

cranes & access

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September 2020 Vol.22 issue 6

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



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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



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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.



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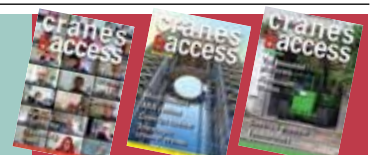
In the next C&A

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.

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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