
Manitou	France	Russon Access	NA	01384 482492	0044 1384 482492	SP Booms
Manitou	France	Manitou Sitelift Ltd	Manitou Sitelift Ltd	01202 825331	0044 1202825331	SP/TR
Matilsa	Spain	wanted	wanted	0034-976535093		SP/TR
MEC	MEC Europe	Wanted	Wanted	0031-786521765		SP
Moog	Germany	direct	direct	0049-755593327		VE
Nifty	Niftylift Ltd	Niftylift Ltd	Aerial	01908-223456	0044 1908 223456	SP/TR/VE
Oil&Steel	Italy	Platform Company	Cherry Picker	0118-9401739	01 8354788	SP/VE
Oil&Steel	Italy	Oil&Steel UK Ltd		020 78712700	0044 20 78712700	SP/VE
Omega	Holland	direct	direct	0031-174525998		SP
Omme	Denmark	APS	APS	01480 891 251	0044 1480 891 251	SP/TR
Oxley group	Italy	wanted	wanted	00390 171857036		SP/VE
Pagliari	Italy	direct	direct	0032- 477 555 667		VE
Palazzani	Italy			0039-0306857073		SP
PB	Germany	Materials Movement Ltd	Materials Mov.Ltd	00353 18241893	01 8241893	SP
Power Lift	UK	Powerlift UK Ltd	Powerlift UK	01480 407771		VE
RAM	Italy	Gardner Denver	Gardner Denver	01274 683131		VE
Ranger	UK	Ranger	Ranger	0870 225 5554		SP
Rovers	Italy	wanted	wanted	0039-0897724134		MC
Ruthmann	Germany	ASI	ASI	0871 8714284		VE
Scanclimber	Finland	Scanclimber (UK) Ltd	01505 702600	01505 702600		MC
Simon	Genie Europe	Genie UK	Genie UK	0147-65843350		O
Skyhigh	Antwerp	Gardner Denver	Gardner Denve	0032-34701800		SP/TR/VE
Skyjack	Skyjack Europe	Skyjack UK	Skyjack UK	01691 676235		SP
Skyking	UK	SkyKing	Skyking	01536 403140		VE
Snorkel	Holland	APS	APS	01480 891251	0044 1480 891251	SP/TR

## Aerial Lifts

Manufacturer / Brand	European HQ Master Dealer	UK Distributor	Ireland Distributor	UK Telephone	Ireland Telephone	Product
Socage	Italy	wanted	wanted	390 59902656		VE
Tadano	Germany	direct	direct	0049 9123 185-0		SP
Teupen	Germany	Wanted	Wanted	0049-256281610		SP/TR/VE
Toucan	Now JLG	JLG UK		0870 2007700		O
UpRight	Ireland	UpRight UK	Upright Ireland	01925-685200	01 620 9300	SP/TR/P
Versalift	Denmark	Versalift UK	Versalift UK	01536 721010		VE
Wumag	Germany	SkyKing	SkyKing	01536 403140	0044 1536 403140	VE

## Alloy Towers

Manufacturer / Brand	European HQ Master Dealer	UK Distributor	Ireland Distributor	UK Telephone	Ireland Telephone
Aliscaff	UK	Aliscaff Ltd.		020 8808 5005	
Alto	UK	Alto Tower Systems Ltd	Carey Lifting Gear	01527 596644	01 4567773
Altrex	UK	Not interested		NI	
Euro Tower	UK	Euro Tower Ltd		01604 644774	
Frigerio	Italy			0039-035525115	
Layher	Germany	Layher Ltd	Layher Ltd	01462 475100	
NSG-Eiger	UK	NSG	NSG	01244 833100	
Svelt	Italy	wanted	wanted	00 39035681663	
Turner Access	UK	Turner Access	Turner Access	0141 309 5555	
UpRight	Ireland	UpRight UK	UpRight Ireland	01925-685200	01 620 9300
Youngman	UK	SGB Youngman	SGB	01621 745900	01 834 0707
Zarges	Germany	Zarges UK Ltd	Zarges UK Ltd	01908 641118	0044 1908 641118

## Cranes

Manufacturer / Brand	European HQ Master Dealer	UK Distributor	Ireland Distributor	UK Telephone	Ireland Telephone	Product
Arcomet	Belgium	Airtek cranes Ltd	Airtek Safety ( Ireland) Ltd		01252 360550	T
Benezato	Italy	Falcon Crane Hire	Quality Hire	01362 821048	01 4010111	T
Bluelift	Italy	wanted	wanted	00390 541756872		Mic
Böcker	Germany	Pfaff Silverblue	Pfaff Silverblue	0151-6090099		A
Demag	Germany	Terex Demag UK	Terex Demag UK	020-82317400		M
FM Gru	Italy	wanted	wanted	00390 523510446		T
Grove	France	Grove Europe	Grove Europe	0191 5222000		M/1
Hitachi-Sumitomo	Holland	NRC	NRC	01375 361616		C
IHI	Japan	AGD Equipment Ltd	AGD	01789 292227		C
Imai	Italy	direct	direct	00390 438430171		Mic
Jaso	Spain			0034-943187000		T
Kato	Kranlyft Sweden	Kranlyft UK	Kranlyft UK	0117 9826661		M
Kegiom	Italy	wanted	wanted	00390 143822031		Mic
Kobelco	Holland	Kobelco cranes Europe	Kobelco cranes Europe	01473 716302		C
Kroll cranes	Denmark	direct	direct	00 454818 7400		T
Liebherr	Germany	Liebherr GB	Liebherr GB	01767 602167		M/C
Locatelli	Italy	Valla UK	Valla UK	01482 227333		M
Maeda	Kranlyft Sweden	Kranlyft UK	Kranlyft UK	0117 9826661		Mic
MAN Wolffkran	Germany			0049-713198150		T
Manitowoc	France	Manitowoc-Potain UK	Potain UK	01895 430053		C
Ormig	Italy	Crowland cranes	Crowland cranes	01733-210561		I
Peiner	Germany	Select Plant	Select	01375 390666		T
Potain	France	Manitowoc-Potain UK	Potain UK	01895 430053		T
PPM	France	Terex Demag UK	Terex Demag UK	0186-9232443		M
Raymond	Italy	Vanson Cranes		01476 861011		T
Rigo	Italy			00390 456861500		M
Sennebogen	Germany	EH Hassell & Sons		01782 644299		C
Spierings	Holland	Spierings Holland	John Rome	0031-412626964		T/M
Tadano-Faun	Germany	Cranes UK	Cranes UK	01226-731500		M
Terex	Germany	Terex Demag UK	Terex Demag UK	020-82317400		M/C/1
Terex Comedil	Italy	Select Plant	Select	013575 390666		T
UNIC	Unic cranes Europe	Unic Cranes Europe	Unic cranes Europe	01844 202071		Mic
Valla	Italy	Valla UK	Valla UK	01482 227333		I/Mic
Vanson	UK	Vanson Cranes		01476 861011		T

## Lorry Loaders

Manufacturer / Brand	European HQ Master Dealer	UK Distributor	Ireland Distributor	UK Telephone	Ireland Telephone
Amco Veba	Italy	Tip N Lift		01473 747222	
Atlas Terex	Germany	Atlas Terex UK	TBF Thompson Plant Ltd	0870 0556700	01 6715711
Cormagh	Italy	Earnest Doe		01245 380311	
Effer	Italy	Preffered Ltd. (marine)	wanted	01634-297733	
Fassi	Italy	Fassi UK		01926 889779	
Hiab	Finland/Sweden	Hiab UK	Cahir House Machinery Ltd	01691 623100	052 41 300
HMF	Denmark	HMF UK Ltd		01733 558145	
Palfinger	Austria	TH White	Palfinger Ireland	01380 722381	0506-52525
Palfinger	Austria	Outreach-Scotland		01324 888900	
Pesci	Italy	Crane Sale Ltd		0161 272 6699	056 31332
PM autogru	Italy	Technocrane Ltd.	Looby Bros Johnston Ltd.	01246 856900	
Penny Hydraulics	UK	Penny Hydraulics		01246 811475	0044 1246 811475



### Aerial lifts

TR	Trailer lifts
VE	Vehicle mount
SP	Self Propelled
MC	Mast Climber
H	Hoist
P	Push around
O	Out of production

### key

#### Cranes

M	Mobile
T	Tower
C	Crawler
Mic	Mini Crawler
A	Aluminium

## Telehandlers

Manufacturer / Brand	European HQ Master Dealer	UK Distributor	Ireland Distributor	UK Telephone	Ireland Telephone
Bocat	Belgium	Bobcat Europe	Bobcat Europe	0031-208723 0161	
Caterpillar	Geneva	Finning UK	McCormick Macnaughton	01543 461461	01 464-3500
Claas	Germany	Claas UK	Harvest Machinery	01284-763100	
Dieci	Italy	Dieci Ltd	Dieci Ltd	028 30821230	
Genie	Genie Europe	Genie Europe	Genie Europe	01476 584333	
Haulotte	France HQ	Haulotte UK	Haulotte UK	01952 292753	
JCB	JCB HQ	JCB Ltd	Contact UK	01889 590312	
JLG	Amsterdam	JLG UK Ltd	JLG UK	0870 2007700	
Komatsu	Belgium	Marubeni Komatsu Ltd	McHale Plant Sales Ltd	01527 512 512	087 6474070
Lionlift	Italy	wanted	wanted	00390522 237730	00353-419836522
Manitou	France HQ	Manitou sitelift ltd	Manitou sitelift ltd	01202 825331	
Merlo	Italy	Merlo UK Ltd	Merlo UK Ltd	01425 480806	
Terex		Terex compact		02476 339400	
VHS Manirail	Holland	direct	direct	00 31497 331033	

## Lifting Gear

Manufacturer / Brand	UK Distributor	Ireland Distributor	UK Telephone	Ireland Telephone	Product
Al-Vac	Al-Vac uk Ltd		0870 2418772		KL
Energac	Energac Ltd	Energac Ltd	1 527 598 900		J
Hydrospex	direct	direct	0031 742422045		G/J
LGH	LGH Megalift		01942 898068		G/J
Liftingsystems	CLAXTON Int'l		01244 661000		G
Probst	Probst UK		01939 235325		KL
Scanlift			01206 396111		
Sumner	Sumner UK	Sumner UK	01952 815730		ML

## Components & Accessories

Manufacturer / Brand	UK Distributor	Ireland Distributor	UK Telephone
Ascorel	Samuel Walker		0161 230 8713
Autec			00390444901000
Boscaro	wanted	wanted	00390 444866520
Casar			00 49 68418091350
Conquip	Conquip		01420 488835
Crosby	Crosby UK		01226 290516
Dakota Shine	Future Products Ltd	Future Products	01935 863377
Deutz	Deutz UK Ltd		020 8781 7246
Dyno	Dyno Belgium		00 3256617977
Eco Outrigger Pads	PLC Sales	PLC Sales	01449 674154
Hatz	Hatz GB Ltd		01455 622100
HBC Radiomatic	Crane Care Ltd	Crane Care Ltd	01213333995
Hetronic	HQ Joysticks Ltd	JMG Systems Ltd	01733311997
Hirschmann	Samuel Walker		0161 230 8713
IGUS	IGUS UK Ltd		01604 490000
Imet	Simal Ltd	Simal Ltd	01663 732496
Knott	Knott Ltd		01283 531541
Kubota	Kubota UK		01844 268151
Loadlift	Loadlift Ltd		01225 671187
Lombardini	Lombardinin UK Ltd		01865 793299
Moba			0049-643195770
Nylacast	Nylacast Ltd		0116 2768558
Optima Batteries	Four Leaf batteries		01953 881330
PAT	Samuel Walker		0161 230 8713
Penny & Giles	Penny & Giles Ltd	Penny & Giles Ltd	01495202000
Rugged Solutions	Rugged Solutions Ltd	Rugged Solutions	0208 2625595
Sarum Mats	Sarum Hardwood		01264 811005
Secatol Skips	Whitney Engineering		01785 282811
Smie	Cranesafe Ltd	Cranesafe Ltd	01483894136
Span Set	Span Set Ltd		01606 737494
Tecsio			00 49695 8060
Tele Radio	Tele Radio Ltd	Tele Radio Ltd	01663732200
Trojan Batteries	Squadron	Squadron	01536 408901
US Batteries	Manbat	Manbat	01743 460790

### Lifting gear

### key

KL	Kerbstone Lifter	G	Gantries
J	Jacking Systems	ML	Material Lift

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# cranes & access

[www.vertikal.net](http://www.vertikal.net)





A rare use of a full lorry loader working in plant, they are usually mounted to special chassis for such jobs.

Solutions to this problem, include operating the unit when plugged in (if not travelling and if the unit is fitted with a line contactor) or renting/buying one of the latest models that thanks to all electric drive can usually cope with such shifts.

**Lower heights are the most dangerous**

With all of the new powered access products available it is easy

to get carried away with the latest 40 metre self propelled lift or 82 metre truck mount etc. The vast majority of routine work, however, is under four metres and is at the lower heights where most accidents occur. Anyone needing to reach 20 metres or more has no choice but to use a purpose built piece of access equipment which is intrinsically safe.

If it is three metres though standing on a chair stood on a

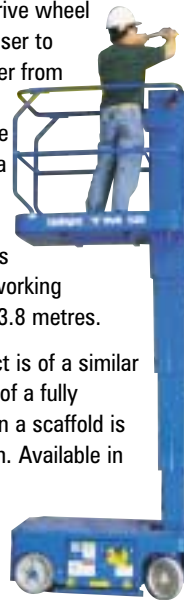
table will do for some and yet a fall from this height can seriously injure and often kills!

A couple of non powered, and yet self propelled work platforms have caught our eye recently. The first, at the ARA is the Crawler, that uses a standard lightweight steel scaffold base with optional extension kit, and features a drive wheel that allows the user to relocate the tower from the platform.

The power source for the wheel is a simple cordless electric drill. The device works well and offers working heights of up to 3.8 metres.

The other product is of a similar nature but more of a fully featured unit than a scaffold is made by Mobilon. Available in

UpRight International TM12



The narrow 30/34 booms are designed for in plant work.

four heights with up to five metres working height, it comprises an anodised aluminium tower with a similar front drive wheel, In this case the wheel is powered by a foot pedal that uses a very simple ratchet drive system.



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- Working heights up to 30 m
- Robust yet lightweight

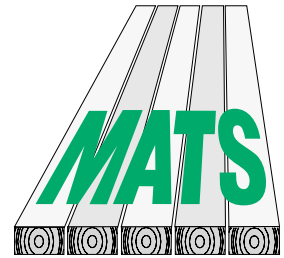





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# Crane across the Tyne

On the night of January 13th of this year, ferocious winds raged across England and were particularly savage in the northeast. A dock crane owned by A&P Tyne Ltd of Newcastle, located at Hebburn dock on the south bank of the river Tyne, was caught in a wind tunnel effect between a ship lying against the quay and a further ship in the adjoining dry dock. The crane subsequently ran away on its rails, hitting the buffers at the end of the pier and toppling over into the neighbouring dock smashing a hole in the concrete quay.

Given the fact that the crane, was on the worst side of 30 years old, it was decided to replace it with a slightly younger model from the mothballed A&P yard in Wallsend, located on the north side of the Tyne.

The Insurer Allianz and loss adjusters, Davies Engineering, coupled with their engineering consultants, R. V. Nicholls & Associates, considered all of the options to transport the 464 tonne

replacement crane, from one dock to the other. R.V. Nicholls & Associates agreed and decided that the most efficient method was to hire the services of Taklift 4, a 1,600 ton floating shearleg crane owned by Smit Heavy Lift Europe based in Rotterdam.

The lift, including slinging and planning, was subcontracted to Clarke Chapman services. The Taklift crane was able to handle the 464 tonne load at up to 50 metres from the front edge of the barge and at a hook height of up to 55 metres.

It was originally planned to remove the dock crane's boom for the trip across the Tyne, in order to reduce the sail effect, given wind conditions in May. However calculations showed that the slinging required to rebalance such a high load would

have been complex and difficult, so the unit was lifted and transported fully intact. The lift finally went ahead on the morning of May 23rd when the weather was good, with a calm river and low winds.



The morning of January 14th revealed the extent of the damage.



Crossing the Tyne, with fair weather

Once the crane was lifted off of the quay at Wallsend, it travelled quickly down river and over to A&P's Hebburn South dock where it was deposited on its tracks at around midday, ready to be prepared for work.



Taklift 4 takes the strain at Wallsend



and carefully down on to the tracks at Hebburn

## Heavy Towers

Two of the largest Potain tower cranes are working on the construction of China's first steel cable-stayed bridge in Nanjing. Bridge number three will also be one of the longest cable-stayed bridges in the world.

Potain has supplied two MD 3600 special application tower cranes to the project, the cranes can lift a maximum of 160 tonnes at up to 18.7 metres radius. Each has been fitted with a 40 metre jib.

The bridge will be supported by two pylons, North and South with

a height of 210 metres. An MD 3600 is assigned to each of the pylons, which they will climb as the construction progresses. The cranes will eventually reach a height under hook of 232 metres.

Each pylon contains 21 steel sections which weigh up to 160 tonnes. Once each section is in position it is connected by bolts, there is no welding, with around 40,000 bolts used to connect two sections. The bridge will ultimately contain 33,000 tonnes of steel and with a total of 89 steel deck sections.

"There were three main factors which affected our decision to use steel on this project," said Yu Li the project manager. "Firstly, steel is a high-strength material that is easy to build with and easy to handle, so we knew we could simplify the construction process. Secondly, there are concerns about the environment in this region and using steel, as opposed to concrete, meant there was a much lower risk of polluting the surrounding environment. And thirdly, we studied other steel cable-stayed bridges – mostly in Japan – and came to the decision that overall it was a more efficient way for us to proceed."



The Potain MD 3600

## Have bridge will travel

Riga-Eisele, a joint venture company owned by Riga Mainz and Eisele of Maintal for heavy crane hire, was faced with a major challenge in May, when it was asked to move a railway bridge near Besigheim, north of Stuttgart. The bridge weighed 325 tonnes and measuring 35 metres long by 12 metres wide, it had to be moved from where it had been assembled, to a location 60 metres away, where a new rail line crosses over the B27 federal highway.

The lift itself was not too onerous and is typical work for the company, but moving it represented some significant challenges, but as if this

suspended from the mast. The load was lifted at a radius of 16 metres, well within the cranes capacity in this configuration of 400 tonnes at 22 metres radius. It took 32 fully laden trucks to deliver the crane.

The combined weight of the Crane and the Bridge was well over 900 tonnes, so once the road was closed on Sunday morning, the 60 metre route, largely on the main road, was covered with a thick layer of sand onto which were laid two tracks of massive wooden beams, creating a pathway for the crane to travel down.

The crane covered the distance without any hitches. A tower crane located next to the road required the crane to travel the last part of



The Liebherr LR750 travels off centre with its 325 tonne load avoiding a tower crane.

was not enough the authorities would only allow the contractor to close the highway for nine hours on a Sunday.

Riga selected its 750 tonne Liebherr LR 1750 crawler crane for the job, rigged with a 42 metre main boom, 31.5 metre derrick mast and a total of 394 tonnes of counterweight, 180 tonnes of it

the way off centre, and then slew the bridge into position, locating it carefully onto its bearings. Once unhooked, the crane returned to its original location for tear down while the road surface was cleared of the sand and wood, all within the nine hour deadline.

A large crowd of onlookers assembled to watch the spectacle.

## Not so heavy

A Manitowoc Model 18000 owned by Dawes Crane & Rigging, a division of All Erection, is working at the We Energies Pleasant Prairie Power Plant. While not lifting the heaviest of loads, it is being used to place 50 tonne Selective Catalytic Reduction (SCR) modules in the centre of the plant, passing over the top of a coal conveyor and avoiding the need to strip out. The modules are placed into very congested areas with close tolerances. The crane, is fitted with Manitowoc's MAX-ER attachment, which boosts capacity from 600 tonnes to 750 tonnes and it is rigged with 80 m of Manitowoc # 55 main boom and 64 m of # 79A luffing jib. The 50 tonne loads are typically being placed at 80 metres. A single lift and placement of an SCR module is taking about 45 minutes in total.



## Rubbish Lift

LGH Megalift, and Mayfield Engineering Ltd, specialists in heavy lifting solutions, recently solved a major problem for Horstmann Group GmbH, installing two 40t Rubbish Processing Vessels at a Waste Processing Station in Tyneside. The vessels segregate household refuse by size, for recycling or disposal, replacing an incineration plant.

Each vessel had to be installed on two pairs of steel support legs, one pair being 8.5mtrs high, the other 7.5mtrs high, to give the vessels the required incline. The two vessels had to be closely situated side by side.

Two mobile cranes were hired in to lift the vessels, however, after several unsuccessful attempts, this exercise was abandoned. Removing the roof was proposed but rejected.

Following a joint engineering study with Mayfield, LGH Megalift supplied 2 x 400t hydraulic jacking systems. The first vessel, without its legs, was moved into position under the first LGH Megalift system and attached to the lifting points at each end, it was then lifted to a height of four metres.

The second LGH Megalift system was assembled beneath the vessel and raised until it took its weight. The first Megalift was then dismantled and removed.

The second LGH Megalift then raised the vessel to 8.6metres so that the legs could be attached. With the legs held clear of the floor, the lifting jacks were winched forward on rails and the vessel lowered onto the longer front legs enabling locating bolts to be fixed. With the front now secured, the leading LGH Megalift jacks were lowered, moved back along the rails close to the trailing jacks and extended to support the vessels underside.

The rear end of the vessel was then lowered by all four jacks, until its legs made contact with the ground, completing the installation. The operation was replicated with the second unit. The entire project took four days to complete.



The Manitowoc 18000 equipped with Max Er heavy lift attachment, 80m of main boom and 64m luffing jib.

The Smits spreader can cope with a mix of empty and laden containers



# Port increases container moves by 30 percent

The use of a unique twin container spreader with fore and aft adjustment to cope with listing, has increased productivity by over 30 percent at the port of Rauma.

The Port of Rauma is the largest port in Finland for forestry products, such as paper, which represents over half of the ports 6.3 million tones of cargo. The number of containers that the port is handles though is rising rapidly from the 130,000 TEU's (Twenty foot equivalent) this year.

In order to cope with the rise in container traffic the port ordered an additional Gottwald HMK 300E, 100 tonne mobile harbour crane. At the same time the port management studied the container loading/unloading process in an

attempt to find ways to improve efficiency. It soon became clear that the most significant problems were caused by listing.

- In loading and unloading feeder vessels the vessels list several degrees during the operation.
- Due to this the container is not parallel to the vessel's hold which causes friction between the spreader or the box and the cells.
- The same problem occurs when loading containers to the weather deck of a Ro-Ro vessel when the Ro-Ro cargo is loaded at same time

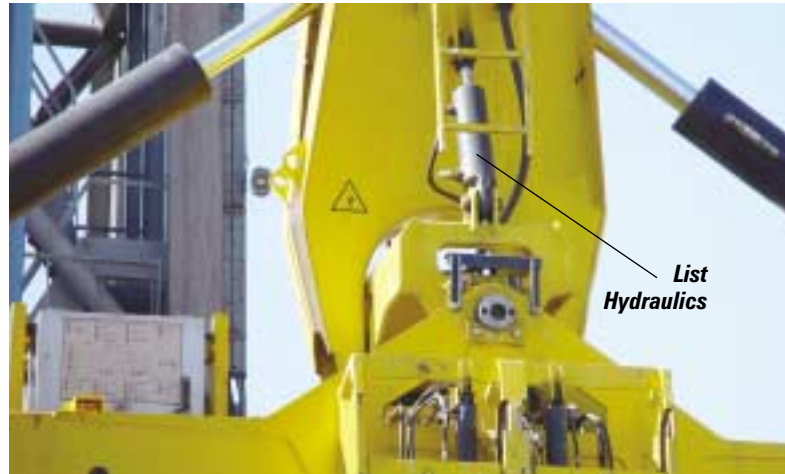
The Port of Rauma increased efficiency by 30% with the VDL Smits CH 6600 TA.FT spreader



The Port had an old prototype spreader that included a lateral adjustment feature to cope with listing, but it could only handle single 20ft containers and the Swedish company that had built it was no longer in business. The Rauma managers realized that if they could find a spreader that combined the ability to adjust to the listing of ships as well as handle two unequally loaded containers at once,

Netherlands, it said yes and designed a spreader to do the job. The first attempt was too heavy, the Gottwald cranes are limited to 63 tonnes at 32 metres on high hoist speed. So Smits took another look at the design, while Rauma realized that it could manage with 25 tonne averages on dual container lifts.

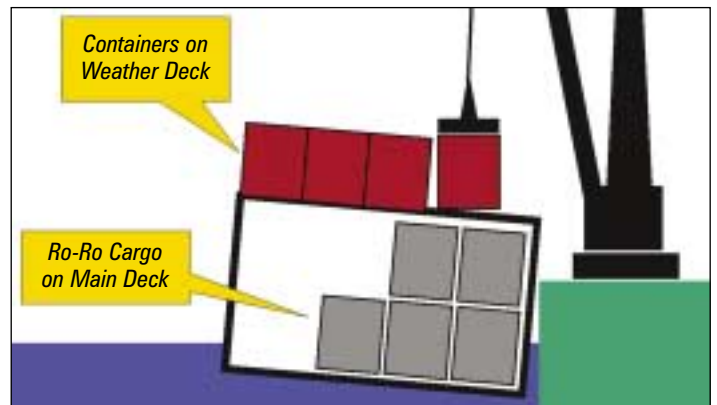
Smits finally came up with the CH 6600 TA.FT a fixed twin spreader with both horizontal and traversal



significant gains in container handling efficiency would come.

So in 2002 to 2003 Rauma contacted a number of spreader manufacturers and was disillusioned by the

adjustment. The spreaders total weight is now under 15 tonnes and will handle two 25 tonne containers. The first unit has been used since late last year, and has increased the



responses which included the usual string of excuses, including:

- "A List function is not necessary"
- "A List function will make the spreader unstable"
- "This feature has never been requested"
- "The problems can be solved by training your crane operators"
- "Order 100 units and we will do it!"

Eventually Rauma came across VDL Smits Spreader Systems in the

number of containers handled an hour by 30 percent.

In addition to the idea working in practice, Rauma claim that it has benefited from a measurable reduction in box damages and that its crane operators have not only accepted the new spreader, but are very positive about it, a highly important factor. The gains are so significant that Rauma has ordered a second CH6600 spreader for delivery this summer.

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# Five-A-Day

**Every year in the UK there are over 2,000 incidents involving 'Bridge Bashing', which equates to an average of over five a day.**

One of the main causes of these accidents is the failure of lorry loader operators to correctly stow their cranes for travel. This is the operator's responsibility and the potential effects of such negligence run from major inconvenience, such as creating delays on the road and rail networks, to serious risk to personal safety, not only for the driver and the pedestrians in the vicinity of the accident, but also the possibility of causing the derailment of a train, which would have disastrous consequences.

The estimated cost of a bridge bashing incident is considerable, with repairs sometimes reaching over one million pounds. Add to this the various hidden costs associated with this kind of accident – increased insurance premiums, personal injury claims, the cost of management time spent on dealing with the administrative aftermath, disgruntled customers resulting from the late or non-delivery of goods – and it's easy to see why an incident such as this could prove ruinous for any business.

The legal obligations with respect to Bridge Bashing are made clear by the requirements stated in the Road Vehicles (Construction and Use) (Amendment) Regulations 1997:-

1. From the first of October 1997, all relevant vehicles over 3 metres in height must have a notice in the cab indicating the vehicle's normal travelling height.
2. From the first of April 1998, all relevant vehicles put on the road for the first time, must be fitted with devices to warn the driver that the travelling height stated on the notice in the cab, has been exceeded.
3. From the first of October 1998, all relevant vehicles first put on the road after the first of April 1993 must be retro-fitted with devices to warn the driver that the travelling height stated on the notice in the cab, has been exceeded.

In addition to this, for CE marked machines, the European Standard for Loader Cranes (BS EN12999) calls for an indicator to warn the operator when the crane height exceeds a predetermined maximum.

So why do these accidents occur at such an alarming rate when the problem of incorrect stowage of the

loader crane is properly recognised and even legislated for?

Unfortunately the answer to that lies with the operator and more often than not, the insufficient training that he/she has received. For this reason, the ALLMI Training scheme devotes an entire module to the subject of stowing and securing the crane for travel. Clearly warning devices without the knowledge and training simply do not work.



*In this incident the driver was in a hurry and said he forgot to put the crane in the transport before leaving the site... He hit the bridge at 56mph and both front tyres blew out causing him to loose control, skidding down the road to it's final resting place.*

## ALLMI train 46% more in 2004

ALLMI saw its training levels soar by 46 percent in 2004, with over 2,200 operators gaining the ALLMI card. The upward trend in activity has continued into 2005, general manager Tom Wakefield said 'We're extremely pleased with the take up of the ALLMI Training scheme. I believe it reflects the quality of the training programme and the fact that the customers appreciate that it is developed by people who specialise in lorry loaders. The scheme will go from strength to strength.'

The ALLMI training programme is the only lorry loader training programme in the UK to be commended by the Health & Safety Executive.

## Transloader invest in ALLMI training facilities.

Transloader Services, the ALLMI Training Provider based in Hertfordshire, has opened a new purpose built classroom facility specifically for training. In addition, the company has invested in a brand new training vehicle. Installed onto an Iveco truck, the rear mounted Fassi F45A-21 is equipped to handle most attachments including a Clamshell bucket and Brick Grab, both with rotator.

Traditional manual controls are fitted to the side of the vehicle with the additional option of full Scanreco radio remote control. The vehicle will be used at the company's Harpenden training base, but will also be available for on site training sessions nationwide.

*Bob Oakes holding a course with the new ALLMI training vehicle*



*The ALLMI stand at SED*

## ALLMI at the SED Show

Another first for ALLMI, was a stand at the SED show in Milton Keynes in May. The stand, manned by General Manager, Tom Wakefield; was similar fashion to the ALLMI presence at the Commercial Vehicle show. The main focus was on the ALLMI Training scheme as well as the technical documents produced by the ALLMI Technical Standards Committee.

There was a high level of interest in the ALLMI Operators' Forum, which is a new division of the Association currently being formed specifically for owners of lorry loaders. An inaugural meeting for the Operators' Forum has already been attended by several interested parties, but due to the increased level of interest from companies representing a broad range of industries, the next meeting will be held on a much larger scale and will provide companies with the opportunity to become a founder member of the Forum.

# High Glass

A new book, "Guidance on glazing at height" caught our attention, given the increasing use of access equipment for such work.

This is a superb publication, with 206 pages of facts and information glass and glazing in high locations such as facades, roofs, canopies etc...as well as glass barriers protecting against falls from high walkways.

The book covers the selection of glass for all these applications and more. It includes examples of risk assessments including forms you can use, the specific criteria to consider and even what sealants to use.

It also goes into long term factors, such as cleaning, maintenance and inspection requirements.

If you are a contractor involved with commercial glazing then this is definitely a book for your office



*Guidance to glazing at height is a thorough guide to glass but short on lifting and accessing it.*

bookshelf. It is also a handy reference volume for serious suppliers to the glazing trade, it will provide you with an excellent understanding of the challenges and risks associated with glazing at height.

In spite of its title, this book does not attempt to offer any detailed information or advice on lifting glass sheets into place or on safe access to the work for the installation teams. While this is a broad subject, I think that at least one chapter on the lifting of and access to glass in high locations would have rounded this book out perfectly.

"Guidance on Glazing at height" is published by CIRIA [www.ciria.org](http://www.ciria.org)

## Pocket sized lifting and rigging guide

The UK's Lifting Equipment Engineers Association (LEEA) has launched a new publication aimed specifically at personnel involved in the test and examination of lifting equipment.

The Lifting Engineer's Handbook is a 128-page, pocket size book that summarises the practical and theoretical information necessary to ensure test, verification and examination procedures are completed to the highest professional standards and in line with the latest UK regulations.

The book combines long-established best practice with relatively modern developments such as risk assessments and method statements. Specific subjects addressed include the principles of verifying equipment, basic procedures for thorough examination, and non-destructive tests.

The Lifting Engineer's Handbook is available direct from the LEEA with prices for non-members start at £20 (including postage and packing), discounts are available for larger quantities and for members of the LEEA. [www.leea.co.uk](http://www.leea.co.uk)

*The Lifting Engineers handbook is a must for serious lift supervisors and appointed persons.*



## Essential Health & Safety guide

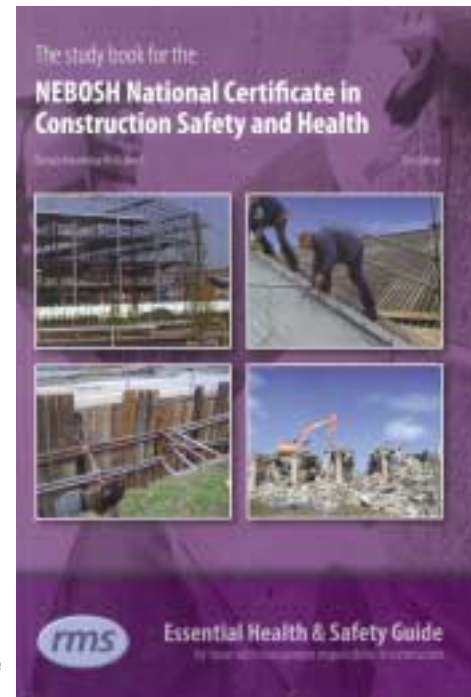
RMS has published a study book to be used with National Examination Board in Occupational Safety and Health (NEBOSH) National Certificate in Construction. The book is an excellent guide to health and safety regulations.

ACT Associates Ltd, in association with RMS Publishing has released a Study Book for the NEBOSH certificate. While the book is intended to be used by those studying for the National Certificate, its 370 pages are packed full of information in a concise and easy to dip into format and would be a useful reference work for anyone who works within or with the construction industry.

The book, which is edited by John Lacey, is made up of 21 "Units" including a unit dedicated to Work at Height (Unit 8), Mechanical Handling/Lifting (Unit 13) and Risk Assessments (Unit 5). While the latest Work at Height Regulations are not included, the unit on work at height is still very comprehensive and covers the essential facets of the new rules.

The book meets the Employment National Training Organisation (ENTO) standards for health and safety at NVQ Level 3. ACT says that the book is also targeted at all those with management responsibility in construction.

The cost of this book is £39.95 plus £3.50 carriage. Discounts are available for a dozen copies or more. [www.actassociates.co.uk](http://www.actassociates.co.uk)



*An essential health & Safety guide*

## One to watch out for

We hope to have the long promised memoirs of Dick Lloyd to review next month, Dick Lloyd spent his life selling cranes and a few access platforms, largely behind the Iron curtain in what now seems a whole world away. Lloyd spent a large portion of his amazing career with Priestman, Coles and then Grove. Always a character, mildly eccentric his book promises to be a must-read.

Lloyd is accepting pre publication orders for the book which should be proofed and ready to dispatch in late July, priced £20 (including packing and postage). His number is 01548 531068



*Dick Lloyd's book, due out next month, is entitled "40 years a salesman"*



# The IPAF Summit and AGM



Tim Whiteman (L) and Pierre Saubot

The formal AGM gets underway

Pierre Saubot with IPAF's Bernard Volut, the new IPAF representative in France



elevating work platforms -  
Operator training (driver).

Whiteman said that IPAF's operator training programme was on course for a record year, with more than 50,000 Powered Access



IPAF President Pierre Saubot with Lars-Peter Godenhielm

were issued in April alone, a new record for the Federation.

At the AGM president Pierre Saubot also paid tribute to long-serving IPAF council member Lars-Peter Godenhielm, CEO of Dino Lift, who is standing down. Steve Shaughnessy, operations director of A-Plant, has taken his place on council.



Lars-Peter Godenhielm with Andrew Reid

Licence (PAL) Cards expected to be issued this year. Over 5,000

The IPAF Council support the PAL card



**The annual IPAF General Meeting and safety summit, moved to Whittlebury Hall, near Silverstone this May. Over 250 access professionals attended the event, that comprised the AGM, the Summit, a champagne reception and dinner. We bring you a brief overview of the event in this four page supplement.**

At the AGM Pierre Saubot, IPAF president confirmed that IPAF met or improved all of its goals, including selling PAC, setting up a five year strategic plan, conducting a members survey and making the federation more international.

Managing Director Tim Whiteman added that other new member services were also being developed. IPAF has signed an agreement with the Institute of Directors (IoD) to allow IPAF members to benefit from the

IoD's Business Information Service free of charge.

"IPAF members are the first non-members of the IoD ever to have access to this world class service and I am delighted that we are partnering with the IoD," said Mr Whiteman.

Other achievements include securing TÜV-certification in February that the IPAF operator training programme meets the new international standard ISO 18878:2004 Mobile

The ladies of IPAF extend a warm welcome (Left to right, Jean Harrison, Margaret Caton, Teresa Carlino, Sue Heath)



# The Summit



Senior Health & Safety Executive officials joined Access professionals and end users at the IPAF Summit "It was a great turnout and the whole event was a tremendous success," said IPAF managing director Tim Whiteman.

Among the attendees was Dr Elizabeth Gibby, director of the HSE's Injuries Reduction Programme. She commented: "The summit was a great opportunity for HSE to share key messages about the regulations. I was delighted that there was such a large attendance. We hope that by supporting IPAF at these

events, we can help its members, and in turn they may help others to understand the legal position in sensible control of the risks from working at height. This, we hope, will contribute to fewer people being killed and injured. I benefited from listening to all the questions that were raised and this will help us ensure that our messages address everyone's needs."

The audience heard Chris Gallagher of the Health & Safety Executive (HSE) allay fears that the Work at Height Regulations, introduced to the UK in April, would complicate lives of powered access users.



*Concentration was intense*



*IPAF MD Tim Whiteman opens the Summit*



*Chris Gallagher, Field Inspector with HSE Safety Unit*



*Is that a crane man? (L-R) Mike Lamb, Nicholas Davin and Carol Reid*



*Any questions? (L-R) Chris Gallagher, Tim Whiteman, Leigh Sparrow*



*(L-R) Robin Bent, Peter Ives and brother, George Lopez, Rupert Douglas Jones & Steve McGill*



*Extra seats were needed for the Summit*



*There were plenty of questions*



*Another question time (L-R) John Robertson, Tim Whiteman, Gordon Leicester, Gil Male*



*Gordon Leicester of Facelift*

**Gil Male, HM Principle Specialist Inspector at the HSE**



*The Claim control team conduct some serious market research*



*(L-R) Alan Hobbs Steve McGill George Lopez*



*Leigh Sparrow of The Vertikal Press*



*Peter Ward of Spanset*



*John Robertson of Time Consulting*



*(L-R) Pasi Uusi Kuitti, Seppo Kopu & Lars-Peter Godenhielm*



*(L-R) Nick Selley, Leigh Sparrow & Pierrick Lourdain*



**The President sets the tone.**



*(L-R) Andy Ainsworth, Mark Pugh, Frank Page & Gordan Leicester*



*(L-R) Russell Bates, Adrian Bolton & Gordon Gedling*



*Thank goodness for a comfortable seat*



**John Nichol, Gulf War veteran**



*IPAF founding MD Paul Adorian with Andrew Davin and Lars-Peter Godenhielm*



*The Van Mil brothers take a breath, its dinner time in Holland after all*

# After the Summit

The IPAF summit was followed by a champagne reception giving delegates a chance to network and finally a dinner with Bob the Cat Bevan as guest speaker.



# IPAF launches online claims management service

**IPAF has struck an agreement with Alphatec Software for members to have free access to an innovative online insurance management system that can help reduce insurance premiums and increase the effectiveness of any claims made.**

**"This new facility is the first step towards IPAF providing full insurance services to our members," said IPAF managing director Tim Whiteman.**

**Preliminary results of our recent member survey put insurance high on the list of services that members would like us to introduce, and so we are acting on it."**

Alphatec's Claim Control is a risk analysis and management system that helps to cut insurance costs and streamline the administration of all types of incidents. It lets users identify, control and manage risk and provides them with the information needed to negotiate lower premiums with insurers. Data entered in the system is



*IPAF is developing full insurance services, says managing director Tim Whiteman.*

password protected and can only be retrieved by the relevant company. Under the agreement all IPAF members can have one free user license for Claim Control, together with standard customer support (response within 3 working days).

Through the use of the software by its members, IPAF will be able to collate anonymous aggregate statistics which can then be used to negotiate block insurance deals for members.



## Harness statement available

IPAF's technical guidance note H1/05/05 on safety harnesses is now available online at [www.ipaf.org](http://www.ipaf.org) or in leaflet form, free of charge from IPAF in Milnthorpe.

*IPAF technical guidance H1/05/05*

## Sliding mid-rails must not be tied

**IPAF has written to all members urging them to ensure that sliding mid-rails are never tied up. This follows concern raised by the Brussels-based committee monitoring the implementation of the EU's Machinery Directive. The committee has expressed concern that the practice is common, even though it contravenes legal requirements.**

IPAF managing director, Tim Whiteman appeared before the Working Group of Committee 98/37/EC concerning Machinery in Brussels on June 8th and gave industry responses to concerns raised, in particular by Sweden's national delegation.

"The committee raised serious concerns about the use of sliding mid-rails but accepted that there was currently no obvious alternative. However, the subject will be reviewed at the next meeting," said Whiteman.

In response to the committee's concerns, many IPAF manufacturing members have placed decals on machines indicating that mid-rails should never be tied open. IPAF is calling for all manufacturers to follow suit and is asking hire companies to enforce the measure.

### Diary date

IPAF will hold a Cocktail Reception for all members at 17.30 on Wednesday 21

September in Maastricht, Netherlands. All members will be invited to attend the event, which takes place the evening before the APEX exhibition and conference.

## Access industry develops Code of Practice for safe use of work platforms

**A new Code of Practice for the safe use of Mobile Elevating Work Platforms (MEWPs) is now out for consultation across the industry. A working group from the Powered Access Interest Group, which includes IPAF, the CPA and the Health & Safety Executive has produced a draft for consultation.**

The Code of Practice is published by the British Standards Institution (BSI) and takes into account three key safety regulations: the Work at Height Regulations; the Provision & Use of Work Equipment Regulations (PUWER); and the Lifting Operations & Lifting Equipment Regulations (LOLER).

It is aimed at equipment managers, operators, trainers and hirers, as well as those who enforce the safety regulations.

IPAF managing director Tim Whiteman said: "This Code of Practice sets the standard for best practice in the safe use of MEWPs. It is a valuable publication, which in due course ought to be on the bookshelf of every platform owner."

The content of the Code of Practice was described by Gil Male, head of the HSE's Engineering Plant Group Technology Unit, at the IPAF Access Summit in May. He said that it offered both information and guidance. Potential hazards faced by users of MEWPs are listed. Guidance is given on managing safety at the worksite, selecting and training operators, planning work, safe positioning of MEWPs and safe operation. There is also guidance on the statutory checks that must be carried out; maintenance and inspection; daily checks; and thorough examinations.

In planning work, users should identify the task to be undertaken, select an appropriate MEWP and carry out a risk assessment. The risk assessment should identify hazards, evaluate the risks and list control measures.

The Code of Practice also recommends the use of a safety harness with adjustable lanyard, adjusted to be as short as possible, when working from a boom lift. This is in line with IPAF Technical Guidance Note H1/05/05 on safety harnesses, published last month and available at [www.ipaf.org](http://www.ipaf.org).

## PDS date

**IPAF's annual Professional Development Seminar will be held on 8 September at the Hilton Hotel in Manchester. The annual event is open to all IPAF instructors upon payment of a registration fee.**

**The seminar lasts for a full day. The programme and registration documents are available at [www.ipaf.org](http://www.ipaf.org)**



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active in training

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Unit 22/23, Progress Business Park, Whittle Parkway,  
Slough, Berkshire. SL1 6DQ.

[www.platformcompany.co.uk](http://www.platformcompany.co.uk)

All training centres above offer IPAF approved and audited courses for Operators of Mobile aerial work platforms, European directives require that all staff are fully and adequately trained in the safe use of the equipment they operate. See [www.ipaf.org](http://www.ipaf.org) for full listing

# Upgrading old indicators

If you have a crane that is ten years old or more (possibly younger) it is unlikely that your load indicator meets the latest regulations such as EN13000. While this in itself is not an overriding problem, the failure of a key component such as the motherboard or display on an obsolete indicator can be expensive in terms of the cost of the replacement parts and downtime.



The Maestro console provides an easy to read display of all required lifting information.

Hirschmann, which took over PAT last year, has a solution in its Maestro retrofit load indicator system. The Maestro features a central unit which will accept all of the data from the cranes old system without requiring any reprogramming or recalibration.

Simply fit the central unit with new in cab console, replace the pressure transducers on the boom lift cylinder

(if necessary, they come as part of the kit), connect up the existing input devices, such as boom length/ angle indicator and anti two block device etc.. and the crane is able to go right back to work. Not only is the turnaround fast, taking only five to six hours, but the crane will now comply with the latest regulations and offer full data logging capability.

The total cost of retrofitting a Maestro is often no more than the repair cost for an old system, if critical components such as the motherboard have failed and a lot less than a complete new system.

The Maestro has been targeted as a replacement or upgrade for older PAT or Demag systems, but Hirschman say that it can also be used as an economical upgrade or replacement for other systems.



The system comprises just three items, the console, the central unit and one or two Pressure transducers. Everything else is reused.

## New heavy duty rotary position sensor for offshore environments

**Penny + Giles has upgraded its SRS880 rugged sealed rotary sensor with optional stainless steel housing. Resistance to corrosion means the sensor, which is larger and more robust, is suitable for heavy duty position sensing applications in offshore and marine environments, where salt water corrosion can be a long-term problem.**

The stainless steel position sensor is sealed to IP68M levels



With an 88mm diameter stainless steel housing and 12mm diameter shaft, SRS880 uses established technology and innovative design features to provide corrosion resistance and maximum performance under extremes of temperature, humidity, vibration and shock.

The sensor which can be used in several crane applications such as hoist drum or slew position indication, can be mounted via three M6 threaded holes in the front face or by three M6 clearance holes through the body. Sealed to IP68M levels it is totally waterproof and is suitable for use in very wet and dirty hostile environments.



The new Nanotag is small enough to be used with smaller lifting gear such as shackles, chains and slings etc..

## An inspection tag for slings

Scafftag, has launched a new ultra compact safety inspection tag which it has dubbed the "Nanotag". The Nanotag tagging system is suitable for the smallest of applications, where dynamic inspection information is required. Applications include the tagging of lifting equipment such as shackles, chains and slings as well as hoses, cables, breathing apparatus and power tools.

As with larger inspection tags it can help ensure that equipment is checked and maintained for use. It confirms that the item has been inspected, when the next inspection is due, and whether or not it is fit for use. By removing the inspection insert from its holder, the equipment is instantly placed into "do-not-use" prohibition status.

The Nanotag is available with various attachment methods including: cable tie, ring, rivet and screw attachment all accommodated within one system. The tags are high visibility, weatherproof, UV protected, and durable enough to withstand the toughest industrial environments. A chip is also available for the tags so that they can be used with the company's Safetrak system that uses a small hand held scanner to check, confirm and update records on the items status and inspection record.

## New grade chain fittings can be used for grade 8 or 10

**The new Crosby 8/10 Chain System, which includes a wide selection of links, hooks and other chain fittings, meets the requirements of both the Grade 10 (100) and Grade 8 (80) specifications. Size for size, the new chain fittings offer 25% more capacity than standard Grade 8 fittings – enabling them to adequately lift heavier loads – and are fatigue rated at one-and-a-half times the Working Load Limit (WLL) at 20,000 cycles.**

All components are individually proof tested at two-and-a-half times the WLL and each item is supplied with its own certification – safety credentials.

The 8/10 range is easily recognisable in a platinum colour, differentiating it from other ranges, and each item is embossed with unique Grade 100 markings and a product identification code.



## enquiries ↓

To contact any of these companies simply visit the "Industry Links" section of [www.vertikal.net](http://www.vertikal.net), where you will find direct links to the companies' web sites for up to five weeks after publication.

To have your company's new product or service displayed in the "Innovations" section of C&A, please send in all information along with images to either; Innovations, Cranes & Access, PO Box 6998, Brackley NN13 5WY, or alternatively by e-mail to: [info@vertikal.net](mailto:info@vertikal.net) with "Innovations" typed in the subject box.

# weblinks [www.vertikal.net](http://www.vertikal.net)

Access & Lifting Equipment directory - Go direct to these sites!

## ACCESS EQUIPMENT MANUFACTURERS

Access business	<a href="http://www.machine.welsnel.nl">www.machine.welsnel.nl</a>
Aichi	<a href="http://www.aichi.de">www.aichi.de</a>
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Ranger tracked access	<a href="http://www.tracked-access.co.uk">www.tracked-access.co.uk</a>
Safi	<a href="http://www.safi.it">www.safi.it</a>
Skyhigh	<a href="http://www.skyhigh.be">www.skyhigh.be</a>
Snorkel	<a href="http://www.snorkelusa.com">www.snorkelusa.com</a>
Teupen	<a href="http://www.teupen.info">www.teupen.info</a>
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Upright International	<a href="http://www.uprighteuro.com">www.uprighteuro.com</a>

## MAST CLIMBERS AND HOISTS

Universal Sky Platforms	<a href="http://www.uspuk.com">www.uspuk.com</a>
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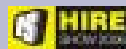


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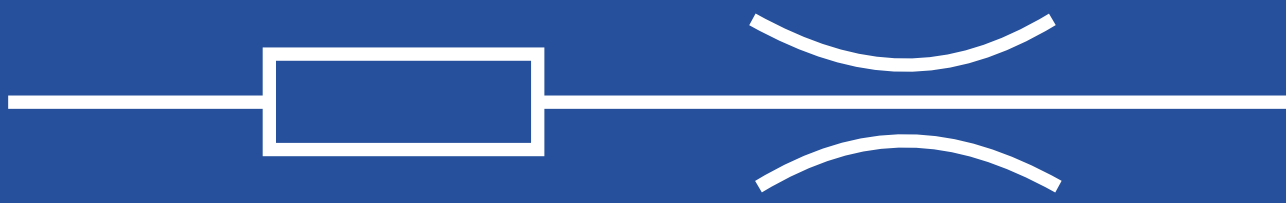
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