

# cranes & access

September 2020 Vol.22 issue 6

www.vertical.net

**Top 30 rental  
companies  
Spider &  
mini cranes  
Hybrid  
platforms  
Training**



**RENTAL SOFTWARE THAT WORKS FOR HIRE BUSINESSES.  
NO MATTER WHERE THEIR TEAM IS WORKING.**



JOIN OUR VIRTUAL INTERNATIONAL CONFERENCE 2-5 NOV.  
See details and register for updates: [conference.pointofrental.com](http://conference.pointofrental.com)

**Point of Rental**  
Software

## On the cover:

Before reconstruction of Notre Dame got underway scaffold caught up in fire had to be removed, the job involved cranes, numerous aerial lifts and rigging experts.



# C&A contents

## 31 Spider and Mini Cranes



## 49 Telehandlers



## 55 Training



**SUBSCRIPTIONS:** Cranes & Access is published nine times a year and is available on payment of an annual subscription of £40.00. If you wish to subscribe, please send a crossed cheque made payable to The Vertical Press Ltd to: Subscriptions, The Vertical Press, PO Box 6998, Brackley, Northants NN13 5WY. Address changes should also be sent to this address. Please include the address label from a recent issue with all correspondence and allow 3 months for changes to be effective.

### SUBSCRIBE ONLINE AT:

[www.vertical.net/en/journal\\_subscription.php](http://www.vertical.net/en/journal_subscription.php)

**BULK DISCOUNTS:** These are available to companies wishing to take out multiple subscriptions. Please contact the subscriptions manager for more details.

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

E-mail: [info@vertical.net](mailto:info@vertical.net)

Kran & Bühne: The Vertical Press also publishes a German magazine which deals with the same issues as Cranes & Access, but is written for German users and buyers. Details available on request.

While every effort is made to ensure the accuracy of information published in Cranes & Access, the Editor and Publisher can accept no responsibility for inaccuracies or omissions. Views expressed in articles are those of the authors and do not necessarily reflect those of the Editor or Publisher. Material published in Cranes & Access is protected under international copyright law and may not be reproduced without prior permission from the publishers.

## Comment 5

## News 6



New owner for A Mini Crane Hire, Comansa updates 11LC flat top range, First all electric Maeda, Stage V Nifty hybrids, Dingli takes stake in Teupen, New crane from Hiab UK, Insulated spider lift from Omme, JDL goes ahead, GSR updates B200T, Goman launches insulated spider, First Platform Basket 43T in UK, Overload test for 800 tonner, New Rosenbauer rescue platform, Manitowoc – “tariffs may not be best solution”, plus a round up of financials and news highlights.



## UK & Ireland Top 30 guide 17

While Brexit may have impacted confidence last year, it has been as nothing compared to the outbreak of Covid-19 this year. See how the leading crane, powered access and telehandler rental companies in the UK and Ireland have fared in this year's Top 30 rental company guide.

## Spider and Mini Crawler cranes 31

In recent years, both small telescopic spider cranes and the increasingly popular larger articulated models have become a mainstream alternative to larger cranes for a growing range of applications.

One closely associated crane type that seems to have suffered from this rise in popularity however is the mini crawler crane with many manufacturers discontinuing or severely reducing their range.



## Hybrid Lifts 42

While hybrid aerial work platforms have been around for some time the concept is gathering pace now at the same time as cleaner diesel engines are coming in and the practicality of all electric machines is growing. We look at the latest developments and the options available for those looking to reduce emissions.



## Telehandlers 49

In what is our second telehandler feature this year, it is staggering to see how many new products and updates have occurred in what is generally considered a relatively mature market.



## Training 55

When you think of disruptive technology within our industry it probably doesn't get any bigger than the use of virtual reality (VR) training. We review the latest developments to see whether one day it might be more than just a tool for enhancing 'real-life' training.



## Ainscough 67

In June, UK's Ainscough Crane Hire appointed Peter Gibbs as chief executive. Leigh Sparrow spoke to him to find out how it has gone and what plans he has for the future.



## regulars

ALLMI Focus 61

PASMA Focus 63

IPAF Focus 65

CPA 67

Models 73

Letters and obituaries 74

What's on 76

Online directory 80

## In the next C&A

The next issue of Cranes & Access, scheduled for late October, will include features on All Terrain cranes, truck mounted lifts and access and lifting equipment for arborists. It will also include our annual look at outrigger mats and spreader plates as well as a review of the latest rental software on the market. If you have any contributions or suggestions to make, or are interested in advertising in this issue, please contact us today.

**cranes & access**

**SUBSCRIBE TODAY** - the only way to guarantee your copy

[WWW.VERTICAL.NET/EN/SUBSCRIPTIONS](http://WWW.VERTICAL.NET/EN/SUBSCRIPTIONS)





**Certified IPAF PAL Card is proof of platform operator training to the highest standard.**

✓ Annually updated course content based on feedback from instructors and trainees

✓ Global database of all valid PAL Card holders

✓ Complies with legal requirements



✓ Training delivered by highly qualified instructors

✓ Focus on safety & efficiency

✓ Online verification of PAL Cards:  
[www.ipaf.org/checkpal](http://www.ipaf.org/checkpal)

✓ Over 30 years of industry experience

✓ Smart technology & fraud protected

✓ Comprehensive range of training courses

✓ Now able to carry the CSCS logo in the UK

✓ Courses available in multiple languages

✓ Used by manufacturers of equipment worldwide

✓ Reassurance: A valid PAL Card proves the holder has passed an approved and audited IPAF theory and practical test within the past five years

✓ Optimal instructor-to-candidate ratio

✓ Operator theory module can be taken remotely via eLearning

✓ **Safe.** ✓ **Audited.** ✓ **Internationally recognised.**

The IPAF Powered Access Licence or PAL Card is recognised worldwide across industries as proof of platform operator training to the highest standard. It is issued by the International Powered Access Federation (IPAF) to platform operators who successfully complete a training course and pass a test at an IPAF-approved training centre. Ask for the PAL Card as proof of operator training!

Find your nearest IPAF approved training centre at [www.ipaf.org](http://www.ipaf.org)

Certified by TÜV  
as conforming to  
ISO 18878



## Editorial team

Ed Darwin - Editor  
editor@vertikal.net

## Associate editors

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

## Consultant editor

Mark Darwin

## Sales & customer support

Pam Penny  
Clare Engelke  
Karlheinz Kopp

## Production/Administration

Nicole Engesser

## Editorial data specialist

Poppy Horne ph@vertikal.net

## Subscriptions

Lee Sparrow

## Publisher

Leigh Sparrow

## Advertising sales

### UK-based

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

### Germany-based

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

## The Vertikal Press

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

## Vertikal Verlag

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

# Vertikal Press

MEMBERS OF:



ISSN: 1467-0852

© Copyright The Vertikal Press Limited 2020



## Lessons to be learnt

This month's feature on training (page 55) comes a few weeks after I watched the film *Miracle on the Hudson*, the true story of the aircraft that crash landed in the Hudson River, in New York, after losing both engines. I had no great expectations of the film, after all, I knew what happened and the entire incident was all over in just 208 seconds. I was proved wrong, the highlight of the film was not the crash, but the public hearing where the incident was replicated by various flight crews in a training simulator.

It has always mystified me why safety authorities - like the HSE in the UK - do not learn from the aviation industry when it comes to accidents. HSE investigations are largely secretive with a focus on prosecution rather than learning from and communicating the lessons to be learnt. They often take years to complete with potential benefits lost. An example is the fatal boom lift overturn alongside the M25 motorway in 2013, we still do not know for sure what happened, and the threat of litigation still hangs over those involved.

In comparison, even the most complex aviation accident investigations are collaborative and open, so that lessons can be learnt at every step of the way. Preliminary findings are shared after just 30 days, with a final report within a year. On the rare occasion that is not possible, an interim report is issued on the anniversary of the event each year detailing the progress.

Another area in which we could benefit from the aviation industry - which is widely recognised as one of the safest in the world - is training. Pilots have been required to undergo intensive training and testing since the early days of commercial aviation and simulators have played a role for as long as I can remember. The finances available may differ considerably, but the challenges, risks and concerns are the same.

While some of the latest simulators are impressive, I have, until now, been sceptical of Virtual Reality training, preferring the traditional mix of theory, practical assessment and testing, as well as on the job training, leading to the allocation of a simple starter machine, before graduating to larger more complex models as an operator proves himself.

The only downside to this method is that being taught to do something right is not much help when things go wrong. That is where VR can really come into its own. The ability to carry out high risk training without the risks - the ability to make mistakes without endangering anyone.

It seems that we are prepared to accept frequent crane and lift accidents as long as they are not all fatal and yet a city centre tower crane collapse can end the lives of innocent bystanders, who unlike those flying, they did not choose to take a small risk. VR training could well help along with a change in how investigations are conducted.

Surely it is time things finally changed.

Leigh Sparrow

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