

cranes & access

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April/May 2021 Vol.23 issue 2

**Source
guide**

Trailer lifts

Heavy lifts

**Road
rail
lifting**

...All new Manitou telehandlers...New Genie micro scissors...New cranes from Tadano, Potain, Jaso, Liebherr....

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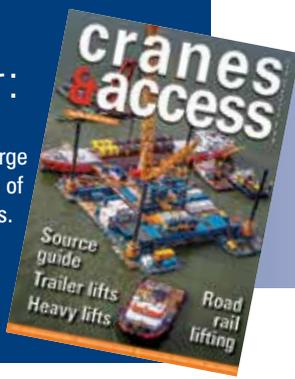
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On the cover:

Sarens 1,250t Demag PC6800 installing foundations for 89 large turbines in the shallow waters of the IJsselmeer, the Netherlands. (See page 24)



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In the next C&A

The next issue of Cranes & Access, scheduled for the end of June, will include features on boom lifts, telehandlers and tower cranes. It will also take a look at the lifting equipment used by arborists and include the main preview for Vertikal Days, which is set to be the industry's first and largest show this year. 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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Accessing stubborn minds

People are often reluctant to change the way they do things, and this applies to all aspects of life. For example, when she was growing up, my daughter preferred a particular flavour and brand of pasta sauce. As the chief pasta chef in our house, I tried switching to different, usually much nicer ones. However, my daughter always spotted the substitution and would have none of it.

That same stubborn refusal to try something different is often true when it comes to lifting equipment and working methods. While there are plenty of innovators and early adopters, most people fall into the 'early

and 'late majority' camps, people who only switch to a new product or working method long after it has come of age. Just look at tube & coupler scaffold use in the UK. And in Germany, it was not all that long ago that some builders were still using wooden scaffold towers.

We have often raised this reluctance to adopt new ways of working when reviewing certain types of equipment. For example, a mobile self-erecting tower crane can make the change-out of a rooftop air conditioning unit faster and easier and less costly than a big telescopic crane with luffing jib, yet they are still widely used. Mast climbers are a much more efficient method for many façade applications yet the majority plod on with vast volumes of steel scaffold.

I recall vividly how, back in 1979, I operated my very first self-propelled work platform, a Manlift MZ66 telescopic boom lift. I raised the platform to the top of a two storey warehouse and peered into the guttering. It was almost a spiritual experience, I thought: "Wow! This will sweep the country, the world, contractors will be clamouring to get their hands on such a brilliant machine" after all it reaches the perfect working height, quickly and without climbing. You can take your toolbox and lunch with you! How wrong was I? People were slow to warm to the concept and many didn't even want to try it.

It seemed that everyone was happy with their ladders or scaffolds. Thankfully in the 40 odd years since, that has changed, especially on construction sites and with trades that frequently work at height. However, when it comes to work on single family homes, it's a different matter. Many builders or gutter and fascia installers still eschew powered access. And window cleaners? forget it!

Oddly enough, most small builders rapidly discarded the spade in favour of renting a mini excavator and ditched the wheelbarrow for mini dumpers. But mention a platform and the interest wanes. It's not ignorance, many of them have used a platform in the past, but the experience never made converts of them.

Why the reluctance? and what can be done about it? Is it the hassle of organising a platform? It can't be the price, renting a tower can cost as much as a scissor lift. Is it the cross-examination on training and IPAF cards? Or an over-cautious approach towards domestic rental customers, leaving them to continue with less safe or efficient methods?

Incidentally, my daughter has just turned 27 and still refuses to try a different pasta sauce!

Leigh Sparrow

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The all new nine metre/3,000kg Manitou MT 930H



Manitou's new MRT 360° telehandlers have a distinctive look

New Manitou Telehandlers

Manitou has announced plans to completely update its fixed frame and 360 degree telehandler ranges.

The first introduction is two all new MT 'compact' models - the seven metre/3,000kg MT 730H and nine metre/3,000kg MT 930H. Both have an overall width and an overall height of just under two metres, with an overall length to the carriage of 4.68 metres. Forward reach is four metres on the MT730 with up to 950kg and 2,500kg at full height, while the MT930 has just over six metres forward reach with 450kg and can take 2,000kg to full height.

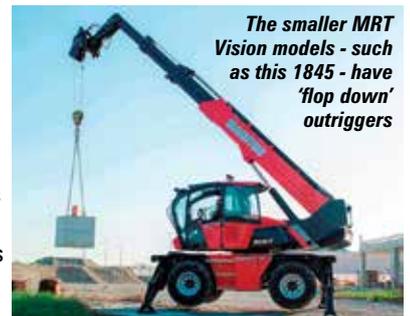
They include standard hydrostatic transmissions, Stage V diesels, a new cab with improved visibility, a large information screen, sensor type joystick controllers, auto stop, auto parking brake, longer service intervals and easy oil sampling. They also come with a number of new attachments including a fold back fork to reduce the overall length of the machine for transport.

360 degree MRT range

The company has also totally revamped its 360 degree range, which will be available in Vision and Vision + formats providing lift heights up to 35 metres and lift capacities to seven tonnes. The Vision + line-up includes five base models, three with six tonnes capacity and lift heights of 22, 26 and 30 metres, while the other two have seven tonnes capacity with 25 metre and 35 metre lift heights. The simpler, more basic Vision line includes four 4,500kg models with 16, 18, 21 and 25 metre lift heights.

The new models feature all new high vision cabs with no structural cross bars to restrict the view. The cabs also feature an extra large touch screen with pop up informatics and a hot water heater. The new machines are said to be up to five percent lighter than existing MRT models yet offer capacity improvements of up to 15 percent. Access to the deck is available on both sides and both ends of the chassis making it easy to climb down regardless of the superstructure slew position.

Power comes from a Yanmar Stage V/Tier 4 diesel coupled to automatic transmissions with road speeds up to 40kph. A new hydraulic system is said to offer smoother function speeds up to 30 percent faster. Initially, two models with 22 and 26 metre lift heights will be available as all electric or hybrid/bi-energy versions, with deliveries scheduled for the first quarter 2022.



The smaller MRT Vision models - such as this 1845 - have 'flop down' outriggers

Ultra compact Manitou

Finally, Manitou announced an all new light weight ultra compact ULM telehandler range with overall weights of no more than 2,600kg. They also offer overall widths of 1.5 metres and stowed heights of 1.9 metres, making them ideal for towing on a two axle trailer. Retaining all of the usual features, including four wheel drive and steer, they will be available to order by the end of the year, with deliveries scheduled for 2022.

Genie unveils new micros

Genie has launched two new micro scissor lifts, the 14ft GS-1432m and 19ft GS-1932m, both rated for indoor and outdoor use.

The GS-1432m has a 6.3 metre working height while the GS-1932m has 7.55 metres, which is reduced to 7.18 metres when working outside. Both units have a 227kg platform capacity rated for two persons inside and one outside, as well as a 600mm roll-out deck extension. Overall widths of both is 810mm, with an overall length of 1.4 metres with entrance step in place.

The stowed height on the GS-1432 is 1.88 metres, while the GS-1932 is 1.97 metres. The GS-1432m weighs just 900kg, while the GS-1932m comes in at 1,179kg. The new scissors also incorporate Genie's E-Drive direct electric brushless AC wheel motor drive.

Currently available throughout Europe, the Middle East, Africa, India, Russia, the Asia Pacific region, South America and China, the GS-1932m will not be available in North America until the fourth quarter, while an ANSI version of the GS-1432m is scheduled for the first quarter of 2022.

For more information on the GS-1432m and how it compares against other micro scissor lifts, see page 34.



Genie's new 14ft GS-1432m micro scissor lift has an outdoor rating



The 19ft GS-1932m

New concept from JMG

JMG has announced the first of an all new pick & carry forklift type crane line with its 25 tonne MC 250.09 FL.

Similar in style to a Versa-Lift industrial forklift/lifting machine, the MC 250 features a choice of 2.49 metre long forks and/or a four section telescopic boom mounted horizontally on the top of a three section vertical box section mast which sits on the forklift mast carriage between the forks. It provides a hook height of up to 7.5 metres and a maximum reach beyond the front of the machine of 3.5 metres at which it can take eight tonnes to the maximum height with the mast vertical.



The MC 250.09 features a three section mast topped by a four section telescopic boom



JMG's all new 25 tonne MC 250.09 FL pick & carry forklift type crane

Tilting the mast forward extends the horizontal reach to five metres, with a capacity of 5.6 tonnes, although the lift height is reduced to just over seven metres. The maximum 25 tonnes capacity is available 500mm in front of the machine and, as with all capacities, is available at full height.

The mast offers a forward tilt of 12 degrees and rearward tilt of eight degrees, while the horizontal boom can luff from five degrees below horizontal to 15 degrees above. When used as a heavy duty forklift, the unit has a lift height of 2.7 metres with 2.5 metre long forks, which can remain in place along with the boom.

Weighing 25,000kg, the MC 250 has a stowed overall height of 2.78 metres and an overall width of 1.8 metres. We understand production is scheduled to begin at the end of the year with first shipments in February 2022. Plans are also underway for a larger 35 tonne version.

Jaso goes flat top

Spanish crane manufacturer Jaso has announced plans to introduce its first flat top tower cranes with a new 200 tonne/metre J200 Series. The first two models - the 12 tonne J200.12 and 10 tonne J200.10 - have 68 metre jibs built up from 30 metres in 2.5 metre increments. The J200.12 has a jib tip capacity of between 1.5 and 1.9 tonnes, depending on configuration, while the J200.10 offers up to two tonnes.

The counter jib tail swing with the full 68 metre jib is 14.9 metres, but this can be reduced to 12.9 metres for jib lengths of 52.5 metres or less. Counterweight slabs lay flat and are the same weights used to counterweight the base of the manufacturer's latest models.

The new cranes can be installed on Jaso's standard 1.75 x 1.75 metre tower system in 12, six and three metre lengths. Maximum free standing height is currently 50.1 metres, however the company is working on installing the crane on the 2.16 metre tower system, which will allow heights of more than 73.4 metres. The 12 tonne model features a standard 60hp hoist with a maximum line speed of 152 metres a minute, while an 88hp hoist is available with up to 225 metres a minute. The J200.10 has a smaller 33hp standard hoist with the option of a 60hp hoist. Rope capacity on both is 1,378 metres.



Jaso claims the 200 tonne/metre sector represents around half of the flat top market



The new Jaso J200 flat top tower crane

Tracked scissors from Sinoboom

Sinoboom has launched two new battery powered tracked scissor lifts, the 12ft 0407ET and 39ft 1215ET. Weighing just 950kg, the 0407ET offers a working height of 5.8 metres with a 240kg platform capacity. It has an overall width of 780mm, an overall length of 1.51 metres and as stowed height of 1.7 metres with guardrails folded. The 24 volt battery pack powers the electric drive motors for the tracks and a pump for the lift function.

The larger 1215ET offers a working height of 13.8 metres with a 320kg platform capacity. Weighing 3,200kg, it has an overall width of 1.6 metres, an overall length of 2.86 metres and is just over two metres with guardrails down. The machine includes single touch automatic levelling jacks.



Sinoboom's two new tracked scissor lifts were launched at the CICEE in China

New compact Nagano boom lift

Vertimac, the Belgian distributor for Nagano, has launched the new 22ft 09AC articulated tracked boom lift. It features a short single riser topped by a two section telescopic boom to provide a working height of 8.8 metres and up to 4.5 metres of outreach with an up and over height of almost four metres. Maximum platform capacity is 150kg, while the platform dimensions are 770mm by 620mm.

The stowed machine has an overall width of 1.65 metres, is 1.99 metres high and just over four metres long. The non-marking 230mm wide rubber tracks are 1.87 metres long and offer speeds of up to 2.2kph when stowed, or 1.1kph when the boom is raised no higher than six metres. Weighing 2,620kg, power comes from a small Kubota diesel, providing up to 36 percent gradeability.



The new 22ft Nagano 09AC articulated tracked boom lift

Potain unveils MDT flat top

Potain has unveiled its latest 20/25 tonne MDT 489 flat top crane aimed primarily at the North American market. Manufactured in France, it joins the new MDT 569 and MDT 809 and also plugs the gap between the MDT 389 and MDT 569.

Available in 20 or 25 tonne configurations it has an 80 metre jib and 3.5 tonne jib tip capacity. Two new hoists - the 110 HPL or 150 HPL - are available with line speeds up to 195 metres a minute. The trolley offers two or four fall configurations with automatic rope tensioning and a recalibration system that replaces the need for manual tensioning. Installed on a 2.45 metre tower with a six or eight metre cross-base, it has a free standing height of 80 metres.

Designed for easy transport it can be moved on eight truck loads - or nine containers - and installed in two days. Features include the company's Ultra View and Crane Control System (CCS), built-in slinging points on the jib, and a single compact slewing/cab package. The counter-jib has a foldable articulated ballast cage with 6.7 or 4.7 tonne counterweight slabs providing up to 46.2 tonnes of total counterweight.



Potain's new MDT 489 flat top

New Tadano truck mounts

Tadano has launched its new 50 tonne HK 4.050-1 and 70 tonne HK 4.070-1 truck mounted cranes on commercial chassis. Replacing the HK 40, the HK 4.050 features a 35.2 metre four section boom plus nine metre swingaway extension. The HK 4.070 replaces the HK 70 and features a five section 41 metre boom. It can be supplied with the nine metre extension or an 8.8 to 15.8 bi-fold which offsets by up to 40 degrees and takes the maximum tip height to 60 metres.

The HK 4.050 can travel within 12 tonne axle loads with its entire 8.5 tonnes of counterweight, nine metre extension and blocks, while the HK 4.070 can carry 10.1 tonnes of counterweight. Both models can be supplied with a trailer for transporting their counterweights, to keep axle loads below 10 tonnes. The cranes have an overall length of 11.1 and 11.8 metres respectively.

Power comes from Stage V Mercedes or Cummins, while the lower engine depends on the chassis selected. The outriggers are regular beam and jack with variable and asymmetric extension with automatic monitoring and load chart selection.



The HK 4.050 and HK 4.070 can travel in working configuration with GVW as low as 32 tonnes

New 42t Liebherr tele crawler

Liebherr has launched a new 42 tonne LTR 1040 telescopic crawler which is essentially a derated version of its 60 tonne LTR 1060 with 10 tonnes of superstructure counterweight removed as well as 10 tonnes of carbody ballast. Featuring the same five section 40 metre boom, it can handle 8.6 tonnes at a 10 metre radius, or 10 tonnes at six metres on the fully extended boom. A 16 metre bi-fold swingaway extension takes the maximum tip height to 58 metres with four tonnes of capacity. The crane also has load charts for slopes from 0.3 to four degrees.



Access to the superstructure has been improved



Liebherr's new 42 tonne LTR 1040 tele crawler

The LTR 1040 has an overall weight of 43.5 tonnes, including its 5.6 tonne counterweight and hook blocks. Its retracted tracks extend from three metres to 4.8 metres with intermediate working widths. The overall height is 3.15 metres. Buyers will also be able to upgrade the LTR 1040 into an LTR 1060 retrospectively if required.

JCB Stage V telehandlers

JCB has launched updated Stage V compliant versions of its fixed frame telehandlers. The full size models now feature the manufacturer's new DieselMax 448 engine which offers improved performance, greater fuel efficiency - helped by a standard auto stop function. The Diesel Oxidation Catalyst (DOC), integrated Diesel Particulate Filter (DPF) and Selective Catalytic Reduction (SCR) are combined into a single 'can' with no requirement for Exhaust Gas Recirculation.

Four types of regeneration are available - Passive, Active, Manual and Service - while DPF soot levels can be monitored remotely with JCB's LiveLink telematics system. The new engine uses a simpler, electronically controlled Proportional Wastegate Turbocharger, in place of the Variable Geometry Turbocharger, for improved cold start performance and it can be used with HVO fossil free renewable diesel fuels. JCB's compact models will be equipped with a Perkins diesel, while its Teletrucks will have the JCB/Kohler Stage V engines.



JCB's new Stage V DieselMax 448 engine



JCB's telehandlers are now all Stage V compliant



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Tadano has re-entered the European RT market with three new models

Tadano confirms Euro RTs...

Tadano has re-entered the European Rough Terrain crane market with the introduction of its 70 tonne GR-700EX-4, 90 tonne GR-900EX-4 and 100 tonne GR-1000EX-4.

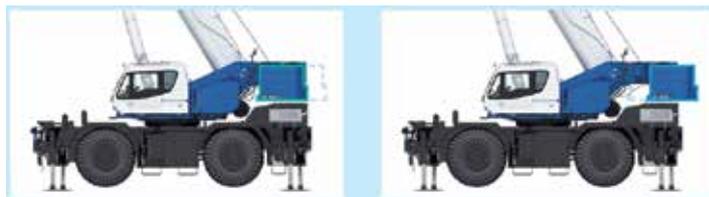
The GR-700EX-4 features a five section 47 metre rounded profile main boom topped by a 10.1 to 17.7 metre bi-fold swingaway extension, offsettable by up to 45 degrees, with a maximum tip height of just under 68 metres.

The GR-900EX-4 has the same 47 metre boom and extension but features the company's Smart Counterweight system that allows the crane to self-install 9.1 tonnes of counterweight in either a 'front' or 'rear' position, increasing capacities by up to 22 percent. For example, it can handle one tonne at a radius of 40 metres with the counterweight in the forward position or 1.2 tonnes in the rear position.

The GR-1000EX-4 features a longer 51 metre five section boom and a heavier 11.2 tonne Smart Counterweight that boosts the capacity at a 42 metre radius from 900kg to 1.1 tonnes. The crane has an overall width of 3.35 metres, an overall length of 15.2 metres and is 3.8 metres high. The redesigned and updated cab tilts up to 20 degrees and feature a new catwalk for easy entry from any slewing position.

All three cranes feature Stage V engines coupled to fully automatic electronically controlled transmissions. A new pump disconnect feature automatically stops the hydraulic pump after the engine has idled for a pre-set period. A fuel monitoring system with Eco-Mode and Positive Control further improve fuel consumption, while reducing Co2 emissions and noise levels.

The new cranes are also equipped with Tadano's Hello Net telematics, Smart Chart control system with asymmetric outrigger set up and automatic monitoring, as well as its View System and Clearance Sonar which combine cameras and sonar to assist with safe travel on the road or on site. All three units will also be available in the Middle East and Asia Pacific/Oceania regions.



Tadano's two-position Smart Counterweight system

...And a new RT for US

Tadano has also launched a new two axle 118 tonne GR-1300XL-4 Rough Terrain crane for the North American market, fitting between the 120 tonne GR-1200XL and 160 tonne GR 1600 XL. It features a six section 56 metre pinned main boom, the longest on a Rough Terrain crane in this class, topped by a 10.3 to 18 metre bi-fold swingaway extension for an on board tip height of 76 metres.

Weighing 71.7 tonnes, with 19.8 tonnes of counterweight that can be self-installed or removed, the crane has an overall stowed length of 14.7 metres and an overall width of 3.3 metres. As with the new European models the GR-1300XL-4 features Tadano's Smart Chart, View System, Clearance Sonar, Hello Net telematics systems as well as its range of fuel saving systems for its Cummins diesel and five speed transmission.



Tadano's two axle 118 tonne GR-1300XL-4 Rough Terrain crane for the North American market

US to investigate Chinese access imports

The Coalition of American Manufacturers of Mobile Access Equipment - made up of JLG and Genie - has succeeded in its petition to the US government to investigate concerns that some Chinese manufacturers are selling aerial work platforms in the USA at less than fair value, supported, or made possible, by subsidies from the Chinese government.

The International Trade Commission has instructed the Department of Commerce to investigate whether the industry has been 'materially injured', or threatened with 'material injury', calling for evidence and industry comment.

JLG said: "As a member of the Coalition, JLG is focused on advancing the mission of providing safe and reliable access equipment at competitive prices to our many customers serving communities around the world, and we are confident this action is in the best interests of our company as well as our customers, suppliers and the industry as a whole. We remain steadfast in our commitments to ethical business practices and operating with integrity, while manufacturing quality products and maintaining strong partnerships globally. We look forward to continuing to strengthen our relationships with our partners and their customers."



Almac Spiderbooms

Italian aerial lift manufacturer Almac has unveiled a new product line, the AlmaCrawler 'Billionium Spiderboom Series'. The new range combines the company's Jibbi JT self-propelled tracked boom lift superstructures with a spider lift type chassis in place of its auto-levelling chassis. The first two models are the 43ft platform height/15 metre working height B1570 and 53ft/18 metre B1890.

Both have a three section telescopic boom, topped by an articulating jib and can drive at heights – up to eight metres on the B1570 and nine metres on the B1890. They can also operate safely free on tracks on side slopes of up to five degrees and longitudinal slopes of 10 degrees. The benefit is a lower overall weight than the Jibbi fully self-propelled units.

The models are available with either 'Visual' fixed outriggers or 'Quick-Pro' telescopic outriggers which offer a range of set up positions. Regardless of the system chosen, the B1890 offers up to 10.9 metres outreach with a platform capacity of 80kg or 8.1 metres with 250kg. The B1570 has 10 metres of outreach with 80kg or up to 7.7 metres with 230kg.

Overall length on the B1570 is 4.86 metres, and 5.84 metres on the B1890, which can be reduced by 700mm with baskets removed. Overall stowed width on both units is 790mm with outrigger pads removed or 890mm when they are in place, the tracks can extend from 790mm to 1.39 metres. Overall weights range from 2,600kg to 2,900kg.

Options include a 200kg winch, a 1.8 metre basket or a 780mm to 1.2 metre extendable platform, AC power and radio remote controls. Power choices include Honda, Yanmar diesel or lithium battery.



Almac's new 'Spiderboom'



The Spiderboom can drive at heights of up to nine metres

Compact Valla pick & carry

Manitex Valla has added a third model to its new range of battery powered pick & carry cranes with the compact 3.6 tonne V36R. The V36R features a three section boom and can handle 800kg at its maximum height of 7.5 metres and 500kg at its maximum radius of 4.75 metres. An optional hydraulic swingaway extension provides a tip height of 8.6 metres with a 450kg capacity and a maximum radius of just over six metres with a 250kg capacity.

Power comes from an 80 volt 300Ah battery pack, while features include remote controls, 180 degree rear steering, front wheel drive, electro-hydraulic brakes and removable counterweight.

Weighing 3,650kg, it has an overall width of 900mm, an overall height of 1.56 metres and an overall chassis length of 2.46 metres or three metres from counterweight to boom nose.



Valla's V36R is now the smallest model in the company's new range of battery powered pick & carry cranes

NEW

MIGHTY MICRO MEANS BUSINESS

Skyjack's new SJ3014 micro DC scissor lift represents a significant new presence in the low level access arena.

Ideal for easy accessibility into tight spaces, it has a quiet and swift electric drive, and maintenance-free AGM batteries.

The micro combines low cost of ownership with Skyjack's renowned product support – all at a price that means business.



NEW

ROI E-POWERED
OPTIMISED DESIGN
INCREASED CAPACITY

- Increased capacities
- New Kubota engines
- SMARTORQUE™ extended to the SJ60 AJ+ model
- 20% lower gross vehicle weight (GVW) on SJ45 AJ+ and SJ60 AJ+ models

With these changes, rental companies can quickly improve their return on investment.



SKYJACK
simply reliable

Financials round-up

Snorkel's first quarter sales fell 27% to \$31.4 million with a net loss of \$3.2 million compared to \$2.54 million in the same quarter last year.



Tadano reported an 18.4% fall in full year revenues to ¥186 billion (\$1.8 billion) for the 12 months to the end of March. Pre-tax losses were ¥12.36 billion (\$113 million), compared to a profit of ¥12.04 billion (\$110 million) in the prior year.



Briggs Equipment Ireland acquired **Laois Hire Services** - the HSS business in Ireland - for €11.2 million. It has also acquired the Dublin depot of **Baloo Hire**, which was omitted from its acquisition of Baloo in 2019.

Kobelco Construction - which includes the crane division - has reported lower full year sales of ¥333.1 billion (\$3.1 billion), but a 70% hike in pre-tax profit to ¥12.7 billion (\$117 million).



Manitowoc has reported first quarter revenues of \$354.3 million with a pre-tax profit of \$1.1 million compared to a loss of \$5.9 million last year. Its order intake increased 26% to \$473.6 million, taking the backlog at the end of March to \$662.5 million.



Palfinger has reported a 3.2% increase in first quarter revenues to €405.9 million, while pre-tax profits jumped 47.2% to €38.4 million. Net debt was cut from €540 million to €386 million.



Konecranes saw first quarter profits jump 66% to €26.6 million, although revenues declined 8.5% to €704 million. Order intake improved 3.5% to €762.8 million, leaving the order book 4.8% lower at €1.87 billion.



JLG's second quarter sales improved 6.5% to \$736.6 million, with aerial lifts up 31% to \$358.2 million, and telehandler sales down 19% to \$175.2 million. Operating profit was 12.5% higher at \$80.5 million.



Herc Rentals has reported first quarter revenues of \$453.8 million, four percent up on last year, with a pre-tax profit of \$41.1 million, compared with a loss of \$2.6 million last year.



Wacker Neuson first quarter sales were six percent higher at €434 million, while pre-tax profits rocketed 2.5 times to €43.6 million. The company forecasting full year revenues between €1.7 to €1.8 billion.



Genie first quarter sales slipped 6.5% to \$476.7 million, but it turned last years \$5.9 million loss into a \$26.6 million profit.



Terex revenues improved four percent to \$864.2 million, with a pre-tax profit of \$47.4 million.



United Rentals' first quarter revenues fell six percent to \$2.06 billion although pre-tax profits jumped 22% to \$275 million.



Hiab had sales of €287 million in the first quarter, down five percent on last year. However, order intake leapt 44% to €425 million. Operating profits were 17% higher at €33.1 million.



Kalmar's first quarter revenues dropped 20% to €324 million, while order intake rose 58% to €529 million leaving the order book just over €1 billion. Operating profits declined 25% to €18 million.

Manitou saw first quarter revenues rise 12% to €471 million while order intake almost doubled to €815 million, leaving an order book at the end of March of €1.34 billion.



Haulotte has released its initial first quarter revenues of €106 million, down 18% on the same quarter last year.



Liebherr's revenues for 2020 declined 12% to €10.3 billion, while pre-tax profits fell more than 62% to €278 million.



For the full reports on all these stories check out [Vertikal.net](https://www.vertikal.net)

Mast lift duo from MEC

MEC Aerial Work Platforms has launched two new self-propelled mast lifts - the 20ft MME20 and 25ft MME25. The MME20 has an eight metre working height with a 159kg platform capacity while the MME25 offers 9.5 metres and a 136kg platform capacity. Both machines have an overall width of 800mm and an overall length of 1.44 metres, with direct electric drive and standard AGM batteries. The 710 x 750mm platform can be extended to 1.28 metres with the 530mm slide out deck extension. Weighing 1,130kg and 1,480kg respectively, the new lifts are manufactured by associate company Dingli and include MEC's Leak Containment System (LCS) as an extra precaution to protect floors in the event of a hydraulic oil leak.



MEC's new 20ft MME20 (L) and its 25ft MME25

bauma postponed

bauma, the world's largest construction equipment exhibition, has postponed next year's event from April until the 24th to 30th October. The move follows several exhibitors pulling out of the show due to the uncertainty surrounding Covid restrictions on international travel, as well as growing pressure to make a fixed and final decision on the show going ahead as planned or being postponed to a later date.

Chief executive Klaus Dittrich said: "Unfortunately, despite the vaccination campaign it is not yet possible to predict when the pandemic will be largely under control and unlimited worldwide travel will be possible again. This makes participation difficult to plan and calculate for both exhibitors and visitors. Under these circumstances, we would not have been able to fulfil our central promise that bauma represents the entire spectrum of the industry and generate international reach."



New telescopic crawler boom

Dutch start-up company Rhinox has shipped the first units of its new product, the 35ft RX12CS crawler mounted self-propelled telescopic boom lift. The new lift offers a 12.6 metre working height, an outreach of 8.4 metres and an unrestricted platform capacity of 330kg, with 360 degree continuous slew. Weighing 5,500kg. It has an overall width of two metres and an overall length of just under six metres. Power comes from a Stage V Kubota diesel.

Features include a 1.8 metre by 800mm platform, 180 degrees of platform rotation, a secondary guarding system, and a chunky three section heavy duty octagonal boom, with all electrical wiring and hydraulic hoses to the platform routed internally. The company has already booked 12 orders for the new machine.

Rhinox was established last year by Gert-Jan Verhoef and Matthijs van der Ham, the founder of marine lifting manufacturer Palfinger Boats and managing director of Palfinger Marine Netherlands.



The RX12CS features a chunky three section boom and rugged platform

NEW

SJ9664 RT

**BIGGER.
BETTER.
SKYJACK.**

Skyjack's new SJ9664 Full Size Rough Terrain has a working height of 21.51 m. With one of the largest work areas on the market, even more work can be done.

SMARTORQUE™ technology provides an optimised balance of horse power, torque and hydraulic efficiency, maintains on-site performance, and keeps maintenance costs down.



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THE WHOLE SERIES OF DINGLI HAS BEEN ELECTRIFIED



Boom Lifts: 16m - 30.3m



Scissor Lifts: 5.9m - 22m



Vertical Lifts: 4.7m - 14m

- **Zeppelin Rental MD Peter Schrader**, has been reappointed
- **Mammoet** has acquired **Land & Marine's** winch fleet
- **JLG** has appointed **Technotrade** for Russia and Belarus
- **Grúas Ibarrodo** has taken the first 650t **Liebherr LTM 1650-8.1** in Spain
- UK's **Buckhurst** has ordered 70 **Manitou** and **JCB** telehandlers
- **Trackunit** has appointed **Chi Sen Gay** as VP - Asia Pacific
- Italy's **CMC** has appointed **FGL Commerciale** as Lombardy dealer
- UK's **Ainscough Crane Hire** to invest £30m on 37 **Liebherr** cranes
- **GAJV** has taken first 24t **Magni HTH 24.11** telehandler in New Zealand
- Spain's **Eurogruas** has taken a 75m **Ruthmann T 750 HF**
- UK's **Dewsbury & Proud** has taken a **Böcker AK 46/6000**
- **Almac** has recruited **Valerio Soragna Crane Norway** has added a 160t **Demag AC 160-5**
- **Rival** has appointed **Anna-Lena Berg** as country manager Sweden
- UK's **O Crane** has taken five **Liebherr** telescopic crawlers
- **Johnson Arabia** has opened an **IPAF** training centre in Abu Dhabi
- **CFM Ile-de-France** has acquired **GSR** dealer **Nacelles Services**
- **EEQ** has taken the first **Easy Lift** spider lift in Ecuador
- **Heavy Equipment College of America** has taken two 100t **Manitowocs**
- UK's **Cherry Picker Shop** has acquired the parts stock for **Simon Access**
- Germany's **D&K Spezial Tiefbau** has taken 100t **Tadano ATF 100G-4**
- Germany's **RMT Albert Regel Logistik** has taken a 130t **Liebherr LTM 1130-5.1**
- Chile's **Inversiones Farias** has taken two **Grove 100t GRT8100**
- **JLG** has appointed **David Bammel** as VP digital
- **Hugon Manutention** has taken France's first **Ruthmann T 700 HF**
- UK's **Active Access** has taken Europe's first **LGMG SR1018D** scissor lifts
- **JLG/Power Towers** has appointed **ASC** as Benelux dealer
- Germany's **Kran-Maier** has taken a 70t **Liebherr LTM 1070-4.2**
- **Ahern Denmark** has appointed **Lars Raagaard** as sales manager
- Swedish's **Kranpunkten** has ordered 250 scissor lifts
- UK's **Hutchinson Engineering Services** has taken two **Liebherr ATs**
- Italy's **Autovictor** has taken a 500t **Demag AC 500-8 AT**
- UK's **Eagle Platforms** has ordered 40 **Haulotte** telehandlers
- Germany's **Brauer Arbeitsbühnen** has taken Europe's first 60ft **Genie S-60 J**
- Germany's **Hüffermann** has ordered 20 **Liebherr** cranes
- Scotland's **Bernard Hunter** has taken a 12t **Böcker AK 52**
- **Airo** has appointed **Gian Luca Bulgarelli** as R&D director
- **Ainscough Crane Hire** has taken the UK's first 650t **LTM 1650-8.1**
- Germany's **Hüffermann** has acquired **Eisele Crane**
- US' **REIC** has purchased **Rent Me Rentals**
- France's **Acces Industrie** has taken 327 **Snorkel** lifts
- UK's **Cork Crane Hire** has taken a **Liebherr MK 140**
- Germany's **Darmstadt fire brigade** has taken a 70t **Tadano**
- **Samson** has introduced a bio-sourced fibre rope
- UK's **Marshalls** has ordered 108 **Hiab** loader cranes
- **Nolim** has moved into larger premises in the Netherlands
- **Hiab** has acquired Dutch dealer **Damen Hydrauliek**
- **M. Verschoor** has taken a 750t **Liebherr LG 1750/2**
- **Prangl** has opened a Swedish operation
- **Wacker Neuson** has appointed **Christoph Burkhard** as CFO
- **Phuket airport** has taken two **Palazzani** spider lifts
- UK's **GTAccess** has taken 66ft **Dingli** scissors and a 92ft boom
- **Grúas Aguilar, Quality Grúas and Transgrua** have taken **Liebherr LTM 1120-4.1s**
- Chile's **MPM Rental** has taken three 120t **Grove RT9130Es**



Peter Schrader



Chi Sen Gay



Anna-Lena Berg



David Bammel



Lars Raagaard



Luca Bulgarelli



Christoph Burkhard

- **Gianluca Ferramola** has joined **Almac** from **Airo**
- **David Rosbergen, Stefan Mitrea, Geert Hansen** and **Eric Vanderstraeten** have joined **Sinoboom Europe**
- UK's **Speedy Powered Access** has taken 130 **Dingli** lifts
- **KDM Hire** has opened a second depot in Belfast
- **NASA** has taken a 70m **Bronto Skylift S230XDT**
- Germany's **Scholpp Kran & Transport** has taken a **Tadano ATF 100G-4**
- **Stephan Kulawik** and **Jordi Varela** of **Kiloutou** have quit
- Germany's **Eurogru** has taken two 12t **Raimondi MRT234s**
- **Bray Cranes** in the UK has taken a 20t **Kato CR-200Rf**
- Germany's **Castell Autokran** has taken the first **Tadano HK 4.070-1**
- **PEA** Thailand has purchased 211 **Palfinger ETI** truck mounted lifts
- France's **Eurolev Vertical Solution** has acquired **Atna**
- UK's **AMC** has taken three **Hoefflon C6e** spider cranes
- UK's **Star Platforms** has taken 10 **Dingli 66ft** scissor lifts
- UK's **Merkko** has taken two **HMF 1420 K2** loader cranes
- Germany's **Dietmar Flossdorf** has taken a 650t **Liebherr LTM 1650-8.1**
- UK's **Summit Platforms** has opened in Haydock and London
- France's **Camacuma** has ordered 130 **Bobcat TL38.70HF** telehandlers
- **Working At Height** has appointed **Paul Wrack** to sell **Socage** lifts
- UK's **Marsden Crane Services** has taken another 40t **Liebherr LTM 1040-2.1**
- Spain's **Adif** has ordered 37 **Hiab** loader cranes
- **SCIF** has taken the first 100t **Liebherr LRT 1100-2.1** in Morocco
- **United Rentals** has acquired **General Finance Corporation**
- **Easy Lift** has appointed **Mech-N-Air** as distributor for Australia
- The **Crosby** group has acquired **BlokCorp**
- UK's **Vacuum and Crane** has appointed **Matthew Wood** as sales manager
- Spain's **Rentaire** has ordered 109 **JCB** scissors
- UK's **EMY Plant Hire** has taken two **Bobcat** telehandlers
- **Socage** has appointed **Working At Height** as UK distributor
- Norway's **Naboen** has taken **Snorkel** telehandlers and 145 lifts
- **MAS** has taken 15 53ft **Haulotte HS18E Pro RT** scissors
- US **United Rentals** has acquired **Franklin Equipment**
- **Merlo** has topped its Ag telehandler range with the 8.8m/6.5t **TF65.9TCS170-HF**
- **Snorkel UK** has appointed **Scott McCall** as business development manager
- **Snorkel** has appointed **Hi-Reach Manlift** as distributor for South Africa
- Scotland's **Forsyth of Denny** is taking six **Liebherr AT** cranes
- UK's **Steve Foster Cranes** has taken a 13t **Kato CR-130Rf**
- **CMC Germany** has added dealer **Wolfgang Gärtner Baumaschinen**
- **EMY Plant Hire** in the UK has taken a **Faresin 6.26** electric telehandler
- **Bulet International** has taken the first 90t **Liebherr LRT 1090-2.1** in Nigeria
- UK's **Smart Platform Rental** has added a 56m **Bronto Skylift S56-XR**
- **JLG** has appointed **Joe Kleiner** as VP eastern US/ Canada
- Dubai's **SVEA** has taken a 250t **Demag AC 250-5**
- **Palfinger** has confirmed **CPL** as UK platform distributor
- **Metzo Machinery** is to distribute **Unic** spider cranes in Netherlands
- **Select** has taken the UK's first 250t **Liebherr LR 1250.1** unplugged
- **Hy-Brid Lifts** has appointed **Dave Ritz** as NE US/Canada sales director
- UK's **Star Platforms** opened in Somerset with **Andy Pearson**
- UK's **AMC** has taken three 2.8t **Maeda MC285CB-3** electric cranes
- UK's **Hoist Hire Services** has taken **Maber** hoists/platforms



Gianluca Ferramola



Stephen Kulawik



Paul Wrack



Matthew Wood



Scott McCall



Joe Kleiner



Andy Pearson

- **Crosby** has appointed **Wim Fabricius** MD Europe
- UK's **Davies Crane Hire** has taken a 120t and 60t **Liebherr** crane
- **Rosenbauer** has sold 100 B45 fire rescue platforms in Romania
- Ireland's **CP Hire** has taken six **Sinoboom 1932ME** scissors
- **JLG** has appointed **Rival** as distributor for Norway
- Germany's **Rothmund Kran & Montage** has taken two **Liebherr ATs**
- **Jekko** has appointed **Stiholt Hydraulic** as dealer for Denmark
- Germany's **Sönke Jördt** has taken a 110t **Liebherr LTM 1110-5.1**
- German's **Alex Grund** has taken a 70t **Tadano ATF 70G-4**
- **Raimondi** has appointed **Diego Borgna** as deputy MD
- Italy's **Grillo Antonino** has taken a 72m **Horyong** truck hoist
- **Ahern International** has acquired **KH Lift** in Denmark
- UK's **Nationwide Platforms** has taken two 70m **Bronto Skylift S70XR**
- **Christen + Cie AG Biel** has taken the first Swiss **Liebherr LTM 1120-4.1**
- Swiss' **Airnace** has taken a 31ft **Nagano Z11Auj** crawler boom lift
- **Wacker Neuson** has appointed **Karl Tragl** as CEO
- German's **Steil Kranarbeiten** has taken a **Liebherr 120t LTM 1120-4.1**
- **Sunbelt Rentals UK** has ordered 2,100 **JCB** machines
- Spain's **Jofemesa** has taken 30 **Snorkel** booms and scissors
- Germany's **Hack Schwerlastservice** has taken a 45t **Demag AC 45** and 220t **Tadano**
- **Sunbelt Rentals UK** will use **ZTR** software and telematics
- **CMC** has appointed **Jysk Lift Service** as its Danish distributor
- **Liebherr** is expanding its Echingen plant
- **Hq Capital** has taken a stake in **Trackunit**
- **PLD** has taken the first two 10t **Potain MCT 275** in the Philippines
- UK's **Banner Plant** has taken seven **Snorkel RT** scissors
- Spain's **Caba Elevación** has taken a 100t **Demag AC 100-4L**
- **Paul Stray** has set up IPAF training company **PS Training**
- UK's **Emsley Crane Hire** has taken a 130t **Liebherr LTM 1130-5.1**
- **Modulift** has launched a 2,000t spreader beam
- **PT Superkrane Mitra Utama** has taken Indonesia's first 300t **Grove GMK6300L-1**
- UK's **MAS** has taken two 56m **Bronto S56XR**s
- **ZF** has appointed **Daniel Härter** as head of off-highway/test systems
- Germany's **Luibl** has taken **Genie SX-180** and **SX-150** boom lifts
- UK's **Chamberlain Crane Hire** has taken a 90t **Liebherr LTM 1090-4.2**
- Germany's **Luibl** has taken six **Magni 360°** telehandlers
- France **Elevateur** has acquired Spain's **Movex**
- **LGMG** has launched the 32ft **SR1018D** and 39ft **SR1218D RT** scissors
- UK's **Just4Access** has taken more **Dingli** scissors
- US based **Runnion Equipment Company** has appointed **Jake Regnier**
- UK's **Midland Access Platforms** has taken 12 **Genie E-Drive** scissors
- **Genie** has appointed **Galadari Trucks & Heavy Equipment** in UAE
- UK's **DSM Contract Lifting** has taken its fifth **Böcker** crane
- **Versalift** will launch a European underbridge inspection platform
- UK's **FTH Hire** group has taken 10 **Snorkel** scissor lifts
- Lithuania's **Strele Logistics** has ordered a 130t **Tadano ATF 130G-5**



Wim Fabricius



Diego Borgna



Karl Tragl



Paul Stray



Daniel Härter



Jake Regnier

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NEW


WHEN SUCCESS IS YOUR ONLY CHOICE.

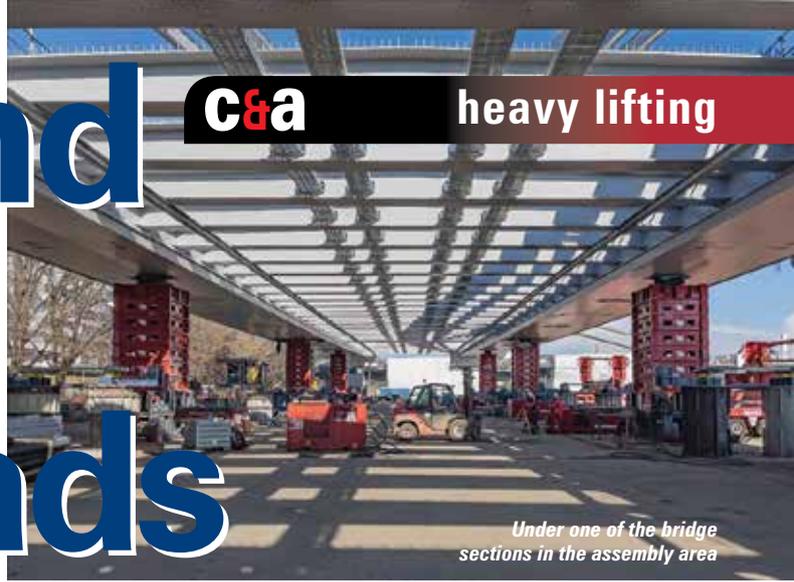
Agile. Versatile. Powerful. The new HK 4.050-1 and HK 4.070-1.

Every successful job starts with the journey there. With a minimal, significantly reduced turning circle and H-style outriggers with maximum flexibility, the two truck-mounted cranes can fulfill an extremely wide variety of needs even on short notice – whether traveling with a large counterweight or without the need for a permit, and with features ranging from an intelligent trailer solution to a storage compartment for roofing tile clamps. The Tridem air ride rear axles in the new HK family ensure ideal handling, absolute stability on the road, and powerful traction at the work site. The straightforward HK 4.050-1 meets the standard needs of the crane business just as reliably as the new HK 4.070-1 can tackle tough challenges – always with maximum versatility to tackle any job.

HK 4.050-1 and HK 4.070-1: Getting you where you need to be. Doing what you need to do.

	Max. lifting capacity	Main boom	Boom extension	Max. tip height	Max. radius	Engine (superstructure)	Drive
HK 4.050-1	50 t	10.5 m – 35.2 m	9.0 m	47.5 m	40 m	101 kW (137 PS)	8 x 4 with steered trailing axle
HK 4.070-1	70 t	10.4 m – 41.0 m	1.6 m – 15.8 m	60.2 m	46 m	129 kW (175 PS)	8 x 4 with steered trailing axle

Lifting and moving mega loads



Under one of the bridge sections in the assembly area

Will North takes a look at a few heavy lift and moving jobs that presented particular challenges.

Mega jacking

Mammoet is finding an increasing amount of work for its Mega Jack system, lifting and positioning bridges in Austria and Hong Kong.

The process of connecting people and communities with bridges has always carried its fair share of risks. The very nature of the job, spanning rivers or ravines high above the ground carries all manner of work at height risks, while having to deal with variable conditions.

In recent years heavy lift specialists such as Netherlands based Mammoet have developed a new approach. Rather than building a bridge in situ, why not build it where you can work safely and efficiently, and then move the whole structure?

The Mega Jack modular box jack system was developed by ALE, which Mammoet acquired in January 2020. The system is inspired by a simple technology, which most of us will have used at home or in the workshop for one

task or another: raise a load with jacks, slide a support underneath, raise it again, slide in another support. But the ALE/Mammoet system (excuse the pun) raises this concept to another level.

The Mega Jack 5200 is designed for loads measured in the tens of thousands of tonnes, with each jacking tower able to support up to 5,200 tonnes. It is typically used for jobs such as lifting entire offshore modules on top of each other, or on to their foundations. Other systems in the range, the Mega Jack 800 and Mega Jack 300 are designed for smaller, but still significant, loads, with a focus on compact dimensions and speed of work.

As well as being immensely powerful, the systems are designed to be used safely with transport and movement systems. Two recent jobs, in Linz, Austria, and Hong Kong, show how this approach can allow bridges to be installed safely when time is critical and closures around the installation site are limited.

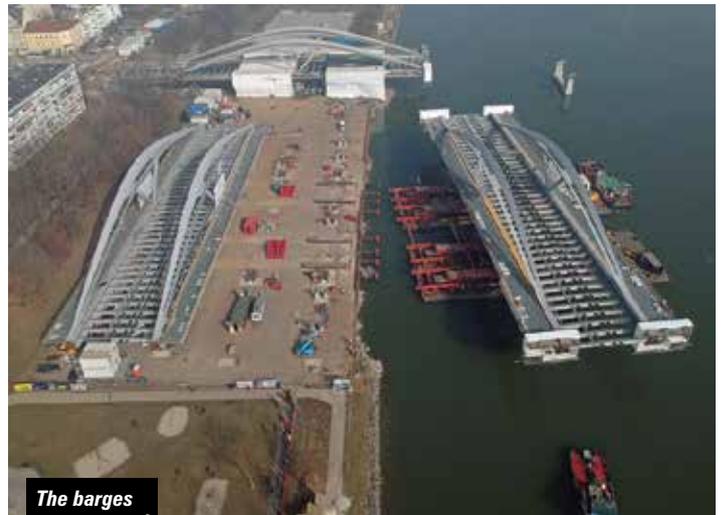
A Danube waltz

The Mega Jack 800 was used for a carefully choreographed bridge installation in Linz, Austria. A 100-year-old railway bridge over the Danube had reached the end of its life, and thus required replacement.

MCE, part of the Habau group, commissioned Mammoet as it had already completed numerous similar waterborne bridge installations and was in a position to provide all of the equipment from its own fleet, avoiding any interfaces that could

have delayed the project. The task for Mammoet was to move the two main bridge structures, each weighing around 2,800 tonnes, and measuring 100 metres long by 32 metres wide, from the pre-assembly area on the side of the Danube to low piers in the middle of the river.

Early in the planning phase, a tight schedule was drawn up in cooperation with the customer to minimise disruption and interruptions due to shipping on the busy waterway. The plan was to use the jacking system to raise the

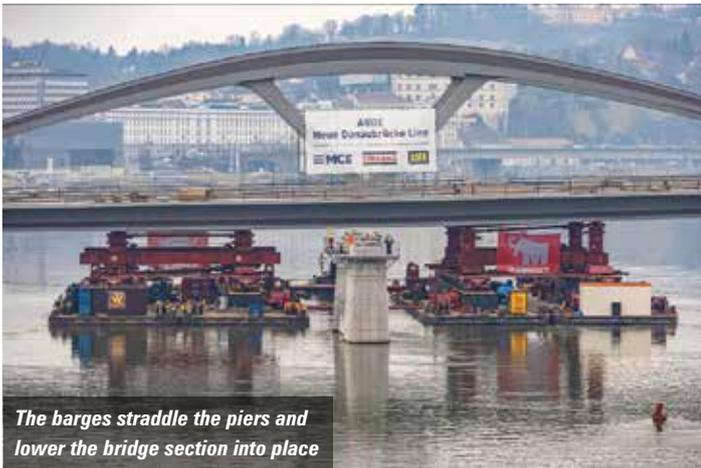


The barges were rotated 90 degrees and floated to the piers



The bridge was moved by the four SPMT sections on to the two double barges





The barges straddle the piers and lower the bridge section into place

2,800 tonne bridge segments from their pre-assembly height to the load out height and then float them out to the adjacent piers.

During the preparatory engineering phase, Mammoet's team was told that the two steel structures would be heavier than originally planned, due to additional strengthening measures, requiring the original lift plan to be adapted without causing any delays. Other challenges included limited space in the assembly area, and a difference in the centre of gravity between the two bridge structures.

Mammoet's engineers developed a plan to jack up the bridge sections, drive two sets of 120 axles line Self-Propelled Modular Transporters (SPMTs) equipped with jacking units, under the raised bridge. They would then take the weight and transport them onto two sets of two barges, connected with a gap between them wide enough to span the piers. The bridge sections were then floated away from the river bank, with winches rotating the barges 90 degrees to line the bridge up with the piers. The sections were then floated over the piers and lowered into place.

The whole process took place under the full gaze of the public via live streaming. The first bridge section was jacked up with four Mega Jack 800 towers, while the second bridge section - installed a day or two later - required six jacks, due to it being heavier with a different centre of gravity.

The entire installation took 11 days in total. On the day the first bridge section was installed, unforeseen morning fog caused a delay, but Mammoet was able to make up some time allowing the Danube to be reopened after just a short delay. The bridge is expected to be completed in October 2021.

Smooth airport transfer

Mammoet faced some similar challenges installing a covered airside bridge/walkway at Hong Kong airport. The distances between the bridge assembly area and the installation point was far greater than for the Linz job, as was the overall weight.

Working around airport closure restrictions added a further complication.

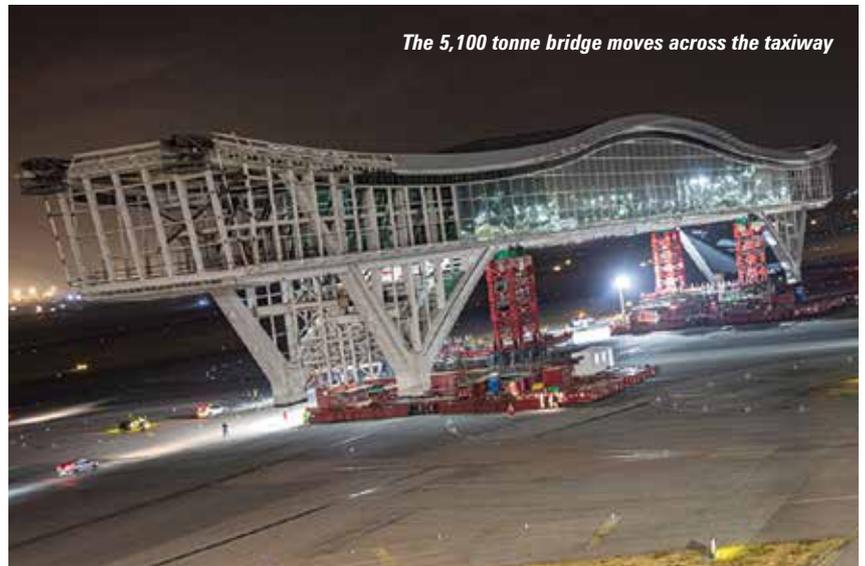
Mammoet used its Mega Jack 5200 jacking system, mounted on 264 SPMT trailer lines - the first time it had used them on SPMTs - to move the 5,100 tonne, 200 metre long structure

3.5 kilometres, crossing the taxiway. The team had just five hours to complete the job. Once the bridge reached the airfield apron it was lowered to the point where its legs were taking 10 percent of its weight in order to stabilise it. It was then jacked to a height of 43 metres in order to clear the bridge piers, the bridge was moved over them, with the bridge legs taking 30 percent of the weight, while the jacks held the rest while the bridge was fully welded into place and secured by the client, China State Construction Engineering. This required close monitoring of the jacks hydraulic system while the process was completed. The entire job took seven days.

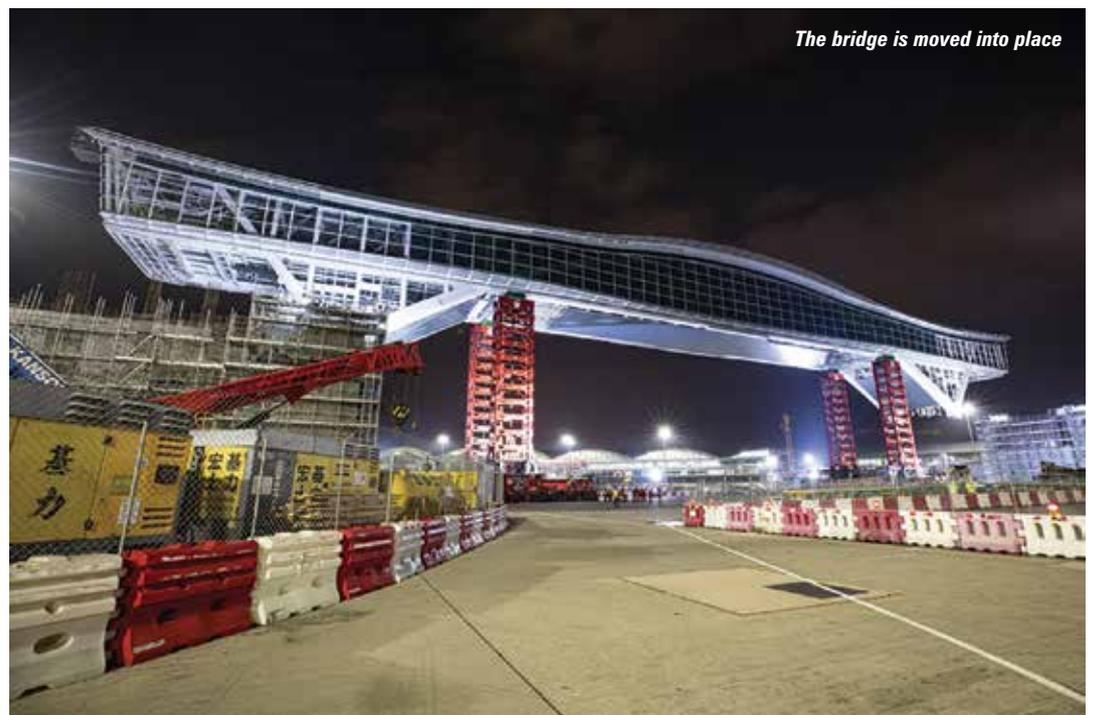
The bridge connects the airport's Terminal 1 with the North Satellite concourse and is high enough for the world's largest passenger aircraft to pass underneath.

Edwin Blösser, project manager for Mammoet, said: "This project required detailed planning, working 24 hours a day throughout the nine day critical time period given to us."

Charles Tse of China State Construction Engineering added: "We are pleased with the work done by the Mammoet team. The project was completed on schedule with minimal disruption to the Hong Kong International Airport's daily activities and this was especially important close to the Lunar New Year period, when we see an increase in traffic flow at this airport hub."



The 5,100 tonne bridge moves across the taxiway



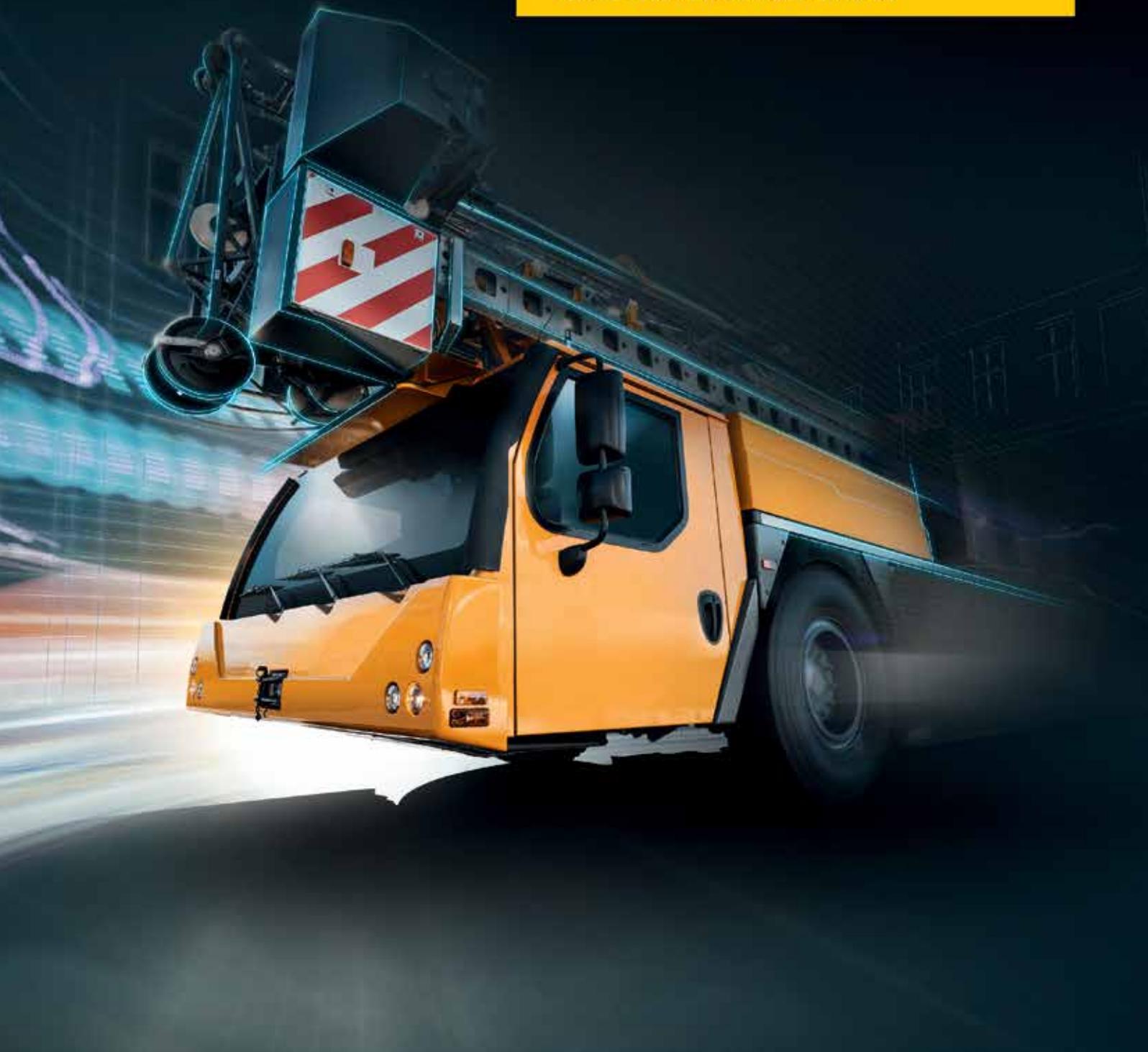
The bridge is moved into place

Drop in at the construction site

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Mobile Construction Crane MK 73-3.1



Precise turbine jacket handling

As offshore wind farm construction surges around the world, improved solutions are required to handle components more efficiently and safely. Netherlands based Q3 Heavy Lift has launched a jacket/foundation handling device. Will North reports.

Q3 is a Dutch heavy lift and logistics specialist, with offices in the Netherlands and Taiwan. In 2019 it was approached by the company building Taiwan's first specialist facility for offshore wind structure fabrication in order to supply systems and services to handle the large foundation jackets used to support wind turbines.

The Jacket Lifting Tool formed a key component of Q3's logistics plan, with the company designing and developing the device rapidly in the Netherlands to Lloyd's Register certification standards with structural components built by local fabricators Rometal. The device has three legs or 'C-Hooks' which are expanded hydraulically under the tower connection flange/

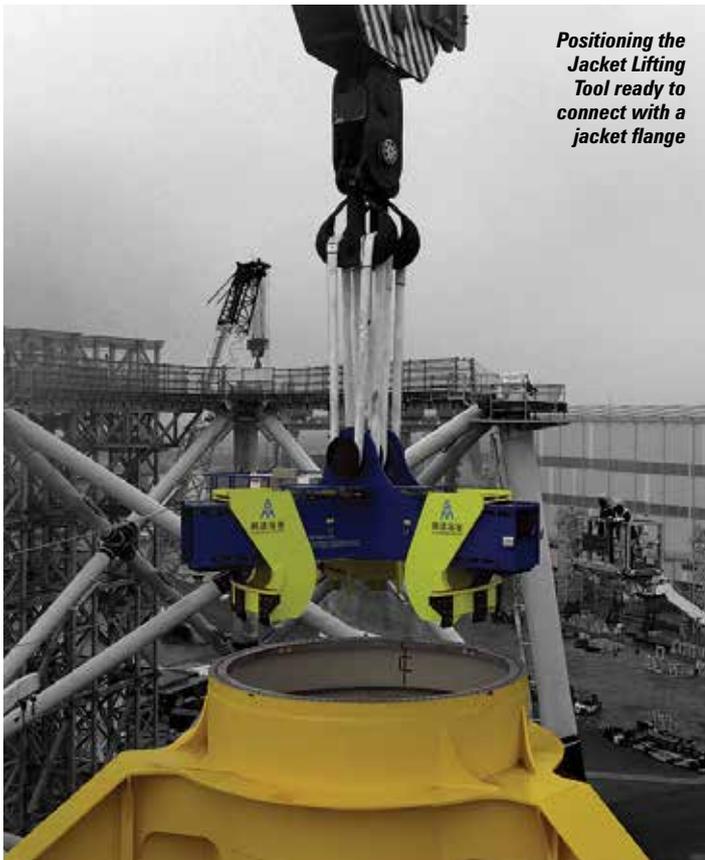
ring on the jackets. It can also be used for any structure with a similar flange connection with a diameter of between 5.5 and 6.8 metres.

The first job took place earlier this month with a 3,000 tonne PTC200-DS heavy lift crane, configured specifically to lift wind turbine jacket foundations weighing around 1,250 tonnes.

The client's decision to work with Q3 was influenced by its ability to provide a turnkey package, including in-house design, engineering, production and commissioning as well as its years of on-site, hands-on experience in the sector.

The Jacket Lifting Tool weighs 37 tonnes and can handle loads of up to 2,000 tonnes. The device features

Positioning the Jacket Lifting Tool ready to connect with a jacket flange



The PTC200-DS lifting a jacket with the Jacket Lifting Tool



A view over the factory and dock



An illustration of how the Lifting Tool works



nine cameras, giving feedback to the crane cab, helping operators work safely, swiftly, and efficiently. The remote controlled attachment is equipped with a small diesel engine,

driving a hydraulic power unit. A fully electric powered alternative is also available. Q3 Asia also provided all of the local training required for the safe use of the product.



The Jacket Lifting Tool in place

Compact hydraulic power

When the Koudiet Eddraouch power station in El Tarf, Algeria, needed to carry out maintenance on its 470 tonne generator it commissioned Algerian company Global Freight Transit (GFT) and its Enerpac SBL1100 hydraulic telescopic mast gantry to carry out the lift.

With a capacity of almost 1,100 tonnes, the SBL1100 tops Enerpac's eight model range of hydraulic gantries. Its three stage hydraulic octagonal profile masts can lift loads to a height of 12 metres. The system is also designed for easy and compact transport, with each mast folding down to offer an overall height of 2.25 metres, a length of 4.3 metres and a width of 1.4 metres.



The Intellilift wireless remote controller

GFT used the gantry to raise the generator 4.1 metres and move it onto a support structure in order for the maintenance work to be carried

out. Once completed it reversed the process, returning the generator to its working position. GFT logistics coordinator, Sofiane Issiakhem, said: "The Enerpac SBL1100 is invaluable for this kind of work, where we need to lift heavy loads in a limited space. Ease of deployment and operation has also allowed us to safely conduct similar generator lift projects in another power plant nearby."

A key component for completing applications such as this is

Enerpac's Intellilift wireless remote control system that transmits and receives verified and encrypted signals to and from receivers on each jacking mast. The system monitors and synchronises the lift across the four masts to within a 25.4mm tolerance, while travel is synchronised to within 15mm. A wired controller can also be used, but the wireless controller allows the operator to stand in the best position for an unobstructed view of the lift progress.



GFT's Enerpac SBL1100 hydraulic gantry lifts the 470 tonne generator at the Koudiet Eddraouch power station

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Day by day, Fassi works towards the future. It does so by focusing on digital and mechatronic innovation, introducing applications and technology to support human operators. These devices are developed entirely by Fassi and can be activated either remotely or via selector switches and can assist the operator both in terms

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More about: fassi.com

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A 450t reverse pick & carry

In late 2020, Austrian crane rental company Felbermayr used its latest 1,000 tonne Liebherr LR 11000 crawler crane to unload and travel with a 450 tonne generator, reversing 20 metres before placing it.

The lift was carried out alongside the 45.6 kilometre Rhine-Herne Canal in Germany's Rhine-Ruhr region, which connects Duisburg with the Dortmund-Ems Canal and remains a vital commercial artery for industrial plants in the region.

The 450 tonne generator was delivered by barge from Mülheim an der Ruhr and had to travel the last two kilometres overland to its final destination, an expansion project at a nearby gas and steam turbine power plant. The crane simply had to unload the generator from the barge and place it on to a waiting Self Propelled Modular Transporters (SPMTs).

As is often the case, getting the crane to site and setting up was the longest part of the job. The new crane was delivered directly to site on 19 low loaders and 30 curtain side trailers. It was set up with a 48 metre main boom, 36 metre derrick boom, 260 tonnes of superstructure counterweight and a suspended ballast pallet with a 20 metre radius.

When the barge arrived, the LR 11000 was ready to go, the load was attached to the hook, and an auxiliary crane added 320 tonnes of suspended ballast pallet. The operator then lifted the generator and reversed 20 metres away from the canal, to make room for two linked SPMTs, with 18 axle lines each, to be positioned beneath the load.

The barge tied up at the dock at noon and by 14:30 the SPMTs were ready to set off on the last leg of the generator's journey to the power plant.



The SPMTs head off on the two kilometre trip to the power station



With the load attached, an auxiliary crane added 320 tonnes of suspended ballast



The LR 11000 raises the generator from the barge...



...and tracks in reverse to create space for the SPMTs to drive in below the load



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Big crane shallow lake

As demand for wind power grows, developers are driven to search for new locations for turbines. In the Netherlands, 89 Siemens Gamesa's 4.3MW turbines are being installed in the shallow waters of the IJsselmeer lake. As with the installation of turbines in forest clearings, the Fryslan Wind Farm posed new challenges for contractors.

A critical first step was the installation of the 39 metre long monopile foundations for the turbines, which weigh up to 250 tonnes. Sarens was contracted by Van Oord Offshore Wind to lift and install them. The requirement for a big lattice crane went without saying but getting to the installation locations and lifting heavy loads in a lake with an average depth of around five metres, was another challenge altogether.

Sarens chose its 1,250 tonne Demag PC 6800-1 pedestal crane for the job, due to its high capacity, and ability to work with up to two degrees of inclination. A vessel was created from four barges, linked together, to create a surface area of 62 by 53 metres - large enough for the crane and equipment needed for the job, while maintaining a draft of less than 2.5 metres. A heavy raised sub frame was added to accommodate the crane. Once in position the platform was stabilised by 'spuds' - legs lowered into the lake floor.

With the concept for the job planned, Sarens turned to offshore engineering specialists Waves

group to confirm the feasibility. Waves built a hydrostatic model to assess the stability specific to inland waterways. The monopiles are driven into the lakebed with a hydraulic hammer, so a detailed hydrodynamic analysis was required to calculate the rigging loads and the height required for the hammer. This involved investigating a range of factors, including soil properties and specific wave and wind profiles for each location.

The wind conditions on the lake posed another challenge. Hendrik Sanders, who worked with his R&D department and Demag engineers to overcome this, said: "We needed Demag to look at the specific conditions of this job and adjust the permissible wind conditions for the crane. We also needed new charts for the maximum lifting capacities at up to two degrees inclination."

Demag conducted a 'failure modes and effects' analysis to identify crane components subject to particularly large loadings and describe the effects of a potential failure, in order to be able to respond quickly in the event of a failure, minimising downtime. Last, but not



The Demag PC6800-1 ready for work

least, new software had to be loaded into the crane's control system, with Demag engineers coming to site specifically for the task.

With the plan for the barge complete, and the feasibility of the approach confirmed, the PC 6800-1 was transported directly from its previous job in Hungary to the Dutch coast. Due to the limited space on the barge, the rigging and set up had to be planned meticulously. "We pre-assembled the crane on the shore and then put together and tested the larger components on the barge, minimising the risks of assembly on water and at height," said Sarens project manager Mart van Hoon.

It took the six person assembly crew a week and a half to set up the crane, including the application of a protective coating against saltwater corrosion. The PC 6800-1 was rigged in SSL/LSL S1 configuration, with a 72 metre main boom, and a 40.5

metre Superlift/derrick mast. The superstructure counterweight was 250 tonnes, while the Superlift ballast on a wheeled carrier was 360 tonnes.

With the piles stowed horizontally on the delivery boat, a Wagenborg floating sheerleg crane 'tailed in' the load. The crane vessel then repositioned if required, before the pile is lowered into place. "The fact that these operations have to be carried out in a sort of floating arrangement between other vessels makes the operation particularly challenging," says Van Hoon. "Which is why at least 10 experienced employees are on board for each lift. The lifting and positioning of a pile takes between 30 and 90 minutes, our plan is to drive two piles a day depending on the weather."

The project is due to take three months.



The monopile delivery



A floating sheerleg crane 'tails in' for the PC 6800-1 as it lifts the piles upright

The piles are driven in with hydraulic hammer

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Trailing behind



The compact Snorkel TL39

In spite of being one of the earliest forms of powered access, trailer lifts are possibly the most underestimated and ignored product on the market, eclipsed by the many alternatives that have come along since its introduction. Although versatile and ideal for jobs where weight is an issue, they are suited to short term, daily rents for domestic applications, neither of which are favoured by specialist access rental companies. Leigh Sparrow investigates the lower end of the market.

Too many choices

Anyone looking for a platform to reach heights of up to say, 15 metres, is faced with a mind boggling choice of equipment, including a range of different types with totally different specifications and performances. Most contractors are familiar with mini excavators or telehandlers where the choice is comfortably narrow. For example, if you are looking for a six metre/2,500kg telehandler the slightest variations between them all means you rarely face any choice other than which manufacturer to choose from. And if renting, you will probably be given the brand the local company has in stock - most often Manitou, JCB or Merlo.



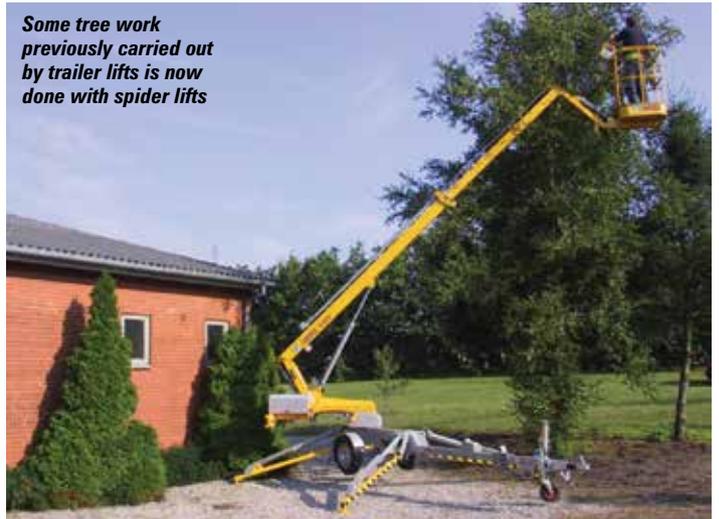
When it comes to powered access however, it's an entirely different proposition. Call up and ask for a 12 metre platform and you might have to choose from telescopic and articulated boom lifts, mast booms and lifts, scissor lifts - narrow, slab or Rough Terrain - truck, van or trailer lifts. Then more decisions are required whether you want electric, diesel, hybrid, bi-energy etc... You get my drift.

Having decided on a trailer lift, you still have a wide variety of choice, although regional variations probably mean that your supplier only offers one of them. In the UK, Ireland and France that is likely to be a 12 metre articulated model, possibly with a telescopic top boom, most likely battery powered. In the Nordic region it is likely to be a straight telescopic with AC or battery, although engine powered units are also widely available.

Choosing a telehandler is simple



Some tree work previously carried out by trailer lifts is now done with spider lifts



Entry level products?

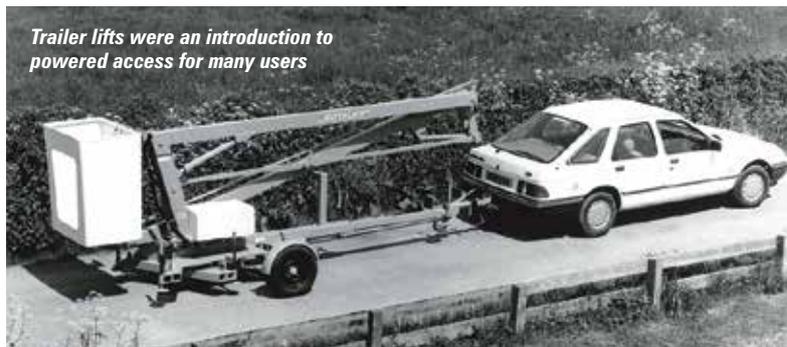
Trailer lifts are one of the earliest forms of powered access, and are still relatively popular, yet often receive the least amount of attention in terms of manufacturer's engineering and development budget, or marketing spend. There are around a dozen manufacturers or so worldwide, offering somewhere in the region of 75 different models, yet volumes are quite low compared to self-propelled lifts. Surprisingly trailer lifts hold their value more than almost any other form of powered access. So why are new models not more popular?

One key factor to a trailer lift is its ability to be towed behind a vehicle, avoiding the need for or cost of separate transport or trailer.

However, many countries seriously restrict, or even prohibit, towing such things behind cars or 4x4s, thus limiting what should be a much larger market. For those markets where this is not an issue, the easy transport comes with a trade-off, of course. Once you arrive on the job, they tend to be long and unwieldy - so not suited for job sites where space is at a premium. So even before we start, we have eliminated a large swathe of the market.

Another factor is that many of the jobs previously carried out with trailer lifts now have attractive alternatives. Spider lifts for example, they can still be towed - albeit on a two axle trailer - but once on site they are more compact and easier to manoeuvre into difficult to reach

Trailer lifts were an introduction to powered access for many users





Repointing brickwork is typically done with scaffold

spots, or travel between adjacent work areas. Another increasingly popular alternative is a small truck or pickup mounted lift, the availability of which has grown way beyond all expectation in recent years.

For many trades people, arborists, house painters or window installers etc... the trailer lift provided an introduction to the powered access revolution. Many of these trades have moved on to more sophisticated, and expensive,

forms of powered access. At the same time the industry has not done a great job persuading small businesses or 'sole traders' to replace their ladders, scaffold or other types of access equipment, with aerial lifts.

Access case study

I have witnessed an example of this in the village where I live, which has seen a mini construction boom over the past couple of years, with new houses going up, while everyone else seems to be repairing, extending and enhancing their homes. None of these projects have used even a single piece of powered access! I have seen dozens and dozens of ladders, and scaffolds of all types – from aluminium towers to tube & clamp facade. All too often used for short jobs where a platform might have been far more suitable. At the same these sites have been inundated with telehandlers, mini excavators and dumpers, all the latest gear - except when it comes to working at height.

An interesting case in point was the repointing of brickwork on the rear of a large house. The builder



Trailer lifts can be a good solution for short term work on domestic housing

rented alloy scaffold towers - two four metre double width towers, complete with extra large outriggers and eight platforms, along with two staging boards to join them up. Fair enough I thought, the three man team might work on different areas of the façade at the same time, and it might take them a couple of weeks or more. Nothing could have been further from the truth. Rather than the three chiselling out the old mortar by hand, repointing as they went, most of the work was carried out by one person at a time, as they worked in shifts using a grinder to rapidly remove the old mortar. It was all done in a few hours. The joints were then sprayed - first with air and then water, and the new mortar applied – this last step did involve two of them working at the same time, although they

tended to work alongside each other, completing one section at a time, rather than working from different ends of the building.

For the cost of the scaffold, they could probably have rented a platform for the week. A small scissor lift would have been ideal but getting it onto the raised patio might have been a challenge, a trailer lift could have reached from the drive. Another example is gutter replacement, a trailer lift would have been a perfect solution, given access around the house was not an issue, and the work took less than a day to complete. When asked, I was told that they had used platforms before, but found them "a bit scary", possibly the wrong machine for that job?

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The Nifty 120T (L) has all the bells and whistles. However, the basic Nifty 120 (R) remains popular

Spreading the powered access message

These observations suggests that work is still required to bring trades people into the powered access market. I notice how builders are not prepared to dig a trench with a spade anymore and rent in a mini excavator for the smallest hole. Several I spoke with had used powered access in the past,

because the job required it, or there was no alternative. And yet returning to lower level work they simply resorted to traditional forms of access, even while admitting that they hated putting up towers. Why is that once they have used the latest digging or material handling equipment, they become converts, and yet the same does not hold true for working at height? Given

the state of rental rates it is hard to imagine that price is an issue?

In spite of this the manufacturers we spoke with reported brisk trade for their smaller or simpler trailer lifts. The popularity of particular products depends however on the country or region. In the UK, basic articulated models are preferred, for example Niftylift's 'no frills' 12 metre Nifty 120 is its most popular, in spite of manual wind down outriggers and no drive assist, while its high specification, more compact 120T has more outreach, hydraulic outriggers, drive assist and all the 'bells and whistles'.

Strong second hand market

Niftylift's diminutive nine metre Nifty 90 model is no longer in production and yet is still popular, and fetches incredible money on the used market, while being a popular

machine to rebuild/refurbish. One used equipment dealer said: "We have sold three Nifty 90s since the start of the year, two 2013 models and a 2012 machine. They sold at between £6,500 and £7,500 + VAT each – probably what they cost when new! I had the last one in stock for two days before it sold. We have just taken another Nifty 120T bi-energy in part exchange and already have three people fighting for it. A 2013 machine at two thirds of the new retail price!"

"We also find the simple Nifty 120MEs sell well at higher than you would expect prices. I have seen people even paying mad money - around £5,000 for 25 year old Aerials and Go Industries machines that haven't seen a LOLER inspection in years. Trailer lifts are not dead here, especially for our customer base."



The Nifty 90 is no longer in production but used ones fetch high prices

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'Mini' telescopics

In many parts of Europe small lightweight telescopic high specification trailer lifts are more popular. Manufacturers like Dinolift, Ommelift, Denka and Hungarian sister company Europelift, are all seeing a steady increase in sales for this type of product.

Denka/Europelift

The Danish built Denka Junior 10 and 12 models arguably kicked off the market for mini 10 and 12 metre telescopics but these are no longer produced. Denka was rescued by Germany's Rothlehner in 2013,



The EuropeLift 13T

when it acquired the manufacturer's product related assets and intellectual property. It restarted production in Germany the following year but has now teamed up with Hungary's Europelift for the smaller models, starting the Denka range at 18 metres in the form of the DK18.

Europelift's smallest models are two 13 metre units, the articulated 13G, and more importantly, the increasingly popular 13T telescopic. The 13T offers up to nine metres of outreach with its three section boom fully extended and 100kg in the platform, while the 220kg maximum capacity is available at seven metres outreach. The machine is just under six metres long - a critical length in some parts of Europe - and weighs just under 1.5 tonnes with its full specification, including hydraulic outriggers and the 'wheel assist' self-propelled drive function to manoeuvre the stowed machine into position.

Rothlehner's Fred Rothlehner said: "We have seen stable demand for trailer lifts over the last couple of years and have sold more than 100 new Denka and Europelift units a year, even during times of crisis. We

are now seeing rise of trailer sales and expect this to continue on the future."

Ommelift

Other companies in this market include Denmark's Ommelift which offers three models in its 'Mini' telescopic range, the 10.5 metre Mini 10.5 E, 12 metre Mini 12 EJ and the 15 metre Mini 15 EXJ. Staying with 12 metre machines, the Mini 12 EJ has a working height of 11.9 metres and an outreach of up to 7.6 metres. The maximum 125kg platform capacity is unrestricted, making this clearly a one man machine, which for most applications for this type of lift is fine. The overall length is a fraction over six metres - due to its two section boom - while the overall width for road travel is 1.5 metres. As with many models in this sector, the axles can be retracted to reduce the overall width - 1.2 metre in this case - for passage through gates or narrow paths etc... While a two section boom makes the machine a longer it does help keep the weight down, the Mini 12 EJ weighs just 1,260kg with full specification.



The Ommelift Mini 12

Dinolift

The other main producer of small telescopic machines is Finland's Dinolift. The Nordic dominance is no accident, historically this part of Europe has always preferred telescopic trailer lifts, while the UK and France have always taken articulated models and Germany buys both types.

Dinolift offers a range of nine telescopic models with working heights from 10.5 to 18 metres, including three 12 metre units and two 13.5 metre models. It also offers seven articulated models to provide a total line up of 16 trailer lifts. The 10.5 metre Dino 105TL weighs just 955kg and yet still offers up to 6.5 metres of outreach

How do they all compare? The following chart compares trailer lift models in the nine to 13 metre range.

Manufacturer	Model	Work height	Outreach	Capacity	GVW	OAL	OAW	TYPE
Comet	X Trailer 12	12m	4.5m	200kg	1,300kg	3.55m	1.82m	TA
Dinolift	105TL	10.5m	6.5m	130kg	955kg	5.45m	1.49m	T
Dinolift	120T	12.0m	7.9m	120kg	1,285kg	5.56m	1.72m	T
Dinolift	120TN	12.0m	7.9m	120kg	1,355kg	5.52m	1.53m	T
Europelift	TM13T	13m	9.0m	220kg	1,470kg	5.99m	1.55m	T
Europelift	TM13G	13.1m	6.1m	220kg	1,540kg	6.35m	1.55m	A
Ommelift	Mini 10.5 E	10.5m	6.8m	125kg	1,050kg	6.06m	1.2m	T
Ommelift	Mini 12 EJ	11.9m	7.6m	125kg	1,260kg	6.02m	1.51m	T
Niftylift	Nifty 120T	12.2m	6.1m	200kg	1,400kg	4.5m	1.50m	TA
Niftylift	Nifty 120	12.3m	5.0m	200kg	1,195kg	5.75m	1.5m	A
Matilsa	Parma 9	9.5m	3.5m	120kg	675kg	4.13m	1.2m	A
Matilsa	Parma 12T	12.1m	6.0m	200kg	1,410kg	4.56m	1.6m	TA
Matilsa	Parma 12	12.0m	4.8m	200kg	1,150kg	5.98m	1.60m	A
Snorkel	TL37J	12.9m	5.6m	215kg	1,568kg	6.4m	1.61m	A
Snorkel	TL39	13.5m	6.4m	215kg	1,680kg	5.1m	1.61m	TA
Thomas	120NWT	12m	6.5m	200kg	1,450kg	4.5m	1.45m	TA
Non-European alternatives								
Goman	P12	12m	4.5m	200kg	1,180kg	5.85m	1.7m	A
Hydro Grubert	BL13TA	11.7m	5.6m	175kg	1,700kg	7.4m	1.6m	A
Haulotte	3522 A	12.75m	6.8m	227kg	1,590kg	5.0m	1.66m	TA
Haulotte	3632 T	13.3m	9.7m	227kg	2,000kg	6.8m	1.66m	T
JLG	T350	12.5m	6.15m	227kg	1,523kg	6.63m	1.45m	TA
Genie	TZ 34/20	13.36m	5.59m	227kg	1,431kg	5.5m	1.45m	TA

Type key T = Telescopic TA=Articulated Telescopic A = Articulated



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- Best in class working envelope
- Jib with horizontal rotation



The Dino 105TL weighs just 955kg but offers 6.5m outreach

with 130kg platform capacity. The low weight amazingly includes hydraulic outriggers and a wheel drive assist system! The 12 metre 12T is also a one person machine, with an unrestricted platform capacity of 120kg, but offers 7.9 metres of outreach, weighs 1,285kg fully equipped, and has an overall length of 5.56 metres.

This year the company has invested in a major update across its entire trailer lift range to make them more

consistent, with the same control layouts and the same drive assist operation, including a standard wired remote controller.

Matilsa

Getting back to the articulated models, while Niftylift is almost certainly the market leader, it is not without competition. In Spain, Matilsa builds models that are similar to Niftylift's, with seven models, from seven to 17 metres,



Dino 120T

all of them either articulated or articulated/telescopic, which combine a riser with the telescopic boom to provide up & over reach and avoid the complications of a three section boom. Its basic nine metre Parma 9 is proving increasingly popular, thanks to its low towing weight. Chief executive, Amancio Lebrero, says: "Weighing less than 750kg means that the

Parma 9 can be towed with almost any vehicle. In addition, it does not need a road tax, nor to pass ITV (technical inspection/test (MOT)) nor do they require their own insurance, since it is covered by the car insurance."

"The sort of work it is used for includes low rise, camera mounting, alarm systems and minor maintenance etc... It is also interesting for rental fleets due to its easy operation, easy transportation and absence of vehicle registration. Many of the jobs involving small repairs or installations the transport costs a lot more than renting the machine. We have been manufacturing it for seven years now, we did update the original product, moving to folding outriggers, in place of the removable ones, making them far easier to set up and use."



Matilsa's Parma 9 working on a home

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The narrow Nifty 90

Niftylift

Although we have already touched on UK based Niftylift, it is worth adding that it now offers five trailer lifts, two 12 metre models along with 15, 17 and 21 metre units. In 2016 it unveiled a heavy duty 14 metre telescopic model - the TM40 - for the US market at the ARA Rental Show, however that unit has not yet gone into production. Managing director John Keely said that plans have not been dropped, but the engineering focus is clearly on keeping up with the development of its growing self-propelled boom lift range. He did acknowledge the ongoing importance of the trailer lift market and confirmed the high prices that used or refurbished machines fetch.

Snorkel

Snorkel has a long history with trailer lifts, having built them at its plant in New Zealand in the past. When the company was acquired by Tanfield in 2007 it was merged with UpRight which built two trailer lift models in Ireland. It also owned UK trailer lift manufacturer Aerial. Today Snorkel is owned by Don Ahern, and offers three models, two 13 metre units and a 17 metre with influences from all three manufactures.



The Chinese built Goman P16

The two 13 metre models - the TL37J and TL39 - are close in terms of working height, but offer different lift mechanisms and features, the TL39 is more than a metre shorter at 5.1 metres, in spite of offering a greater platform height.

The others

Looking at the chart on page 30 you can see that three of the four largest self-propelled aerial lift manufacturers also offer trailer lifts, but only in North America now, where Haulotte has rebranded its Biljax models to Haulotte, reserving the Biljax brand for non-powered access products. While not a key focus, Genie and JLG are both keeping their foot in the market. One point made by several full line manufacturers is that trailer lifts do not generate sufficient margins to justify significant investment in new models. They also take up more space on a production line and can be awkward to ship, given their length.

Palfinger owns Argentina's Hidro Grubert, which used to sell trailer lifts in the USA, but now appears to have switched to small truck mounted lifts, keeping trailer lifts for the local market. Finally Chinese manufacturer Goman has dipped its toe in the water, with the P12 and P16 models. While this may create some local demand, they are unlikely to make it to Europe, given the shipping costs in relation to the selling prices.

The Snorkel TL37J



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via E. Fermi, 2 - 37010 Affi (VR) - Italy



Micro scissor take over

Demand for aerial work platforms with working heights of under five metres has grown rapidly as tougher European work at height rules take hold. An increasing number of countries have seen exponential growth in adoption of small push-around scissor or mast lifts, but is there now a shift towards a new breed of Micro scissor lift?

Low level platform uptake varies by country. The UK possibly leads the way, followed by the Netherlands, Germany and France, while countries like the UAE in the Middle East have also seen widespread adoption, thanks to European contractors insisting on the same safety standards on site as in their home markets.

There were early indications of a move away from push-around scissor lifts towards non-powered products such as JLG/Power Towers Peco or Ecolifts - or self-propelled versions of the push around scissor lift. However, manufacturers now seem to be favouring full specification 13 or 14ft micro scissors over drive enabled push-around lifts. The difference? A self-propelled push-around usually has castors on one axle or four very small diameter wheels.

Micro scissors

Offering working heights between 3.9 and 4.2 metres the new 13/14ft

micro scissors also challenge 12ft mast type lifts, in that they are as compact but feature larger platforms and without a mast intruding into the platform. US based Hy-Brid Lifts pioneered a 12ft micro scissor alternative and the concept is now taking off. The launch of Genie's 13ft GS-1330m in Shanghai in late 2018 was an indicator of change, with the company, perhaps, reacting to similar products that Dingli and Mantall were selling through US brands such as MEC.

JLG quickly followed Genie, as did Skyjack which introduced the 13ft SJ3013 and 14ft SJ3014 in February. These two models are built for Skyjack by Mantall in China and are similar to ones it sells under its own brand and that of GMG. Snorkel said: "Snorkel already offers one of the largest lines of low level access lifts in the industry, but we are currently exploring the 13ft/14ft segment."

New Genie E-Drive Micros

Earlier this month Genie unveiled two

all new micro scissors with the 14ft GS-1432m and a 19ft GS-1932m. The GS-1432m offers a working height of almost 6.3 metres with Genie claiming that feedback from its telematics data inputs revealed that 95 percent of 20ft scissor lifts never go above 16ft – a working height of 6.8 metres. The micro models are lighter - the GS-1432 is just 900kg - and shorter, at 1.4 metres with the platform entry steps installed, as well as offering an overall width of 810mm.

The new models feature Genie's E-Drive AC brushless wheel motor drive for longer battery life, and will replace the existing GS-1330, GS-1530 and GS-1532 models. The first units are likely to be built in China but it has been designated

for 'global production'. In spite of its low weight, the GS-1432 has a full height outdoor rating and is under two metres high when stowed - so no pfaing around with folding guardrails.

Skyjack micros

The new 14ft Skyjack SJ3014 micro scissor is slightly narrower than the Genie at 760mm, but longer at 1.49 metres, although removing the step reduces that to 1.3 metres. The overall height is just over two metres, while overall weight is 820kg. It is however, an indoor only machine, in the belief that most European users understand this and prefer the greater reach, given the applications they are used for. In North American the same machine is limited to 13ft and weighs 886kg

(65kg more than the SJ3014), with the combination providing a one person outdoor rating. Unlike Skyjack's new SJ20 mast lift, these units have rear wheel drive with DC brushless electric motors.

How do they compare?

As you can see from our comparison, there is already a wide choice in this sector, and this chart is by no means exhaustive. Specifications do not differ that much, but this is a market where a few millimetres can make the difference.



Skyjack's new SJ3014 micro scissor



Micro scissors compete with mast type lifts



Snorkel's S3010E is a self-propelled push-around with a 5m working height and an overall weight of 495kg



Genie's new GS-1432



The entry step is built into the overall machine length

Make	Model	Work height		Platform capacity		O/A width	O/A length *	Stowed height**	Total weight	Platform extension	Drive Fr/E/AC
		Indoor	Outdoor	Indoor	Outdoor						
Genie	GS-1432m	6.3m	6.3m	227kg	227kg	810mm	1.4m	1.88m	900kg	600mm	Re/E/DC
Skyjack	SJ3013	5.79m	6.3m	227kg	227kg/1p	760mm	1.49m	2.02m	886kg	510mm	Re/E/DC
Skyjack	SJ3014	6.4m	No	227kg	No	760mm	1.49m	2.05m	820kg	510mm	Re/E/DC
Mantall	XE60 Mini ED Plus	6.4m	No	240kg	No	760mm	1.35m	2.03m	810kg	550mm	Re/E/DC
Mantall	XE5 Mini ED Plus	5.0m	No	240kg	No	760mm	1.49m	2.03m	760kg	550mm	Re/E/DC
JLG	1230ES	5.66m	5.66m	230kg	230kg	760mm	1.36m	1.65m	790kg	No	Fr/E/DC
GMG	1330ED	6.0m	No	240kg	No	740mm	1.43m	1.95m	730kg	550mm	Fr/E/DC
Dingli	JCPT0607DCS	5.6m	5.6m/1p	240kg	240kg/1p	760mm	1.44m	2.03m	880kg	600mm	Fr/E/ADC
Sinoboom	0407SE	5.8m	No	240kg	No	760mm	1.42m	1.97m	880kg	600mm	Re/E/
Sinoboom	VMO4E	5.8m	5.8m	227kg	227kg/1p	780mm	1.38m	1.65m	840kg	500mm	Re/E/
LGMG	SS0407E	5.6m	5.6m	240kg	240kg	760mm	1.53m	2.06m	880kg	600mm	Fr/E
LGMG	SS0507E	6.3m	6.3m	230kg	230kg	810mm	1.53m	2.15m	985kg	600mm	Fr/E
Haulotte	Star 6	5.8m	5.8m	230kg	230kg/1p	790mm	1.4m	1.75m	835kg	400mm	Fr/E/AC
Skyjack	SJ12	5.65m	5.65m	227kg	227kg/1p	780mm	1.37m	1.78m	863kg	410mm	Tf/H
JLG	ES1330L	5.8m	5.8m	227kg	227kg	760mm	1.43m	1.82m	900kg	550mm	Fr/E/DC
Snorkel	S3010E	5.0m	No	227kg	No	770mm	1.26m	1.8m	495kg	No	Fr/E/DC
Snorkel	TM12E	5.65m	5.65m	227kg	227kg/1p	760mm	1.37m	1.7m	1,016kg	510mm	Fr/E/DC
Aichi	WM05C1NS	6.78m	No	200kg	No	770mm	1.3m	1.55m	800kg	550mm	Re/E/AC
MEC	1330SE Micro	6.0m	5.0m	240kg	240kg	800mm	1.45m	2.03m	937kg	610mm	Fr/E/DC
JCB	S1530E	6.5m	6.5m	280kg	280kg/1p	770mm	1.78m	2.11m	1,373kg	900mm	Fr/H
Eastman	ES1330E	5.9m	5.0m	240kg	240kg/1p	760mm	1.44m	2.07m	880kg	550mm	Re/E/DC
Imer	Easy Up 5 SP	5.2m	5.2m	200kg	200kg	760mm	1.39m	1.81m	500kg	No	Re/E/DC
Imer	IM 4680 MC	6.5m	6.5m	230kg	230kg/1p	800mm	1.85m	2.02m	1,540kg	360mm***	Fr/E/DC
ELS	5.5 Junior SP	5.9m	5.9m	250kg	250kg	760mm	1.43m	1.89m	660kg	500mm	Re/E/DC
Hy-Brid	PS-1430	6.1m	4.9m	317kg	317kg/1p	762mm	1.76m	1.81m	808kg	762mm	Re/E/DC
Bravi	Leonardo HD	4.9m	4.9m	180kg	180kg	739mm	1.19m	1.75m	560kg	595mm	Re/E/DC
Bravi	Lui 460	6.6m	No	280kg	No	680mm	1.66m	1.86m	1,250kg	716mm	Re/E/DC

Drive: Fr= front wheel drive Re= Rear wheel drive E= Electric H= Hydraulic S= Side extension T= Two extensions

* Length with steps in place ** Height with guardrails up *** Side extension

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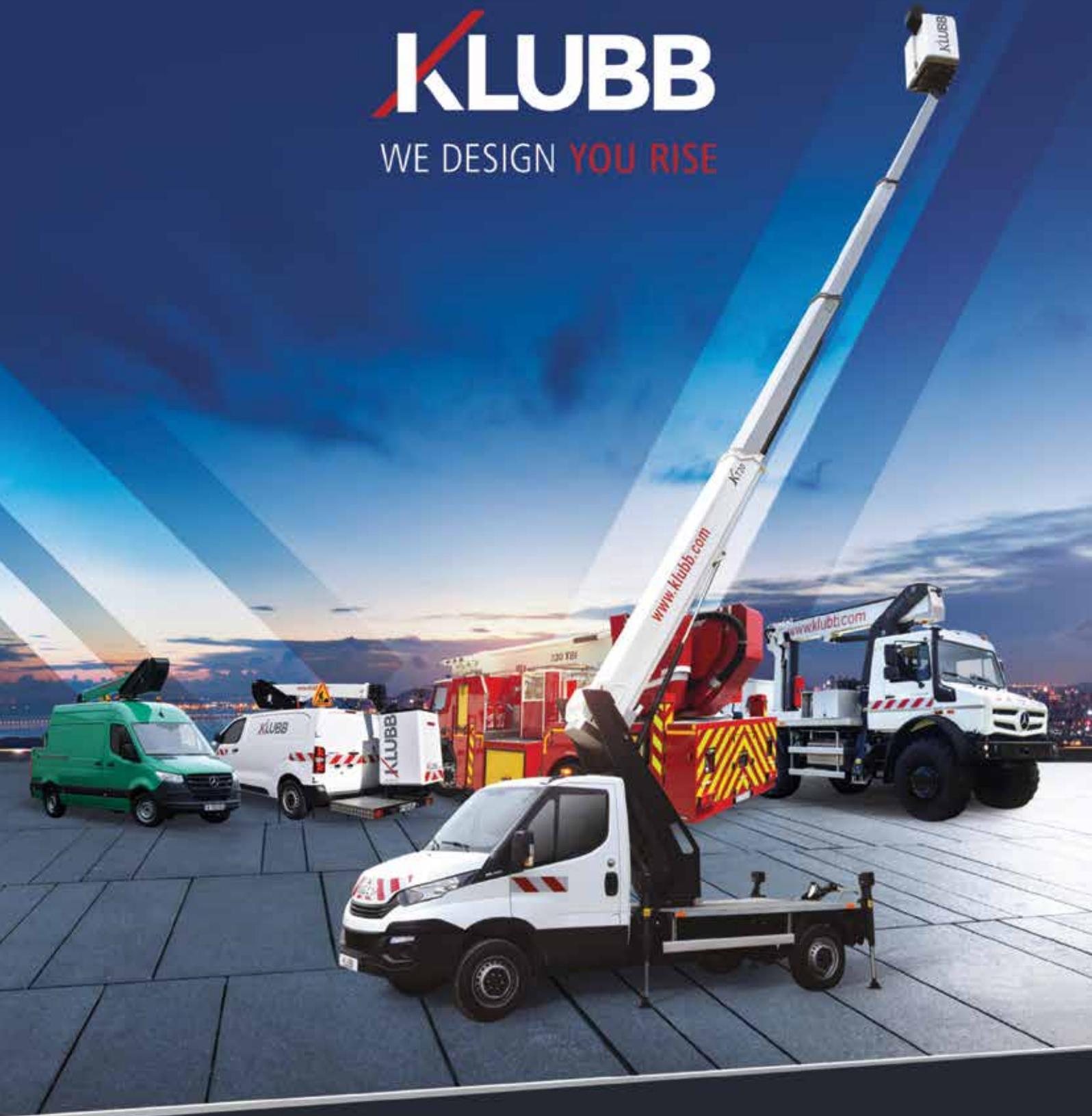
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Our all new Source Guide attempts to list every crane, access, telehandler and ancillary equipment manufacturer in our industry, detailing the specific models they offer within each category of products. It has been a big undertaking to collate such a large amount of data and it is possible that the odd error and omission has occurred. If you spot anything that needs changing, please do not hesitate to email us at: editor@vertikal.net.

MOBILE CRANES



Manufacturer	Origin	Website	All Terrain	Compact/ City	Truck	Self-erecting tower	Rough terrain	Trailer/ Aluminum	Pick & Carry
Ace Cranes	India	www.ace-cranes.com							
Altec	USA	www.altec.com							
Bailey Cranes	USA	www.baileycranes.com							
Bencini	Italy	www.camsind.com/en/autogru-bencini							
BG Lift (Brennero Gru)	Italy	www.bglift.com							
Böcker	Germany	www.boecker.de							
Broderson	USA	www.bmccranes.com							
KD Mobilní Jeáby	Czech Republic	www.ckd-jeaby.cz							
Demag	Germany	www.demagmobilecranes.com							
Emminghaus	Germany	www.emminghaus.de							
Escorts	India	www.escortsgroup.com							
Franna	Australia	www.terex.com/franna							
Galizia	Italy	www.galiziagru.com							
Grove	Grove	www.manitowoc.com/grove							
GT Cranes	Italy	www.gt-cranes.com							
Hidrokon	Turkey	www.hidrokon.com							
Hoeflon	Netherlands	www.hoeflon.com							
Horyong	Korea	www.horyong.co.kr							
Humma Cranes	Australia	www.hummacranes.com.au							
JMG	Italy	www.jmgcranes.it							
Kato	Japan	www.kato-works.co.jp							
Kegiom	Italy	www.kegiom.com							
Klaas	Germany	www.klaas.com/en							
Liebherr	Germany	www.liebherr.com							
Lift Systems	USA	www.lift-systems.com							
Link-Belt	USA	www.linkbelt.com							
Liyue	China	www.liyuemachinery.com							
Load King	USA	www.loadkingmfg.com							
Locatelli	Italy	www.locatell Crane.com							
Luigong	China	www.luigong.com							
Manitex	USA	www.manitex.com							
Marchetti	Italy	www.marchetti.it							
MKG	Germany	www.mkg-export.com							
MPG	Turkey	www.mpg.com.tr							
National Crane	USA	www.manitowoc.com/national-crane							
Ormig	Italy	www.ormig.com							
Paus	Germany	www.paus.de							
Reedyk	Netherlands	www.reedyk.eu							
Rigo	Italy	www.rigo-cranes.com							
Sany	China	www.sanyglobal.com							
Sennebogen	Germany	www.sennebogen.com							
Shuttlelift Cranes	USA	www.manitowoc.com/shuttlelift							
Socage Cranes	Italy	www.socage.it							
Spierings	Netherlands	www.spieringscranes.com							
Sunward	China	www.sunward.com.cn							
Tadano	Germany	www.tadano.com							
TCM	Italy	www.tcmsrl.net							
Terex	Italy	www.terex.com/cranes							
TGT-Teupen	Germany	www.tgt-teupen.com							
Til	India	www.tilindia.in							
TRT	Australia / NZ	www.trt.co.nz							
Valla - Manitex	Italy	www.vallacrane.com							
World Power Erkin	Turkey	www.worldpower.com.tr							
XCMG	China	www.xcmgeu.com							
Zee Crane	USA	www.zeecrane.com							
Zoomlion	China	www.en.zoomlion.com							



CRAWLER CRANES



Manufacturer	Origin	Website	Telescopic boom	Lattice boom	Duty cycle	Mini crawler (<12t)	Spider cranes
Ace Cranes	India	www.ace-cranes.com					
Bauer	Germany	www.bauer.de					
Benelli Gru	Italy	www.benelli-group.it					
BG Lift	Italy	www.bglift.com					
Casagrade	Italy	www.casagrandegroup.com					
Demag	Germany	www.demagmobilecranes.com					
Favelle Favco	Malaysia	www.favellefavco.com					
Fuwa	China	www.fuvaglobal.com					
Grove	USA	www.manitowoc.com/grove					
Hoeflon	Netherlands	www.hoeflon.com					
HSC Cranes	Japan	www.hsc-cranes.com					
Jekko	Italy	www.jekko-cranes.com					
Kato	Japan	www.kato-works.co.jp					
Kegiom	Italy	www.kegiom.com					
Kobelco	Japan	www.kobelco-cranes.com					
Liebherr	Germany	www.liebherr.com					
Link-Belt	USA	www.linkbelt.com/cranes					
Maeda	Japan	www.maeda-minicranes.com					
Mait	Italy	www.mait.it					
Manitowoc	USA	www.manitowoc.com/manitowoc					
Mantis	USA	www.mantiscranes.com					
Marchetti	Italy	www.marchetti.it					
Palfinger	Austria	www.palfinger.com					
Reedyk	Netherlands	www.reedyk.eu					
Sany	China	www.sanyglobal.com					
Sennebogen	Germany	www.sennebogen.com					
Spydercrane	USA	www.spydercrane.com					
Sunward	China	www.sunward.com.cn					
Tadano	Germany	www.tadano.com					
TCM	Italy	www.tcmsrl.net					
TGT-Teupen	Germany	www.tgt-teupen.com					
Unic	Japan	www.uniccrane-global.com					
Valla	Italy	www.vallacrane.com					
XCMG	China	www.xcmgeu.com					
Zoomlion	China	www.en.zoomlion.com					



TOWER CRANES



Manufacturer	Origin	Website	Luffing jib	Saddle jib	Articulated	Flat top	Self erectors
Ace Cranes	India	www.ace-cranes.com					
Arcomet	Belgium	www.arcomet.com					
Artic Cranes	Sweden	www.articcrane.com					
BBL Cranes	Germany	www.bbl-baumaschinen.de					
Benazzato	Italy	www.benazzatogru.it					
Cattaneo	Italy	www.cattaneogru.it					
Comansa	Spain	www.comansa.com					
Dalbe	Italy	www.grudalbe.com					
Favelle Favco	Malaysia	www.favellefavco.com					
FB Gru	Italy	www.fbgru.it					
FM Gru	Italy	www.fmgru.com					
Gelco Clever Crane	Italy	www.gelcogru.com					
Jakob Fahrzeugbau	Switzerland	www.jakobfahrzeugbau.ch					
Jaso	Spain	www.jaso.com					
Jost	Germany	www.jostcranes.de					
Krøll Cranes	Denmark	www.krollcranes.dk					
Liebherr	Germany	www.liebherr.com					
Montarent	Netherlands	www.montarent.nl					
Moritsch	Italy	www.moritsch.it					
Potain	France	www.manitowoc.com/potain					
Raimondi	Italy	www.raimondi.co					
Saez (Grúas Saez)	Spain	www.gruassaez.com					
San Marco	Italy	www.sanmarco-cranes.info					
Sany	China	www.sanyglobal.com					
Spierings	Netherlands	www.spieringscranes.com					
Terex	Italy	www.terex.com/cranes					
Vicario	Italy	www.vicariogru.com					
Wilbert	Germany	www.wilbert.de					
Wolffkran	Germany	www.wolffkran.com					
XCMG	China	www.xcmgeu.com					
Yongmao	China	www.yongmao.com.cn					
Zoomlion	China	www.en.zoomlion.com					

LOADER CRANES



Manufacturer	Origin	Website	Telescopic	Knuckle boom	Mini (<1t)	Marine
Ace Cranes	India	www.ace-cranes.com				
Amco Veba	Italy	www.amcoveba.com				
Atlas	Germany	www.atlasgmbh.com				
Benelli Gru	Italy	www.benelli-group.it				
BG Lift	Italy	www.bglift.com				
Cobra	USA	www.cobra-cranes.com				
Copma	Italy	www.cps-group.com				
Cornach	Italy	www.cornach.com				
Effer	Italy	www.effer.com				
Fassi	Italy	www.fassi.com				
Ferrari	Italy	www.fliferrari.it				
Heila	Italy	www.heila.com				
Hiab	Italy	www.hiab.com				
Hidrokon	Turkey	www.hidrokon.com				
HMF	Denmark	www.hmfranes.com				
Horyong	Korea	www.horyong.co.kr				
Hyva	Italy	www.hyva.com				
Load King	USA	www.loadkingmfg.com				
Manitex	USA	www.manitex.com				
Marchesi	Italy	www.marchesigr.com				
Maxilift	Italy	www.maxiliftcrane.com				
MKG	Germany	www.mkg-export.com				
MPG	Turkey	www.mpg.com.tr				
Next Hydraulics	Italy	www.nexthydraulics.com				
Palfinger	Austria	www.palfinger.com				
Penny Hydraulics	UK	www.pennyhydraulics.com				
Pesci	Italy	www.cps-group.com				
PM	Italy	www.pm-group.eu				
Sany Palfinger	Austria/China	www.en.sanypalfinger.com				
Tadano	Germany	www.tadano.com				
TCM	Italy	www.tcmsrl.net				
Tirre	Germany	www.tirre.de				
Toimil	Spain	www.toimilgruas.com				
Unic	Japan	www.uniccrane-global.com				
World Power Erkin	Turkey	www.worldpower.com.tr				
XCMG	China	www.xcmgeu.com				



SCISSOR LIFTS



Manufacturer	Origin	Website	Slab electric	Rough terrain
AB Lift	Germany	www.ab-lift.com		
Aichi	Japan	www.aichi-corp.co.jp		
Airman	Japan	www.airman.co.jp		
Airo	Italy	www.airo.com		
ATN	UK	www.atnplatforms.com		
Boonai Lift	China	www.boonailift.com		
Boss	Taiwan	www.bossaccessstowers.com		
Dingli	China	www.cndingli.com		
Eastman Heavy Machinery	China	www.eastmanhm.com		
ELS Lift	Turkey	www.elslift.com		
Genie	USA	www.genielift.com		
GMG	China	www.globalmachineryinc.com		
Goman	China	www.gomanlift.com		
HAB	Germany	www.hab-sales.com		
Haulotte	France	www.haulotte.com		
Holland Lift	Netherlands	www.hollandlift.com		
Hy-Brid Lifts	USA	www.hybridlifts.com		
Imer	Italy	www.imergroup.com		
JCB	China / India	www.jcb.com		
JCHI	China	www.jchic.en.ecplaza.net		
JLG	USA / Belgium	www.jlg.com		
Kreitzler	Germany	www.kreitzler.de		
LGMG	China	www.en.lmgm.com.cn		
Lift-A-Loft	USA	www.liftaloft.com		
Magni	Italy	www.magnith.com		
Manitou	France	www.manitou.com		
Mantall	China	www.mantall.com		
MEC	USA	www.mecawp.com		
Mieve	Spain	www.mieve.es		
Noblelift	China	www.noblelift.com		
PB Lifttechnik	Germany	www.pb-arbeitsbuehnen.de		
Runshare	China	www.runshare.net		
Sinoboom	China	www.sinoboom.com		
Skyjack	Canada	www.skyjack.com		
Snorkel	UK / USA	www.snorkellifts.com		
Weiss	Germany	www.arbeitsbuehnen-weiss.de		
XCMG	China	www.xcmgeu.com		
Yamei	China	www.scissorliftfactory.com		
Zoomlion	China	www.en.zoomlion.com		

BOOM LIFTS



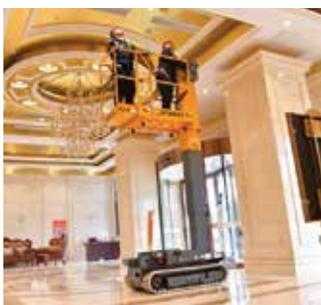
Manufacturer	Origin	Website	Mast boom	Telescopic boom	Articulated boom	Semi self-propelled
Aichi	Japan	www.aichi-corp.co.jp				
Airo	Italy	www.airo.com				
ATN	UK	www.atnplatforms.com				
Bil-Jax	USA	www.haulotte-usa.com				
Dingli	China	www.cndingli.com				
Dinolift	Finland	www.dinolift.com				
Eastman Heavy Mach.	China	www.eastmanhm.com				
ELS Lift	Turkey	www.elslift.com				
Genie	USA	www.genielift.com				
GMG	China	www.globalmachineryinc.com				
Goman	China	www.gomanlift.com				
Haulotte	France	www.haulotte.com				
Hematec	Germany	www.hematec-arbeitsbuehnen.de				
Imer	Italy	www.imergroup.com				
JCHI	China	www.jchic.en.ecplaza.net				
JLG	USA / Belgium	www.jlg.com				
Kreitzler	Germany	www.kreitzler.de				
Leguan	Finland	www.leguanlifts.com				
LGMG	China	www.en.lgmg.com.cn				
Lift-A-Loft	USA	www.liftaloft.com				
Magni	Italy	www.magnith.com				
Manitou	France	www.manitou.com				
Mantall	China	www.mantall.com				
Matilsa	Spain	www.matilsa.it				
MEC	USA	www.mecavp.com				
Mecaplus	Spain	www.mecaplus.es				
Niftylift	UK	www.niftylift.com				
PB Lifttechnik	Germany	www.pb-arbeitsbuehnen.de				
Runshare	China	www.runshare.net				
Sinoboom	China	www.sinoboom.com				
Skyjack	Canada	www.skyjack.com				
Snorkel	UK / USA	www.snorkellifts.com				
Tadano	Japan	www.tadano.com				
Toucan	France	www.jlg.com				
XCMG	China	www.xcmgeu.com				
Yamei	China	www.scissorliftfactory.com				
Zoomlion	China	en.zoomlion.com				



TRACKED LIFTS



Manufacturer	Origin	Website	Spider lift	Boom lift	Scissor lift	Mast lift
AB Lift	Germany	www.ab-lift.com				
Aichi	Japan	www.aichi-corp.co.jp				
Airman	Japan	www.airman.co.jp				
Airo	Italy	www.airo.com				
Almac	Italy	www.almac-italia.com				
ATN	UK	www.atnplatforms.com				
Benelli gru	Italy	www.benelli-group.it				
Bluelift	Germany	www.ruthmann.de				
Böcker	Germany	www.boecker.de				
Cela	Italy	www.cela.it				
CMC	Italy	www.cmclift.com				
Co.MeT	Italy	www.officinecomet.it				
Cormidi	Italy	www.cormidi.us				
CTE	Italy	www.ctelift.com				
Custers	Netherlands	www.custers.nl				
Denka Lift	Germany	www.denkalift.com				
Dingli	China	www.cndingli.com/English				
Dinolift	Finland	www.dinolift.com				
Eastman Heavy Machinery	China	www.eastmanhm.com				
Easy Lift	Italy	www.easy-lift.com				
Europelift	Hungary	www.europelift.com				
Falcon Lifts	Denmark	www.falconlifts.com				
Genie	USA	www.genielift.com				
Goman	China	www.gomanlift.com				
HAB	Germany	www.hab-sales.com				
Haulotte	France	www.haulotte.co.uk				
Hinowa	Italy	www.hinowa.com				
Holland Lift	Netherlands	www.hollandlift.com				
Hydrax	Netherlands	www.hyrax.nl				
Imer	Italy	www.imergroup.com				
JLG	USA / Belgium	www.jlg.com				
Leguan	Finland	www.leguanlifts.com				
Mantall	China	www.en.mantall.com				
Mecaplus	Spain	www.mecaplus.es				
Multitel Pagliero	Italy	www.pagliero.com				
Nagano	Japan	www.naganoaccess.com				
Niftylift	UK	www.niftylift.com				
Oil&Steel	Italy	www.oilsteel.com				
Omega	Netherlands	www.omegasolutions.biz				
Ommelift	Denmark	www.ommelift.com				
Palazzani	Italy	www.palazzaniindustrie.com				
Palfinger Platforms Italia	Italy	www.palfingerplatformsitaly.it				
Platform Basket	Italy	www.platformbasket.com				
Rhinox	Netherlands	www.rhinox-lift.com				
Runshare	China	www.runshare.net				
Ruthmann	Germany	www.ruthmann.de				
Sinoboom	China	www.sinoboom.com				
Socage	Italy	www.socage.it				
Teupen	Germany	www.teupen.com				
Thomas Boom Lifts	Belgium	www.thomas-hoogwerkers.be				
Weiss	Germany	www.arbeitsbuehnen-weiss.de				



VEHICLE MOUNTED LIFTS



Manufacturer	Origin	Website	Truck (<3.5t)	Truck (>3.5t)	Trailer lift	Van lift	Underbridge inspection
Aichi	Japan	www.aichi-corp.co.jp					
Aldercote	UK	www.aldercote.com					
Altec	USA	www.altec.com					
Anderson Hydra Platforms	USA	www.andersonunderbridge.com					
Ascendant	UK	www.ascendantaccess.com					
Aspen Aerials	USA	www.aspenaerials.com					
Barin	Italy	www.barin.it					
Benelli gru	Italy	www.benelli-group.it					
Bil-Jax	USA	www.haulotte-usa.com					
Böcker	Germany	www.boecker.de					
Bronto Skylift	Finland	www.brontoskylift.com					
Cela	Italy	www.cela.it					
Co.M.eT	Italy	www.officinemet.it					
CTE	Italy	www.ctelift.com					
Custers	Netherlands	www.custers.nl					
Danilift	Denmark	www.danilift.dk					
Denka Lift	Germany	www.denkalift.com					
Dinolift	Finland	www.dinolift.com					
Elliott Equipment	USA	www.elliotequip.com					
Europelift	Hungary	www.europelift.com					
France Elevateur	France	www.france-eleveateur.fr					
Goman	China	www.gomanlift.com					
GSR	Italy	www.gsrspa.it					
Hidro-Grubert	Argentina	www.hidrogrubert.com					
Hidrokon	Turkey	www.hidrokon.com					
Horyong	South Korea	www.horyong.co.kr					
Isoli	Italy	www.isoli.com					
JLG	USA / Belgium	www.jlg.com					
Klaas	Germany	www.klaas.com					
Klubb	France	www.klubb.com					
Kuli	Germany	www.kuli.com					
Lift-A-Loft	USA	www.liftaloft.com					
Matilsa	Spain	www.matilsa.it					
Mieve	Spain	www.mieve.es					
Moog	USA	www.moog-online.com					
Movex	Spain	www.movexlift.com					
Multitel Pagliero	Italy	www.pagliero.com					
Niftylift	UK	www.niftylift.com					
Oil&Steel	Italy	www.oilsteel.com					
Ommelift	Denmark	www.ommelift.com					
Oxley	Italy	www.oxley-piattaforme.it					
Palfinger Platforms	Germany	www.palfinger.com					
Palfinger Platforms Italia	Italy	www.palfingerplatformsitaly.it					
Paus	Germany	www.paus.de					
Ruthmann	Germany	www.ruthmann.de					
Safi	Italy	www.safi.it					
Sinoboom	China	www.sinoboom.com					
Sky Aces	Italy	www.skyaces.eu					
Snorkel	UK / USA	www.snorkellifts.com					
Socage	Italy	www.socage.it					
Tadano	Germany	www.asia.tadano.com					
Talleres Velilla	Spain	www.talleresvelilla.com					
Terex Utilities	USA	www.terex.com/utilities					
Thomas Boom Lifts	Belgium	www.thomas-hoogwerkers.be					
Time	USA	www.timemfg.com					
Versalift	Denmark	www.versaliftinternational.com					





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4

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LOW LEVEL LIFTS



Manufacturer	Origin	Website	Push around scissor	Mast lift	Personnel lift
AHI	Malaysia	www.ahilifts.com.my			
Aichi	Japan	www.aichi-corp.co.jp			
Airman	Japan	www.airman.co.jp			
Airo	Italy	www.airo.com			
Big Astor	Italy	www.bigastor.it			
Böcker	Germany	www.boecker.de			
Boonai Lift	China	www.boonailift.com			
Boss	UK	www.bossaccessstowers.com			
Bravi	Italy	www.bravi-platforms.com			
Crown	USA	www.crown.com			
Dingli	China	www.cndingli.com			
Eastman Heavy Machinery	China	www.eastmanhm.com			
ELS Lift	Turkey	www.elslift.com			
Faraone	Italy	www.elevah.com			
Genie	USA	www.genielift.com			
GMG	China	www.globalmachineryinc.com			
Haulotte	France	www.haulotte.com			
Hy-Brid Lifts	USA	www.hybridlifts.com			
Imer	Italy	www.imergroup.com			
Instant UpRight	Ireland	www.instantupright.com			
Ixolift	Finland	www.ixolift.com			
JCHI	China	www.jchic.en.ecplaza.net			
JLG	USA / Belgium	www.jlg.com			
Kreitzler	Germany	www.kreitzler.de			
Kuli	Germany	www.kuli.com			
Lift-A-Loft	USA	www.liftaloft.com			
Magni	Italy	www.magnith.com			
Mantall	China	www.mantall.com			
Mieve	Spain	www.mieve.es			
Noblelift	China	www.noblelift.com			
PB Lifttechnik	Germany	www.pb-arbeitsbuehnen.de			
Pop-Up Products	UK	www.popupproducts.co.uk			
Power Towers	UK	www.powertowers.com			
ReechCraft	USA	www.reechcraft.com			
Safelift	Sweden	www.safelift.se			
Sinoboom	China	www.sinoboom.com			
Skyjack	Canada	www.skyjack.com			
Snorkel	UK / USA	www.snorkellifts.com			
Yamei	China	www.scissorliftfactory.com			



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TeleCrawler13S

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TRACKS

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SYSTEM
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HORIZONTAL OUTREACH 6,4M
UNDERCARRIAGE WIDTH OPEN/CLOSE
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Tel. +39 0442 539100
info@hinowa.com • www.hinowa.com



TELEHANDLERS



Manufacturer	Origin	Website	Compact	Fixed frame	360 degree	Heavy duty
Amkodor	Belarus	www.amkodor.by				
Ausa	Spain	www.ausa.com				
Bobcat	France	www.bobcat.com				
Case IH	USA	www.caseih.com				
Caterpillar	Belgium	www.cat.com				
Claas	Germany	www.claas.co.uk				
Deutz-Fahr	Germany	www.deutz-fahr.com				
Dieci	Italy	www.dieci.com				
ELS Lift	Turkey	www.elslift.com				
Faresin	Italy	www.faresindustries.com				
Gehl	USA	www.gehl.com				
Genie	Italy / USA	www.genielift.com				
Giant	Holland	www.tobroco-giant.uk				
Haulotte	France	www.haulotte.com				
Heli	China	www.helichina.com				
Jakob Fahrzeugbau	Switzerland	www.jakobfahrzeugbau.ch				
JCB	UK	www.jcb.com				
JLG	USA	www.jlg.com				
Kramer (Wacker Neuson)	Germany	www.kramer-online.com				
Kubota	Japan	www.ke.kubota-eu.com				
Landoll	USA	www.landoll.com				
Liebherr	Germany	www.liebherr.com				
Magni	Italy	www.magnith.com				
Manitou	France	www.manitou.com				
Merlo	Italy	www.merlo.com				
MST	Turkey	www.mst-tr.com				
New Holland	Italy	www.agriculture.newholland.com				
Pettibone	USA	www.gopettibone.com				
Saez	Spain	www.saezkulevincleri.com				
Sany	China	www.sanyamerica.com				
Sennebogen	Germany	www.sennebogen.com				
Skyjack	Canada	www.skyjack.com				
Skytrak	USA	www.jlg.com				
Snorkel	UK/USA	www.snorkellifts.com				
Wacker Neuson	Germany	www.wackerneuson.com				
Weidemann	Germany	www.weidemann.de				
XCMG	China	www.xcmgeu.com				
Xtreme	USA	www.xmfg.com				



MOBILE ACCESS TOWERS



TRANSPORT TRAILERS



Manufacturer	Origin	Website
Andover Trailer	UK	www.andovertrailers.co.uk
Blomenröhr	Germany	www.blomenroehr.com/en
Broshuis	Netherlands	www.broshuis.com
Cometto	Italy	www.cometto.com
Doll	Germany	www.doll.eu
ES-GE	Germany	www.es-ge.de
Faymonville	Belgium	www.faymonville.com
Goldhofer	Germany	www.goldhofer.com
Humbaur	Germany	www.humbaur.com
Ifor Williams	UK	www.ivt.co.uk
Kässbohrer	Turkey	www.kaessbohrer.com
King	UK	www.king.uk.com
Kögel	Germany	www.koegel.com
Macs Trucks	UK	www.macstrucks.co.uk
Max Trailer	Luxembourg	www.maxtrailer.eu
Meusbürger	Germany	www.meusbuerger.ch
Montracon	UK	www.montracon.com
Müller Mittelal	Germany	www.mueller-mittelal.de
Nicolas	France	www.nicolas.fr
Nooteboom	Netherlands	www.nooteboom.com
Scheuerle	Netherlands	www.scheuerle.com
Schuler & Schlömmer	Switzerland	www.schuler-trucks.com
SDC Trailer	UK	www.sdctrailers.com
Sterling GP	UK	www.sterlinggp.com
Tii Group	Germany	www.tii-group.com

Manufacturer	Origin	Website
Albert Gerüst	Germany	www.albert-gerueste.de
Aliscaff	UK	www.alistage.co.uk
Alto	UK	www.altoaccess.com
Altrad	France	www.altrad.com
Altrex	UK	www.altrex.com
Alufase	Spain	www.alufase.com
Aluminium Scaffold Towers	UK	www.aluminium-scaffoldtowers.co.uk
Boss	UK	www.bossacesstowers.com
Clow	UK	www.clowgroup.co.uk
Euro Towers	UK	www.eurotowers.co.uk
Faraone	Italy	www.faraone.eu
Frigerio	Italy	www.frigeriospa.com
Haki	Sweden	www.haki.com
Instant UpRight	Ireland	www.instantupright.com
Layher	Germany	www.layher.nl
Lyte Ladders and Towers	UK	www.lyteladders.co.uk
Mauderer	Germany	www.en.mauderer.de
MJ	Germany	www.mj-geruest.de
Monkey Tower	UK	www.monkeytower.co.uk
Nord	China	www.nordscaffolding.com
Pop-Up Products	UK	www.popupproducts.co.uk
Scafom-Rux	Netherlands	www.scafom-rux.com
Svelt	Italy	www.svelt.it
TB Davies	UK	www.tbdavies.co.uk
Tobler	Switzerland	www.tobler-ag.com
Turner Access	UK	www.turner.co.uk
Urtim	Turkey	www.urtim.com
UTS Sales and Repair	UK	www.towersandpodiums.co.uk
Werner	UK	www.wernerco.com
Youngman	UK	www.youngmanaccess.com
Zarges	Germany	www.zarges.com



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LIFTING GEAR



Manufacturer	Origin	Website
Airo Industries	USA	www.airoind.com
Al-Vac	Denmark	www.alvac-construction.dk
Assoc. Wire Rope & Rigging	USA	www.associatedwirerope.com
Bakker Hydraulic	Holland	www.bakker-hydraulic.com
Baltrators	Latvia	www.baltrators.com
Conquip	UK	cqgroup.com
Crosby	USA	www.thecrosbygroup.com
Enerpac	USA	www.enerpac.com
Feltes	Germany	www.feltes-gmbh.de
GKS Lifting and Moving	USA	www.gksweb.com
Gunnebo	Sweden	www.gunneboindustries.com
Jung	Germany	www.jung-hebetechnik.de
Kinshofer	Germany	www.kinshofer.com
LGH	UK	www.lgh.eu
Lift Systems	USA	www.lift-systems.com
Lifting Gear UK	UK	www.lifting-equipment.co.uk
Magna Lifting Products	USA	www.magnalifting.com
Mazzella Lifting	USA	www.mazzellacompanies.com
Microcranes	USA	www.smarttrigcranes.com
Miller	USA	www.millerproducts.net
Modulift	UK	www.modulift.com
Movex Innovation	Canada	www.liftalof.com
Multi-Sec	UK	www.durhamlifting.co.uk
Pfeifer	Germany	www.pfeifer.info
Probst	UK	www.probst-handling.com
Rigging Warehouse	USA	www.riggingwarehouse.com
Rud-Chain	Germany	www.rud.com
Scanlift	UK	www.scanlift.co.uk
Secatol	France	www.secatol.com
Shuttlelift	USA	www.shuttlelift.com
Smartlift	Denmark	www.smartlift.com
Sumner	USA	www.sumner.com
Unitex	USA	www.unitex.org
Van Beest	Netherlands	www.vanbeest.com
Wienold Lift	Germany	www.wienold-lifte.de
Winlet	Denmark	www.winlet.co.uk

MASTCLIMBERS & HOISTS



Manufacturer	Origin	Website
Ahler	Spain	www.alher.es
Alba	Spain	www.alba.es
Alimak	Sweden	www.alimak.com
AlumaSafway	Canada	www.alumasafway.com
AS Climber	Spain	www.asclimber.com
BFT Mastclimbing	UK	www.bftmastclimbing.com
Böcker	Germany	www.boecker.de
BrandSafway	USA	www.brandsafway.com
CABR	China	www.cabrm.com
Camac	Spain	www.camacsa.com
Climber International	Italy	www.climberinternational.com
De Jong Hoists	Netherlands	www.dejonghoists.com.au
Dingli	China	www.cndingli.com
Dunlop Mastclimbers	USA	www.dunlopmastclimbers.com
Elavadores Alher	Spain	www.alher.es
Electroelsa	Italy	www.electroelsa.com
Elevek	Spain	www.elevek.es
Encomat	Spain	www.encomat.com
Euroscaf	Italy	www.euroscaf.it
Fixator	France	www.fixator.com
Fraco	Canada	www.fraco.com
Geda	Germany	www.geda.de
Goian	Spain	www.jasoelevationsystems.com
GT Lifting	UK	www.gtlifting.co.uk
Haki	Sweden	www.haki.com
Harrington Hoists	USA	www.harringtonhoists.com
Hydro Mobile	Canada	www.hydro-mobile.com
Jaso	Spain	www.jasoelevationsystems.com
Klimer	Canada	www.klimer.com
Maber	Italy	www.maber.eu
Mastclimber Solutions	UAE	www.mastclimbersolutions.com
Pega Hoist	Czech Republic	www.pegahoist.com
Piat	Italy	www.piatvideasrl.com
Premier Scaffold Solutions (ProSeries)	USA	www.premierscaffoldsolutions.com
Raxtar	Holland	www.raxtar.com
Rovers	Italy	www.rovers.it
Saeclimber	Spain	www.saeclimber.com
Safi	Italy	www.safi.it
Saltec	Spain	www.torgar.com
Scanclimber	Finland	scanclimber.com
SMEA.N.	Italy	www.smean.it
Star Lift	Turkey	www.starlift.com.tr
Stros	Slovakia	www.stros.cz
Torgar	Spain	www.torgar.com
Turbolber	Spain	www.turbolber.com
Winsafe	Canada	www.winsafe.com
Wuxi Cosmo Susp. Ptfm. Co	China	www.xiongyudl.com
XL Industries	France	www.en.xl-industries.fr

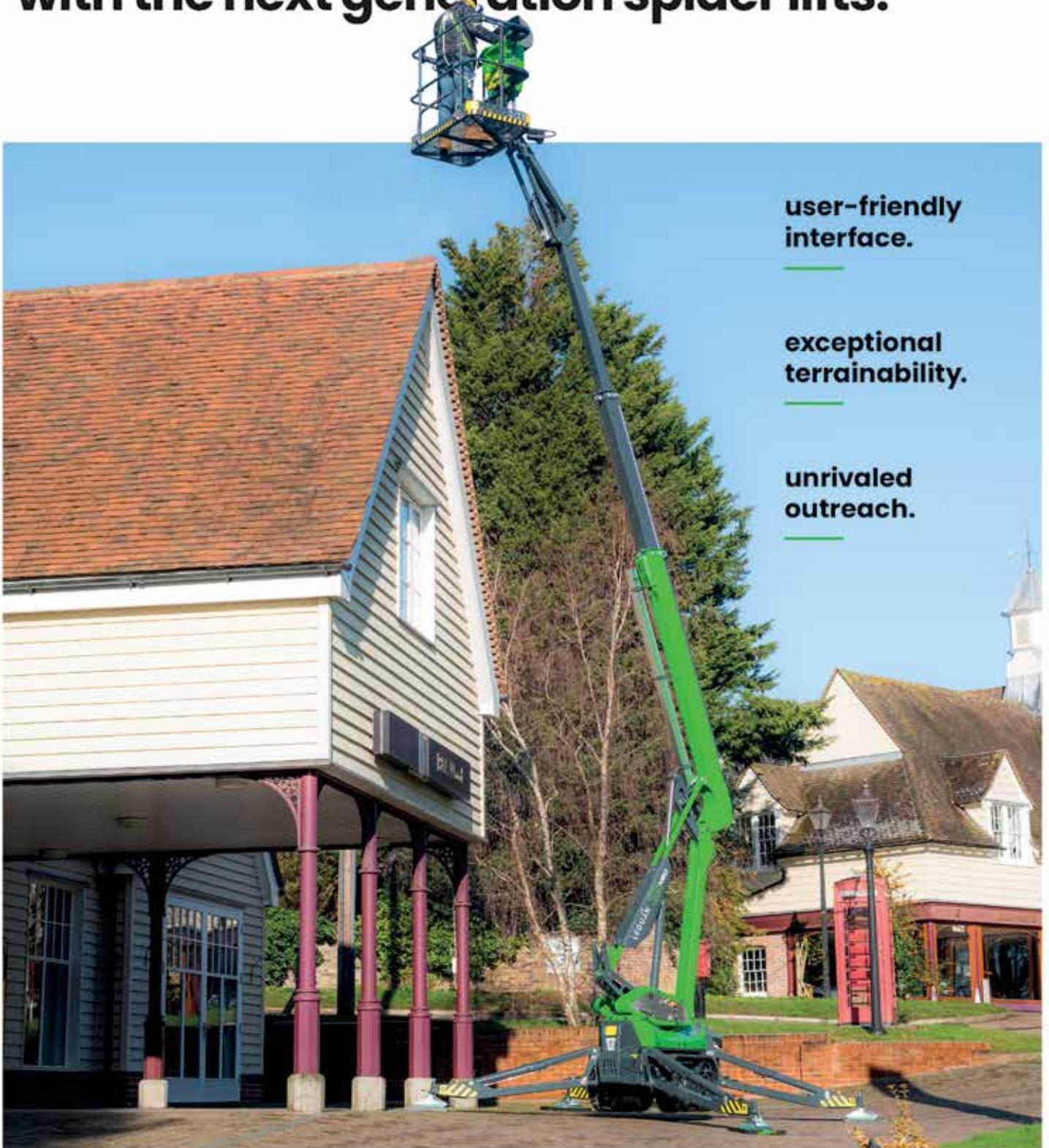
COMPONENTS ACCESSORIES & PARTS



Manufacturer	Website
3B6	www.cobogroup.net
AGS	www.ags-btp.com
Air-Seal Products	www.air-sealproducts.com
AlturalMATS / Maxtrax	www.matraxinc.com
Aluexbeams	www.aluexbeams.com
Amber Valley Devel	www.amber-valley.com
Aresta	www.int.aresta.com
Ascorel	www.ascorel.com
Ashtree Glass	www.avsuc.co
Autec	www.autecafety.com
BFL Alimats	www.brilliantideasltd.co.uk
Boscaro	www.boscaroitalia.com
Braden Winch	www.paccarwinch.com
Butti Lifting Equipment	www.butti.it
Carl Stahl Evita	www.carlstahlevida.co.uk
Cautrac	www.cautrac.com
Cavotec	www.cavotec.com
Cone Drive	www.conedrive.com
Conquip	www.cqgroup.com
Crosby	www.thecrosbygroup.com
Crown Batteries	www.crownbattery.com
C-Tech Industries	www.ctech-ind.com
Cummins	www.cummins.com
Curtiss-Wright	www.curtisswright.com
Custom Brakes & Hydraulics	www.custombrakes.co.uk
Dana	www.dana.com
Deutz	www.deutz.com
Discover Battery	www.discoverbattery.com
Double Coin Tyres	www.doublecointires.com
Dynamic Oil	www.dinamicoil.com
Dyno	www.batterysupplies.be
Eco Lift / Outrigger Pads	www.outriggerpads.co.uk
Elebia	www.elebia.com
Exmile Tyres	www.exmiletire.com
G. Fluid	www.gfluid.com
Gantic	www.gantic.no
Gearmatic	www.paccarwinch.com
Goodyear Dunlop	www.goodyear.com
Ground-Guards	www.ground-guards.co.uk
GT Trax	www.gttrax.co.uk
Gunnebo	www.gunneboindustries.com
Hatz	www.hatzgb.co.uk
HBC-radiomatic	www.hbc-radiomatic.com
Hetronic	www.hetronic.com
Hirschmann	www.hirschmann.com
HookCam	www.hookcamcompany.com
IGUS	www.igus.com
Ikusi	www.ikusi.com
Imet	www.eng.imetradioremotcontrol.com
Imo	www.imo.de
Independent Parts & Service	www.ipspartsonline.com
Interpump Hydraulics	www.interpumpgroup.it
JSP	www.jspafety.com
JT Cranes	www.jtcranes.co.uk
Knott	www.knottuk.com
Kubota	www.kubota.com
Load Monitoring Systems	www.loadsystems.co.uk
Lombardini	www.lombardinimarine.com
Lyon Equipment	www.lyon.co.uk
Magna Tyres	www.magnatyres.com
Magnetek	www.magnetekdrives.com
Michelin	www.michelin.co.uk
Mitas Tyres	www.mitas-tyres.com
Moba	www.moba-automation.de
Morooka	www.morooka.com
Nylacast	www.nylacast.com
Optima Batteries	www.optimabatteries.com
Orlaco	www.oralco.com
OTR Wheel Engineering	www.otrwheel.com
Pat Krüger	www.pat-kruger.com
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Off the beaten track

The market for road rail mounted lifting and work at height equipment is in many ways a niche of a niche, with the further specialisation of being able to travel on both road and rail. Despite this, it is very diverse, Will North takes a look.

Road Rail Vehicle (RRV) versions of lifting and work at height equipment range from excavator and 360 degree telehandler based machines with a wide variety of attachments, to cranes and aerial work platforms modified or built for the purpose. They all offer the ability to travel and work safely on both roads and railway lines.

The most obvious adaptation from routine equipment is the addition of the road rail running gear. Typically, these consist of a set of hydraulically driven rail wheels mounted at either end of the machine. Each 'bogie' raises the equipment, lifting its road tyres clear of the tracks with at least one set propelling the machine along the tracks. Some systems just take a portion of the machine's weight, leaving its road tyres to provide the propulsion, but these seem less popular.

In many markets, there will be a single ultimate end user, initiating projects and setting standards. In the UK, this is Network Rail, typically with a tier of contractors in between it and equipment suppliers. Rail networks cannot tolerate downtime, machine failure on a working line will rapidly ripple through the network, causing delays for passengers and significant economic disruption.

Even more importantly, the networks have increasingly high expectations for safety. The railway can be a dangerous environment for operators and crew working around them. While work can often be scheduled overnight, it also takes place alongside live tracks.

In order to avoid accidents and downtime, rail networks set rigorous standards for the equipment used by contractors which requires considerable work on the machines. Equipment owners and suppliers I spoke to for this article explained that this can often triple the cost of a machine. For example, adapting a standard £130,000 machine for use on the railway may cost £200,000 or more.

Given the complexity of rail networks, project plans are developed years in advance. Network Rail works in five year spending periods. One might hope that this would allow fleet owners to plan equipment purchases well in advance, confident in a steady flow of work. Instead, it often leads to 'lumpy' contracting, with projects not confirmed until the end of the spending period.

Early involvement

In general construction work, lifting equipment suppliers often lament being an afterthought in project



Suppliers of rail mounted equipment must often work at night while lines are closed. TXM's 'Monster Crane' can pick & carry loads from the nearest road access point

planning: whether all the loads on site can be lifted safely and efficiently is seldom considered at the start, but rather left as an issue for the crane rental company to solve.

Here, the rail equipment sector takes a different approach. In the UK, Network Rail's plant operations scheme (POS) demands equipment suppliers be involved in project planning from the start. That means equipment providers know what is needed and can be more confident that it will be used safely. But it also means they must employ POS representatives, with the expertise and experience needed to participate in the process.

Road rail innovators

While the UK's largest RRV rental companies, such as Quattro and TXM, profiled later in this article, typically mount excavators for rail use, a key innovation came from Sweden in the 1980s when engineers added RRV drive units to commercial trucks. UK based SRS Rail System was an early adopter of these machines, and now has 45 of them in its fleet.

It has some key advantages. By using a standard road vehicle as a base, the RRVs are truly road rail capable. An excavator based system can travel around site and between lines using its road wheels or tracks. However, it must travel to the job site on a trailer. SRS's system allows its machines to travel at regular road speeds.

Most RRVs are designed to tow trailers for personnel and materials. SRS's vehicles simply carry loads on the vehicle bed as well as being able to tow a trailer. This allows the equipment to collect loads from depots, travel to the rail access point, transfer to the track and take the materials directly to the work area. This reduces the need to double handle materials, saving time and, more importantly, money. While SRS's core market is the UK, it is also working in Ireland, and it has also supplied RRVs and labour to projects in other parts of Europe and the Middle East.

Within the rail industry, there are a number of regular jobs: material delivery to work areas, installing or maintaining overhead power lines,



SRS's road rail machines are truck mounted, allowing it to carry attachments or transport heavy loads to site on their flat beds



SRS has one of the few underbridge road rail inspection units in the UK. While due for replacement it is still finding regular work



SRS's rail crane features a Palfinger loader crane on a purpose built road rail carrier with an extending counterweight

post or tree handling or signalling. Each has its own specialised lifting requirements. Excavator and telehandler based machines can use different attachments to match the work. SRS, however, takes a different approach with a modular system, using a standard container locking mechanism to attach the equipment. This allows various machines to be quickly swapped as required, for example switching between a loader crane to the flat cargo deck of an aerial work platform in minutes.

SRS also has a couple of notable specialised units, including an underbridge inspection platform. This, SRS business development manager Gethin Thomas tells me, is the only known unit working in the

UK. While it will soon be replaced by a newer model, it is still out working every week.

Another special unit is SRS's 75 tonne/metre Palfinger PKR 750 rail crane. The crane is mounted on a purpose built articulated carrier, allowing it to be towed to site on road wheels and mount the track in around five minutes. The crane itself has a couple of key features, suiting it for rail work. One that will stand out to general knuckleboom users is the telescopic counterweight. Retracted to travel on the rails safely it can be extended once the crane is set up on outriggers to work, increasing the crane's capacity. The crane features a reverse knuckle joint, allowing the main boom to be raised almost vertically, outside

the centre line of the rail track, further increasing its ability to position loads while working safely in the constricted space available alongside a live railway line.

Taking responsibility

In the UK, suppliers of rail equipment must meet the requirements of Network Rail's on-track plant operations scheme (POS). Replacing an earlier set of regulations - the plant operators' licence - the scheme shares some key concepts with UK regulations such as LOLER covering general lifting. While LOLER and BS7121 demand an Appointed Person (AP) to take responsibility for lifting operations, POS requires that equipment suppliers have a designated POS representative. A Network Rail presentation explains that person's responsibilities, and the thinking behind the scheme. There must be effective local planning with 'those who do the work being involved in planning the work'. There must also be 'one accountable mind' for on-track equipment operations. The process for deploying equipment must be developed by those who use it. There must be live management of risks at the point of work, with independent monitoring

and checking of controls. And the process should be the same for Network Rail and contractors.

TXM Plant is a major supplier of RRVs to the UK's rail network, with over 260 units, and more than 1,000 complementary attachments. Steve Smith is director of cranes and Plant Operations Scheme (POS). He began his career as an operator on the railway and has worked for principal contractors on Network Rail, having started his career at Jarvis, and been with TXM for more than 20 years.

Each of TXM's clients is assigned a dedicated POS and lift planner so that continuity can be achieved, and a 'one point of contact' principle



Network Rail has increasingly strict rules about supervision and planning



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Interactions between people and equipment is always a risk. GKD's sensors and controls help keep workers and operators safe.

upheld. Smith says, "The planning stage of our work involves ensuring the machines and attachments we deliver are capable of completing the work in good time to for our customers' goals. Everything in between, from access point navigation to operator competency, reflects our hard work and openness to our customers."

POS representatives consider the size of the jobs, taking into account any hazards and risks. Once those risks have been accounted for, the company has a team of lift planners who plan every lift it performs in detail. Additionally, it maintains a well-stocked parts warehouse and offers a mobile workshop with parts inventory on major projects, meaning that many issues can be dealt with on site.

TXM has a 24 hour, seven days a week call centre, able to direct enquiries to the relevant POS representatives, or an on-call lift planner. Reliability and uptime are key when working on the railways, with equipment suppliers required to ensure they account for every possible risk onsite.

Trevor Hartnett is regional rail director for Quattro. The company offers an extensive range of RRVs, Demag All Terrain cranes adapted for rail work, as well as access equipment and other specialist kit.

He says: "Network Rail insists on our reliability, which is actually higher than what you get from

the manufacturer. So, for the likes of Caterpillar they will say their machines are 96 percent reliable, my machines must be 99 percent reliable. So, you've got a more intense obligation than even the manufacturer."

As a result, says Hartnett: "Our maintenance costs are a lot more than for those working on construction sites. We have to have stock levels of parts, to ensure we minimise downtime as much as possible." And, again, the 24 hour, seven day a week, working practices of the railways means that Quattro has to have staff on call at all times.

Heightened awareness

In addition to rail wheels and a wide range of specialised attachments, a third change is also required, less visible unless you are in the cab or at the controls. That is the addition of upgraded sensors and control systems. Excavators or telehandlers rarely offer the sophisticated rated capacity indicators and control systems that one would see on a modern crane. When working in the critical environment of the railway however, these must be added. To work alongside live railway operations, or in situations with restricted head room, they must also be equipped with fail safe limiters.

GKD is a leading supplier to the sector. The company's founder and director of innovation, Nick Ground,

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GKD's rated capacity indicators allow rail equipment to work with maximum safe lifting capacity at all positions, and to avoid overhead obstacles

says that when he joined the construction industry, excavators were being increasingly used as cranes in addition to their normal earth moving duties. They were not however equipped with the overload warning devices which have been required on cranes in the UK since 1939, posing a problem for safety regulators. Spotting the trend, Ground approached the owner of the business he was working for and offered to buy the division making rated capacity indicators, with the aim of developing them for excavators. At the time, legislation was promised that would, in 1986, enforce the need for this equipment. However, as his then business worked to develop its product range, the excavator industry successfully pushed for a delay. This left his

company with stock for which there was no immediate demand. Faced with the financial consequences of this change, Ground sold the businesses assets to a printed circuit board supplier and became an employee.

A few years later, he saw the chance to strike out on his own again, and, in 1992, set up GKD. The company did not initially focus on excavators though, but rather on articulated loader cranes. At this time, companies like Palfinger and Atlas were moving beyond their traditional uses as mere loaders, offering the equipment for more general lifting duties. That meant they required more sophisticated sensors and control systems, and GKD was able meet those needs.

"And then," says Ground: "In the late 1990s, we were approached by a major international excavator manufacturer to develop a rated capacity indicator for rail converted machines." While the initial project didn't get off the ground, as the manufacturer faced separate challenges with selling its machines in the sector, the project boosted GKD's expertise in the field, and set a new direction for the company.

At the time, indicators used a multi-sector approach: capacities around the machine were split into separate zones. GKD's innovation was to offer continuous rated capacity, calculated for the exact position

of the machine as it lifted. While that is now familiar in the crane industry, the rail industry offers another challenge: railway lines are often canted, in order to keep trains stable as the track curves. For lifting operations, that means an RRV may often have to work on quite a steep side slope, with a height difference between rails of as much as 150mm on standard lines and 200mm on high speed lines.

GKD has also developed indicators for devices such as TXM's Monster Crane, which mounts a Palfinger knuckleboom on a road-rail excavator which are often used to replace overhead gantries and



The view from the cab of a GKD RCI showing the wealth of information available to operators

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in f t y i



Promax supplied equipment on an overnight shift

to perform other lifts. Ground says: "All of a sudden the system has to understand that there could be 800mm or more of deflection when the boom takes the load at height. We have to accommodate the change as it extends and the fact that centres of gravity move differently."

Another challenge for contractors on railways is ALO, or 'Alongside Live Operations', working. This carries a risk of collisions between equipment and trains (the tragic consequences of which can be seen from a recent accident in Taiwan, when a train hit a truck that had slid down an access road close to the entrance of a tunnel, killing 49 people), as well as rail workers being struck by trains.

GKD offers ways to address collisions risks, between the lifting equipment and trains, and personnel and working machines. Its devices incorporate modern zoning systems, restricting the crane or platform's movements so that they don't interfere with nearby trains or overhead obstacles.

There is also a risk of collisions between the road rail equipment and those working in the area. GKD has developed a hybrid helmet mounted RFID tag, which monitors the position of those working in the area and alerts them, whenever they get close to working machinery. The Proximity Warning Sensor has already become a market leading device in construction and has now been approved for railway use.

Purpose built

So far, all the equipment we've covered has been adapted: trucks, platforms, cranes etc... mounted on road-rail bogies. UK based Promax Access has worked closely with its Italian manufacturing partner, Platform Basket, to develop purpose built road rail platforms.

Promax owner Shaun Day says: "When we started the majority of working at height equipment had a platform attached to a large piece of equipment - big heavy stuff. We supplied some of the first machines from Platform Basket back in 2003 having been approached for an alternative. Once customers started seeing the savings from proper aerial work platforms on rail it revolutionised the industry a little bit, because it was designed and built as a road rail access platform rather than being a conversion."

Designing equipment for the railways introduced new challenges. On road going mobile equipment, a key issue for designers



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An overhead line electrification job for Promax in Maidenhead, UK

is making sure each axle stays within a maximum loading. On rail equipment, this is reversed: each wheel must put down a minimum load.

Day says: "They are looking for minimum loads on all points of contact with the railhead. The weight for the dispersion and the way the machine operates, and transfers weight is very, very important, because we have to maintain minimum weights on the lightest wheel at all times. This is why conversions have always had a bit of a problem because you end up reducing outreach and limiting other features, to try and accommodate the requirements of the testing for use on the Network Rail infrastructure."

Telehandler or excavator based multipurpose machines can, of course, handle a wider range tasks than purpose built road rail platforms. But, as well as having to make compromises in performance to meet rail infrastructure demands, they come at a cost. With adaptations for road-rail use costing up to £200,000 alone, a typical purpose built Platform Basket RR14

EVO2, with a 14 metre working height, costs a third of typical 360 degree excavator base machine and is ready to go without requiring a conversion.

Once again operating on a 'cant' slope or banked track is an issue. That 200mm difference in track height equates to a slide slope of around eight degrees. The Platform Basket booms incorporate a tilting superstructure with up to eight degrees of levelling capability, so the top half is always level. As well as ensuring stability it protects the slewing mechanism and other components. Platform Basket and Promax continue to innovate and develop the original machine. The latest version of the RR14 - the EVO2/400RR14 - features a higher, 400kg/three people platform capacity, while a new development - the RR14 EVO2/Hybrid - has a Tier V diesel, along with a 400Ah lithium battery pack, sufficient to power the machine, emissions free, for between four and eight hours, enough for a typical shift.

Road rail cranes

While typical road rail lifting equipment can handle a range of



TXM's 'Monster Crane' - a Palfinger telescopic boom installed on a Kobelco SK200 road-rail base can pick & carry up to 17t

attachments, there are times when more capacity or reach is required. Each of the suppliers I spoke with cater for this need, including SRS's Palfinger on its purpose built carrier, with extendable counterweight.

Quattro has taken a different approach and modified two Demag City All Terrain cranes, a 40 tonne AC40 and 55 tonne AC55, with road rail bogies. When lifting they work like the standard crane, setting their outriggers either side of the track, rather than relying on the track and weight distribution.

Andy Johnson, rail operations manager for Quattro, says: "There are occasions where you can't always get a mobile crane close enough and may be looking at using a 500 tonne crane, working from a distance. Whereas our cranes can travel down the track and get close into the lift - then set-up and carry on lifting."

A good example of this occurred in April, when Quattro supplied an AC55 for a job on the Isle of Wight. Beaver Bridges had been contracted to remove and refurbish a passenger bridge, crossing the railway between the towns of Shanklin and

Sandown. Quattro supplied its AC55 to remove the bridge while working from the track and will return once it has been refurbished to reinstall it.

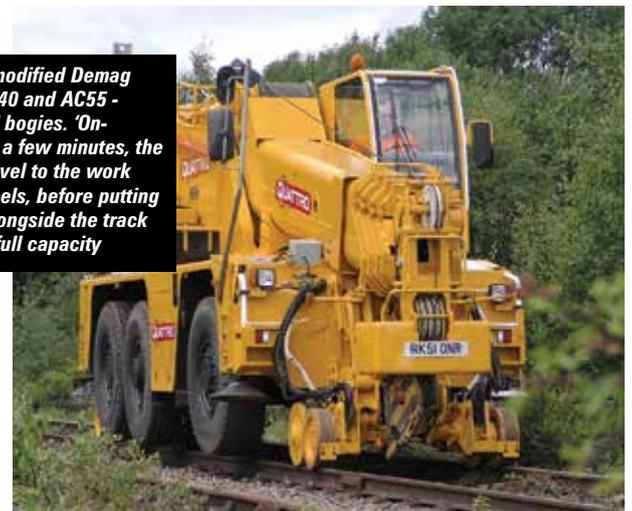
In another example Quattro was called in to help with an emergency bridge repair. A truck had hit a bridge crossing a road and three railway lines. With the bridge damaged, trains could not pass below it and had to be removed - fast. The AC40 was quickly deployed, travelling to site mounting the tracks, traveling into place and lifting the bridge away.

TXM takes another approach with its 'Monster Crane', a 100 tonne/metre Palfinger boom installed on a rail adapted Kobelco SK200 tracked excavator base. The machine can pick & carry loads of up to 17 tonnes and uses GKD safety systems, with zoning restriction interlocks, needed for working alongside live operations as well as a tandem lifting programme.

The machine proved its worth on a job in Stockley, to the west of London, on the Crossrail project. TXM needed to deliver and place 189 U-shaped prefabricated concrete structures that form an



Quattro's has two modified Demag City cranes - an AC40 and AC55 - fitted with road rail bogies. 'On-tracking' takes just a few minutes, the cranes can then travel to the work area on its rail wheels, before putting down outriggers alongside the track and working at its full capacity



The TXM Monster Crane uses a GKD RCI with tandem lift programme



overpass. The 'Monster Crane' lifted each structure from a tractor trailer at a safe location and then carried the load along the line with a one in twenty gradient, while trains continued to travel at full speed on the adjacent line. This enabled the job to be completed in 12 weeks. The traditional solution would have involved a 400 tonne crane lifting the loads across the tracks, requiring it to be shut to trains. The severe limits on the time available for closing lines would

have substantially extended the project. TXM's Monster Crane is able to travel under live overhead electric lines and capable of towing three trailers of up to 56 tonnes, without the need for additional RRV vehicles. With no outriggers required, full pick & carry duties are available on the rail, preventing potential damage lineside. The company has won a string of jobs for the crane, replacing bridges, and installing walkways and passenger lifts.

Beyond innovation

Road raiing lifting equipment has evolved over the years into a highly adapted products, perfectly suited to the railway environment. But as we've seen here, merely owning the right kind of equipment, and the specialised attachments needed for specific jobs, is not enough.

Companies supplying equipment to the sector must be ready to meet all of the regulations and standards needed in order to work safely in this challenging environment and have personnel who can contribute to every project from the start, helping identify and avoid risks, and to plan every lift in advance.

On top of being ready to avoid safety risks, they must be able to withstand a feast and famine order cycle, due to long term project planning and emergencies leading to a 'lumpiness' in project starts, requiring suppliers to maintain equipment stock levels for which there is not always work. On top of this they must guarantee extremely high levels of uptime regardless of issues such as Covid-19 lockdowns, the Suez blockage, and a surge in demand for silicon chips, which can easily create parts shortages. All of the companies I spoke with had plans in place for this sort of thing, but it adds another headache to an already challenging sector.



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Electric breakthrough for Faresin



Italian telehandler and agricultural equipment manufacturer Faresin has been designing and building telehandlers for the past two decades but has never really had much of an impact on the global market – until now!

Faresin unveiled its first telehandler in 2001 and promptly concluded a deal to sell them under the Haulotte-Faresin 'FH' brand through the French manufacturer's dealer network. The agreement showed some early promise but never really gained much traction, which is not unusual with this type of badging deal. Then in 2007 Haulotte decided to start building its own telehandlers at a brand new plant in Spain.

Since the deal with Haulotte ended Faresin has been quietly plugging away, chalking up some notable successes here and there, such as in Australia, which has been offset by some less successful distributor appointments. In 2018 Faresin announced a new badging deal with Ahern/Snorkel for North America and later for Europe and the rest of the world. Few expected the partnership would amount to much or have much impact on Faresin's share of the global telehandler market, in spite of it having a full, well designed product line, however the signs are increasingly promising. Things really began to change however, after bauma 2019 when

Faresin quietly unveiled a compact all electric telehandler - the Full Electric 6.26 - which it claimed was ready for production. It later emerged that it had discreetly placed several evaluation units with customers in late 2018, receiving some solid feedback data from its ongoing field trials.

Most of the people who spotted Faresin's innovative machine at bauma were sceptical about its readiness for the rough and tumble of the real world. Up until then Merlo had focused its first electric efforts on the agricultural and industrial markets, while Manitou had been testing its compact electric prototype for a year or more. Manitou had a big budget behind it and some strong technical partners yet was not ready to start shipping – and even now its electric telehandlers are not quite ready. JCB would announce its all electric model at the end of last year, however it is still not clear when the first production units will ship.

Some canny eyed distributors spotted the potential for Faresin's Full Electric concept and began talking with the company. These included GGR in the UK as well as



Faresin began selling its telehandlers through the Haulotte distribution network



The Faresin product gave GGR its entry into the telehandler market

Snorkel of course. GGR is new to the telehandler market but has a good nose for a concept whose time has come. Critically, it has zero tolerance for unreliable products or less than perfect product support, having become accustomed to the bullet proof Japanese built Unic and Maeda spider cranes. At the risk of stereotyping, many assumed that a small Italian manufacturer would not live up to GGR's expectations,

especially with its new and unproven concept...

The first units arrived and were shown to several customers with plans to let them give the new machines a good work out. Just in case, of course. As this process got underway a surprise was in store, and something of a battle broke out among a few contractors and rental companies over who should get the first units. Eventually, Flannery Plant won out and took the first two units. Would a 'paid for' machine entering the real world of construction prove a brilliant success or an unmitigated disaster? A few people held their breath but needn't have worried. The new machines went to work on the high profile HS2 high speed rail project and ended up working out even better than anyone had hoped.



The Faresin line up



Faresin's Full Electric 6.26 made its debut at bauma 2019



The Breganze landscape

The feedback from Flannery was glowing and GGR found it had a desirable product on its hands as word began to spread. In the words of Flannery operations director, Niall Hester: "It has been very well received on site and has helped set up a concrete compound. The teams were able to get full 10 hour shifts with the machine without needing a re-charge. It was then left to charge overnight, ready for the next shift. A fast charger was supplied to the customer which would have charged the machine in just under two hours but was not needed in the end."

Flannery promptly ordered a further six units. In the meantime, others placed orders and a unit was even spotted at the JCB Research Test Centre within its Rocester headquarters. Since then, at least six more companies have added the 6.26 to their fleets, with several placing repeat orders. Faresin has ramped up production and is breaking its production records in spite of Covid-19 lockdowns. The company has now added a further production line and is currently building 38 to 40 units a week. With the additional line running at between 40 and 50 percent of maximum capacity – it still has the potential to build between 80 and 125 units a week before investing in more capacity.

So how did a small family owned Italian manufacturer manage to out-smart global market leaders to not only be first to market with such a

machine - and one that works better than expected - but to generate repeat orders? We contacted founder Sante Faresin to learn more.

How did you get into equipment manufacturing?

Sante Faresin: "My father was a farmer but had a real passion for engines and mechanics like many in this region of Veneto. It's a passion that I inherited and began to develop from a very early age, learning to repair bicycles and agricultural machinery."

"I grew up in a fertile environment to cultivate my passion. This land, to which I am strongly tied, is an example of an integrated economy where agriculture and industry grow together. For example, the Laverda factory in Breganze, has been in operation since 1870, and was one of the first metalwork industries in the world. It was in that very factory where I went to work when I was very young, and where the seeds were sown for my entrepreneurial career."

"Having left Laverda in my early 20s, I was determined to produce my own machines, together with my brother Guido. We started out doing contract welding work and after gaining some experience we produced our first 'mass-produced' machine in 1989, a mixer wagon of our own design. Although after a few years Guido went his own way to create Faresin Formworks. In 2001, we designed and built our first telehandler - which



Flannery Plant took the first Faresin Full Electric

we sold in the Haulotte livery because at that time, we did not have our own sales network."

How do you rate Faresin's performance in the telehandler market since then?

"These intense 19 years can be summed up with my motto: "Excellence is not the finish line, but a race made of increasingly challenging stages". In these years, we built an avant-garde company with deep design and industrial skills by always seeking to improve ourselves and trying to learn from the best. Today we build machines of a construction quality with few rivals in the industry."

"Moreover, since the beginning, the know-how and production of telescopic handlers has been 100 percent Faresin. We developed our own telehandler technology which, I believe, puts us in an advantageous position vis-a-vis our competitors. Our design and industrial skills are complemented by the ability and the deep desire to listen to our customers and respond to their needs. Thanks to a commercial and marketing team that truly lives in the market."

What prompted the relatively fast development of the Full Electric telehandler?

"One of the strengths of what I call the 'Faresin system' is that the factory, research, development and marketing groups really do act as a single team, connected by a

direct and very fast line. Just as our decision making chain is very short and effective. The story of our Full Electric is exemplary in this respect because we were able to develop technology that is entirely Faresin, rather than buying electrification kits from third parties. This has been the result of an integrated action involving marketing, R&D and our supply chain, leveraged by our industrial experience."

"But our constant push for improvement continues through 360 degrees, because we believe that technology and ergonomics are the critical success factors in the telehandler market. We will be launching a new machine later this year that will raise the bar in the industry. It's the first of a new



An early Faresin telehandler stand at SIAE



Young Sante Faresin's (standing on the machine) passion for technology started with farm equipment



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Faresin models



Faresin Full Electric 6.26s brave the Norwegian winter



Snorkel began distributing badged Faresin telehandlers in 2018

telehandler generation that will combine top productivity and fuel efficiency with an extraordinary operator experience in terms of comfort and intelligent operating systems."

What is the split now between agricultural machines and telescopic handlers?

"We build product on demand so our production output may vary by season. In 2020, we produced 331 mixer wagons and 399 telescopic handlers. Behind this mix, we have developed important industrial and technological synergies. Such as the Farmatics system, which enables remote performance monitoring. It was initially designed for our mixer wagons and has now been adapted for our telehandlers. We are convinced that to be competitive, industry must be able to implement 'intelligent' transfers of technology between different sectors to improve the customer experience through tangible product benefits."

In how many countries is Faresin active in the telehandler market?

"We have delivered our telehandlers to 52 countries on five continents, and have growing markets in China, Russia and Brazil. In the United States, our machines are marketed under the Snorkel brand, our North American partner that ensures a widespread quality after sales service throughout the country."

Why did you decide to launch an electric telehandler? Are you planning any larger models?

"The integration between agriculture and industry is the main feature of the economy in this region of Italy. Sustainability is a theme that we have always dealt with, long before the term was coined or became popular. On an industrial level, it has been an almost natural evolution that has led us to develop our project and full electric technology."

"The advent of electronically controlled engines, due to emissions regulations, has led to the

development of inhouse knowledge relating to wiring, software programming and electronics architecture. It is this evolution that triggered and facilitated the design of our Full Electric machine. It is a response to the growing demand for a 'greener' approach on urban construction sites as well as working in enclosed spaces and sensitive environments such as airports or in the oil/fuels industry."

"As to the future, we are already working on an evolution of our Full Electric range towards a larger platform to increase productivity on construction sites. I suggest you keep an eye on us at the next international trade fairs..."

Does the company manufacture any other all electric products?

"Our stationary mixer wagon, part of our agricultural product range, is a full electric machine. We are analysing and exploring some other possible innovative applications in terms of electrification. Sustainability is now a driving value for our industrial activities, so we are very attentive to all technological developments in this direction."

Has the company considered a hybrid version with a small diesel engine to recharge batteries?

"We are approaching alternatives to the diesel engine in a systematic way and therefore not ruling out any possibilities including hybrid and we will continue to research."

How important is the Snorkel agreement?

"Quality international partnerships are the basis of our brand strategy because they enable us to be a household name everywhere in the world. Snorkel is among the most valuable of these partners. Through their widespread presence in the immense territory of the United States, they guarantee a high quality service, an essential condition for success in one of the most complex and important markets in the world.

Beyond volumes and economic results, we are learning a lot from the US experience, because we have the opportunity to get to know some of the big players in the industry. As I said beforehand: we are always ready to learn from the best."

What are the plans for the future and succession plans?

"Our future has long since begun. More than succession, we are talking about a transition that is maturing over time. My daughter Silvia is now our vice president for finance, sales, marketing and HR, while her sister Giulia is our chief operations officer. I remain the president of Faresin Industries."

"My daughters grew up in the factory cultivating the passion and destiny of the family business. I may say that they even choose their studies towards this end - respectively business management and management engineering. Both of them then enriched their background with work experience abroad with our international partners before joining the family company."



The three Faresin managers - Silvia, Sante and Giulia

Many Italian companies produce fantastic products in terms of design and fabrication BUT fail when it comes to product support - fast parts deliveries/ warranty/ service and manuals etc...

What is your policy on these areas?

"As soon as we ventured outside our domestic borders, long ago, we realised how strategic it was to have an efficient and prompt after sales service. We started to work on it right away and continue to invest in technology and training to ensure an after sales and parts service that can guarantee continuity to our customer's business and make our telehandlers profitable investments for them."

OK, but what about parts for current and older machines?

"Our process of continuous improvement of the service we offer our customers is based on commercial partnerships with companies that share our philosophy and guarantee proximity and efficiency to customers who buy Faresin around the world. Our partnerships include, for example, GSR in the UK that guarantee proximity to the customer with quality and promptness."



Faresin has made some significant investments in the replacement parts operation

A virtual plant tour

"Our manufacturing facilities are structured in four seamlessly connected plants alongside company headquarters which is home to management, R&D, administration and finance, sales and marketing, and HR departments.

The production process follows the lean manufacturing system,



The aerial view of the Faresin plant

and it is organised along with the Kaizen principles of continuous improvement. As part of our industrial philosophy, we continue to invest in technology and professional training, averaging five percent of our annual revenue over the last 10 years."

Fabrication and paint

"Approximately 95 percent of our fabricated components are made in-house with laser cutting, bending, welding, and painting processes. Our equipment includes:

- Three plasma cutting units and a fibre laser unit.
- A welding robot operating over eight stations.
- We also have a dedicated submerged arc welding production area for telehandler booms.

All fabrications are painted in-house through a four part process: surface cleaning; primer coating; top coating and varnishing, all which are completed in a booth with a temperature up to 90 degrees."



Plasma cutting table



Welding robot

Component assembly areas

"We pre-assemble several sub-assemblies, to guarantee the quality of our telescopic handlers and to speed up the assembly line process. These include booms, engine accessories such as pulleys, pipes and accessories, cabs, and the electrical system - 90 percent of which is produced in house, with the exception being options, such as air conditioning, which we purchase."

Assembly lines

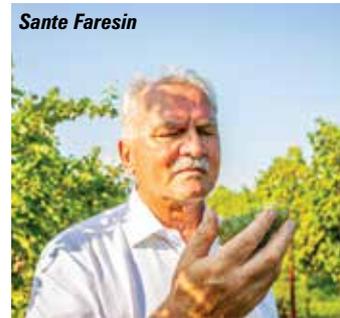
"The assembly of telescopic handlers is now structured over two lines. One is dedicated to compact models - the 6.26 and 6.26 Full Electric - while the other line is dedicated to the rest of the product range, including medium and large telehandlers. Both lines are organised in assembly steps with automatic progression. At the end of each step, each operator presses a switch to confirm the completion of the task assigned to them, allowing the forward movement. The assembly lines are fed just in time according to lean manufacturing."

Test and rectification

"All pre-assemblies pass through quality and functional testing before moving to the assembly lines. A final functional test is then carried out on the completed telehandlers, including driving on slopes and testing with a range of implements before they are passed to the shipping area."

What are your non-business passions?

"My greatest personal passion is the history and traditions of this region, and the Breganze area. I even bought the old 16th century forge in Breganze - where the regional metalwork industry was born. I restored it with a close eye



Sante Faresin



Fasca, Silvia, Giulia and Sante Faresin in their vineyard



The electric sub-assembly area



The Full Electric telehandler assembly line



The diesel telehandler assembly line

on preserving its original features and converted it into a guest house for our customers and visitors. But the way I best realise this passion of mine is through the production of superior quality wines."

"This has been a passion since my childhood, having grown up in this fairy tale landscape of hills and vineyards at the foot of the mountains and full of history. A landscape made alive thanks to the work and initiative of man, which has made it into a territory that bears fruit without stripping it, but rather enriching it from season to season in an almost symbiotic relationship."

"You could say that with wine I am realizing a dream that comes from a family tradition enriched by new attention to the environment. We produce a quality organic wine that revives the terroirs of the Breganze district."

What are you most proud of?

"No doubt about it: my family. First, my extraordinary daughters, Giulia and Silvia, two top managers of the 21st century in the making. A parental success that I share with Fosca, my beloved wife, and lifelong companion. Then there are my

granddaughters, six year old Sole, and four year old Eugenia, who can do whatever they want with me, just like any self-respecting grandfather."

What is your favourite-Book?

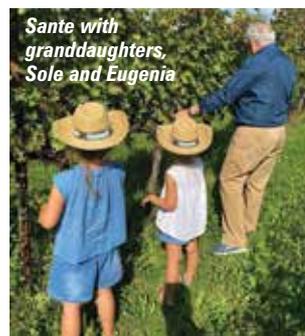
In my spare time, I read a lot of trade magazines. Then I read the usual relaxing best sellers in the style of Ken Follet or Gore Vidal. But the book that has influenced me the most is Marco Polo's 'The Million' (the travels of Marco Polo). I studied it as a child in school and it made me dream of travel and distant countries that I later explored as an entrepreneur, such as China. A leather bound copy of the book with period illustrations still has a place of honour on my bookshelf.

Film?

The Godfather part 1 and 2 with my favourite actors Al Pacino and Robert De Niro.

Gadget?

Not so much a gadget, but my Laverda motorbike which was made in Breganze in 1972 and a Fiat 500 L manufactured the same year, which I bought the year before founding the company in 1973 and both of which are still in my garage.



Sante with granddaughters, Sole and Eugenia

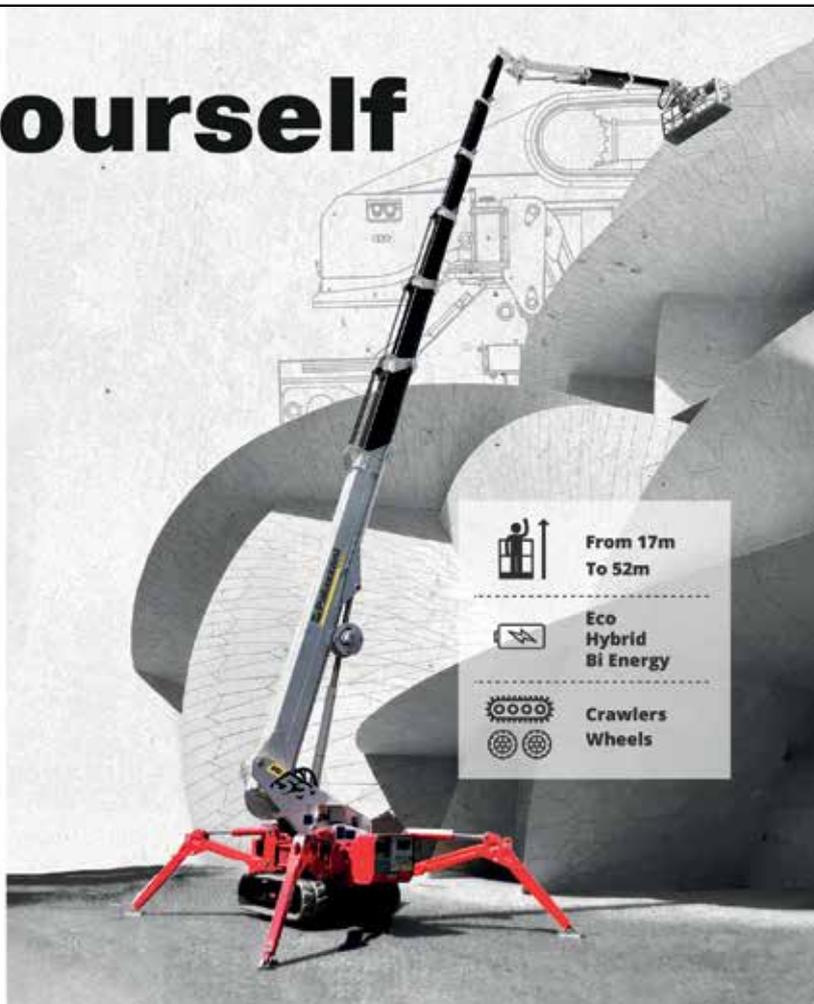


A 1972 Laverda bike

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CPA Conference 2021

The CPA Conference 2021 will be held on Thursday 14th October 2021 at the Heart of England Conference and Events Centre in Fillongley near Coventry. The theme of this year's Conference will be 'Net Zero Carbon & Digitalisation: The Challenge of Change for the Plant Sector'.

The Conference will be hosted by former television newsreader, presenter and journalist Merryn Myatt. Delegate conference tickets will also be available to purchase on the CPA website in the coming months, but if you would like to express an interest in attending, please email enquiries@cpa.uk.net.

CPA chief executive Kevin Minton said: "In our dealings with CPA members and the wider industry, there are two key themes that always emerge as having a great impact on the future of our sector - striving to achieve net zero carbon, and digitalisation in all its forms. We thought it best to shine the spotlight on these two key topics and one will be addressed in the morning and the other in the afternoon of the Conference.

"The construction industry has played a critical role in the course of the Covid-19 pandemic, helping support vital infrastructure, building testing and temporary hospital facilities and driving economic growth at a time when other sectors were forced to close. The event will combine keynote speeches with panel debates and interactive discussion, and it will be designed to allow delegates to come away with better insight about how they can prepare their businesses in the post Covid age. The intent is to hold the event live, but are also looking into bringing a virtual element to the Conference for those who may not be able to attend in person."



New Timings for CPA Stars of the Future Awards 2021

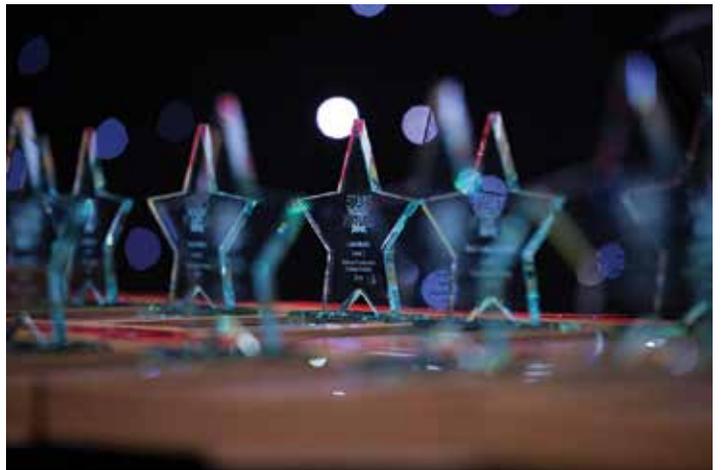
In light of the current status of the roadmap out of lockdown, the CPA has decided to move the event from the original date of Thursday 1st July to Tuesday 14th September, so that a live physical event can be hosted at the Heart of England Conference and Events Centre in Fillongley near Coventry.

To take into account the new timings, the deadline for Stars of the Future nominations has been extended to Monday 31st May 2021. Nomination forms are available on the CPA website at www.cpa.uk.net.

Kevin Minton said: "Stars of the Future is now in its ninth year and it has become firmly established for recognising and rewarding the skills and calibre of the industry's apprentices and trainees. Even though physical events may well be allowed from 21st June 2021, there is still a great deal of uncertainty and we didn't want to run the risk of limiting the event to a purely online awards announcement for the second year running."

"By holding the awards ceremony a few months later, we hope there will no longer be any issues with events. We also realise that colleges have only recently returned to live classes, so by extending the nomination deadline it allows more preparation time in terms of gathering information together for the nomination process. We'd like to urge employers in the construction equipment sector to nominate apprentices and trainees who they believe should be recognised as stars in the making."

Stars of the Future is a national awards scheme for apprentices and trainees in the construction equipment rental industry.



The awards categories for 2021 include:

- Plant Mechanic of the Year (Level 2)
- Plant Technician of the Year (Level 3)
- Plant Operative of the Year
- Lifting Technician of the Year
- Hire Controller of the Year
- Plant Installer of the Year
- College of the Year
- Best Personal Statement
- Judges' Special Award

Stars of the Future winners will be in contention for a number of prizes, as well as national recognition. Previous prizes have included Snap-on tool kits, iPads and an all expenses paid trip to Germany to visit the Liebherr crane plant.

The national winners for Stars of the Future 2020 were Adam Rees of Machinery Movements and Crane Hire (Mechanic of the Year), Rhys Nigel John of Marubeni-Komatsu (Technician of the Year), Danielle Taylor of Flannery Plant Hire (Operative of the Year), Luke Reddish of Wolffkran (Lifting Technician of the Year), Iveta Tomasevska of Flannery Plant Hire (Hire Controller of the Year), Senghan Carr of L Lynch Plant Hire (Best Personal Statement) and Scott Laurenson of EMN Plant (Judges' Special Award).





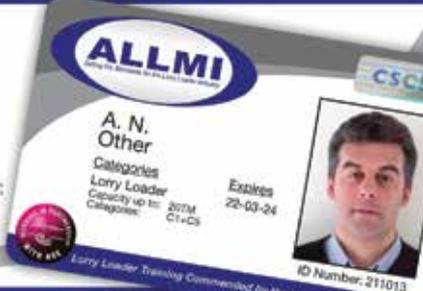
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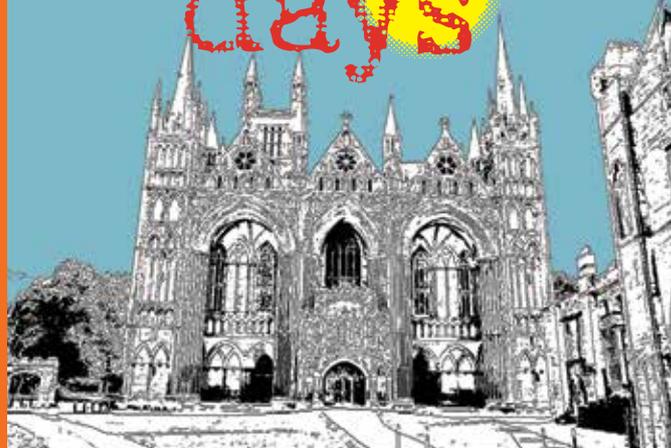
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New Guidance - Safe Lifting of Hot Tubs

The Associations of ALLMI, BISHTA (British and Irish Spa and Hot Tub Association), the CPA and SPATA (Swimming Pool and Allied Trades Association) have developed guidance covering the safe lifting of hot tubs, exercise spas and one piece swimming pools.

Produced in response to a number of incidents, including a high profile residential accident last year where a hot tub was dropped from height, the guidance is expected to raise awareness and standards throughout this specialist sector of the lifting industry.

ALLMI chief executive Tom Wakefield said: "The guidance is aimed at hot tub manufacturers and suppliers who are unlikely to have the knowledge or experience to plan and carry out a lifting operation. They will be made aware of the factors to be considered and the responsibilities of those involved, while domestic customers can also benefit by understanding what to expect from a delivery. The guidance also targets operators of lorry loaders and mobile cranes, who will appreciate the principles and requirements of safe lift planning and implementation, but in some cases may be less familiar with specific factors relating to hot tubs. For example, pipework for new hot tubs can contain residual water from pressure testing during manufacture, adding to the specified weight of the load."

The guidance provides valuable information on the following topics:

1. Costs of a lifting operation.
2. Planning the lift.
3. Types of hire contract.
4. Slings and handling of hot tubs.
5. Inspection prior to lifting from the delivery vehicle.
6. Supervision of the lift.
7. Case studies.
8. References to further guidance.

Wakefield adds: "We would encourage all those involved with this type of work to download a complimentary copy of the guidance from our website, as well as to view the recording of the launch online seminar, and to contact us with any questions or comments."
www.allmi.com/safe-lifting-of-hot-tubs



Tipper Grab Guidance - coming soon

Following a recent fatality involving overhead powerlines, as well as subsequent discussions with its Technical Standards Committee and the HSE, ALLMI is in the process of developing guidance covering tipper grab operations. ALLMI technical manager, Keith Silvester said: "There is a need for further clarity and guidance in this area. Comprehensive instructions exist for the tipper, loader crane and grab as individual elements of the build, but users would benefit from direction on the installation as a whole, which is likely to cover issues such as the sequence of operations, crane positioning when tipping, and stability issues, etc. A specialist working group will be formed with

representatives from bodybuilders, crane manufacturers and installers, and we look forward to producing a document that will add another layer of safety to tipper grab operations."



Look Out, Look Up - Reminder

ALLMI is partnering with the Energy Networks Association (ENA) to promote the organisation's 'Look Out, Look Up!' campaign, which concerns the dangers of working near overhead power lines.



The ENA Cab Warning Sticker

The ENA has made a range of campaign tools available, including the following:

- A cab warning sticker, which contains important information in the event of contact with an overhead power line.
- A 'Top Tips' safety leaflet.
- A hard hitting video, bringing home the consequences and impact of accidents of this nature.

For access to the above tools, as well as the wider campaign material, please visit: www.allmi.com/overheadpowerlines

CAP 1096 Postponement

Further to industry consultation, as well as trials of the proposed new requirements, the Civil Aviation Authority (CAA) has postponed implementation of the updated 'CAP 1096 Guidance to Crane Users on Aviation Lighting and Notification', which was scheduled for 31st May this year.

Once the current trial closes, the CAA will undertake a period of review, the 'Lessons Learned' phase. During this time, the organisation will evaluate the trial's findings and look for ways to improve processes, whilst continuing to consult with and help the lifting industry prepare for implementation.

A second trial phase will then be held from 1st October to 31st March 2022, which will facilitate testing of new guidance and systems. The first quarter of next year will see timescales for implementation being considered, although the CAA has confirmed that the new CAP 1096 will not be launched before April.

ALLMI technical manager, Keith Silvester said: "Whilst this postponement is welcome, crane operators should remember that the current 6km/10m rule remains in place and should be adhered to. The CAA is in the process of updating its website to reflect this, but details of the requirement can also be found in the BS7121 series or by contacting ALLMI."



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

Dropped load costs £415k

Two construction companies in the UK have been fined £415,000 after part of an air conditioning unit being lowered from a roof in London fell and seriously injured a man in 2017.

Three roofers had been working on a roof refurbishment project on Bromley High Street when the air conditioning unit being lowered broke free from the rigging. It fell and struck one of them working from the street below, fracturing his left femur.

An investigation by the Health & Safety Executive (HSE) found that only a basic pulley/gin wheel set up was used to lower the parts, and that no one had been assigned to supervise the work. None of the workers had received formal training on carrying out lifting operations or slinging loads.

The principal contractor NMC Surfacing was fined £350,000 plus costs of £45,122, while subcontractor Fraden Contracts was fined £14,000 with costs of £6,015.



Virtual RTG training

Canadian training software developer CM Labs Simulations has launched its latest virtual training course for rubber tyred gantry cranes. Available on any CM Labs ports equipment simulator, the course offers a number of scenarios for working with over height, open top, breakbulk, and liquid containers, as well as with standard 20, 40, and 45ft containers.

As well as providing training delegates with experience of container twistlocks, chain lifts and over height frames, they can also experience all types of loads under different weather and light conditions. Custom challenges and scenarios can also be added such as terminal congestion or having to lift unbalanced or overweight containers.

\$148k for fatal fall

The US Occupational Safety and Health Administration (OSHA) has issued a fine totalling \$148,683 to New York construction company Marfi Contracting after an employee fell through a skylight sustaining fatal injuries.

Two employees were using a boom lift to clear debris from the roof of a school building and carry out repairs. One of the men exited the platform and while crossing the roof tripped and fell through a skylight, dropping almost eight metres to his death.

OSHA issued five citations which included failing to have a competent person make frequent and regular inspections of the project, materials and equipment, failing to provide employee training on fall hazards, and failing to provide guardrails, safety net systems or personal fall arrest systems.

Bakery fined £140k for fall

UK bakery Country Style Foods has been fined £140,000 plus costs of £11,589 after an employee fell from a set of 'airline' style steps in 2017. He was using the steps to clean the top of an oven at the bakery's location in Leeds when he slipped from the platform and impaled himself on a section of handrail, suffering a torn artery and nerve damage.

An investigation by the HSE found that the steps had been adapted for a different task, which created an additional risk when used for this work, and that, while a scissor lift was available on the site, the employee was not trained in its use.

Test your rigging skills

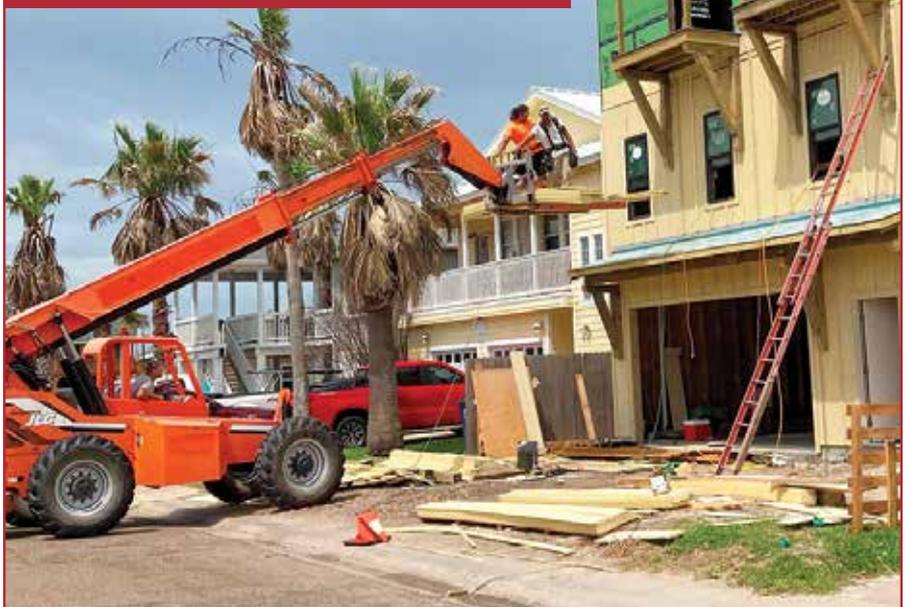
US based crane operator and inspector, rigging and planning training provider Industrial Training International (ITI) has created a short quiz focused on rigging and load handling scenarios to test and stretch your knowledge on the subject.

Answer all the questions correctly to win a year's subscription to Cranes & Access. The competition closes Friday 4th June with the correct answers and winners announced on www.vertical.net Monday 7th.

To take the quiz visit: bit.ly/Rigging_Test



Who trained them?



Spotted by a reader in the US, two men being lifted along with building materials to a second storey balcony on the forks of a telehandler. Also note the state of the site and that ladder!

PASMA training continues



Delegates wear masks throughout their course at Kentec Training

As restrictions ease across the UK, employers should be reassured that PASMA training courses are safe and widely available. If cards have lapsed or new employees are using scaffold towers without one, now is the time to book them on a course.

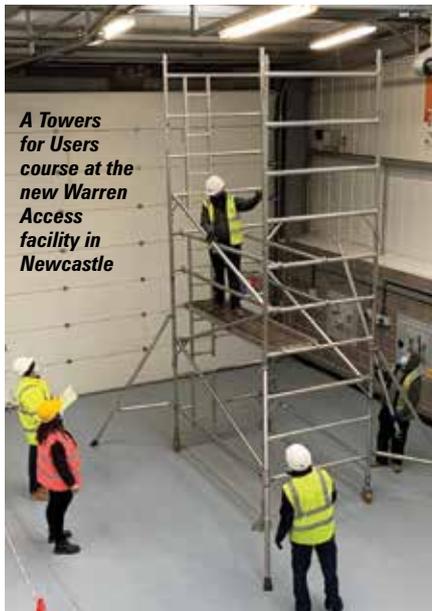
PASMA's network of accredited training centres must follow PASMA guidance on training during the Covid-19 pandemic, even when that means cutting class sizes. The association sets out all areas that training centres must consider to satisfy themselves that they can do it safely. For example:

- Using 'one-person towers' for training where possible
- Making face coverings mandatory
- Facilitating and enforcing social distancing
- Using e-learning for the theory section of the course
- Taking extra cleaning and hygiene measures
- Carrying out Covid-19 risk assessments
- Follow all applicable government guidance

PASMA training continued during the tightest restrictions this year, with accredited training centres and instructors keeping courses Covid secure. Pandemic protocols have now become second nature for the training centres, assisted by ongoing PASMA guidance and government regulations.

Steve Booker, from Kentec Training, explains:

"Masks have been mandatory for all delegates since last summer and after initial shortages last year, we could swim in hand sanitiser now! Our centres are deep cleaned every morning, we are also doing temperature checks on delegates and our staff are having regular lateral flow tests, as an extra precaution. We're doing everything we can to continue our Covid secure



A Towers for Users course at the new Warren Access facility in Newcastle

C&A PASMA focus



Delegates socially distance during the theory section of their course at Ridgeway

training environment because we know how much our clients depend on PASMA training being available whenever their staff need it."

Michelle Warren, director of Warren Access, adds:

"With us, almost all theory sessions are done remotely now, so delegates complete 50percent of the course from home. For the practical session they come to either our Newcastle or Huntingdon centres, which are kitted out with track and trace QR codes, sanitising stations and social distancing signage. Work at height always involves an element of risk and we're used to mitigating these on PASMA training courses. The risk of spreading Covid-19 is just one more risk to address."

Stephen Kane, from Ridgeway in Northern Ireland, says:

"We completely re-arranged our training rooms to allow two metres of social distancing between delegates and the instructor. We also changed the registration process to add temperature checks and Covid questionnaires before training starts. On arrival, every delegate is given a mask and hand sanitiser along with their training materials. We've found people are happy to follow our new rules, which everyone realises are there to ensure they can train in a safe environment."

Gillian Rutter, Director of Skyward Training and chairman of the PASMA Training Committee added:

"It's essential that anyone working on scaffold towers is trained to do so safely and that's why PASMA training continued throughout the latest lockdown. In addition, we ran online seminars and launched an online 'Covid-19 Support Hub', which keeps tower users up to date with the latest news. Our members have shown that they can adapt quickly to evolving circumstances and keep courses running safely. The added precautions might make courses look a little different, but they're still delivering the same high quality content."

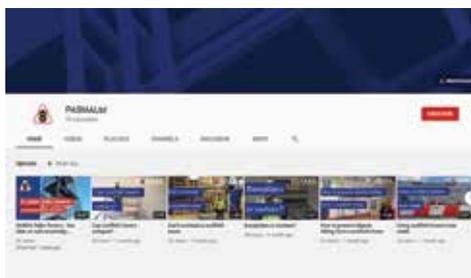
To book a course, contact your nearest PASMA training centre: pasma.co.uk/directory/find-training-centre

Bitesize safety videos

Tower users and managers can benefit from bitesize safety messages, thanks to a new series of one minute videos featuring instructors talking about different topics:

- Guardrails – when, where, why and how many?
- How to check if ground conditions are suitable for a tower
- Using scaffold towers near roads
- How to prevent objects falling from a scaffold tower
- Baseplates or castors?
- Don't overload a scaffold tower
- Can scaffold towers collapse?

You can watch the videos on at youtube.com/PASMA Ltd



Tower Week events

PASMA's annual Tower Week campaign took place from in mid March, with also PASMA hosting two virtual seminars, which are now available to watch on-demand:

- EN 1004-1:2020 – a safety professional's guide: Changes to EN 1004 take full effect this year. If you're responsible for the safety of tower users, tune in to hear PASMA's technical director, Don Aers, explain how to use the transition period wisely.
- Keeping workers safe on towers – a manager's responsibilities: Ray Cooke (No Falls Foundation, formerly HSE) joined Chris Smith (PASMA) for a discussion about a manager's responsibilities under the Work at Height Regulations.

Both events are available at: pasma.co.uk/tower-week



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

IN THE NEXT ISSUE OF **C&a**



Place your products in front of 17,000 crane, telehandler and access buyers & users who will be reading the next issue of **Cranes & Access**...

The issue will include features on:

Vertikal Days main preview

Ahead of the official show guide, we take a look at what to expect from Vertikal Days in September. With the event becoming the main platform for new product launches this year, expect to see a great new skyline of cranes, aerial work platforms and telehandlers from all the major manufacturers, plus component, software, training and other ancillary companies.



Boom Lifts

There's always plenty of new product developments with self-propelled boom lifts. In this issue we will be looking at the latest trends and changing nature of the market. Have you got any news or information to add?

Tower Cranes

The tower crane market has been one of the most dynamic crane sectors over the past year or two and that is reflected in the abundance of new products that have been launched. We report on these along with some interesting applications from around the world.



Equipment for arborists

In this annual feature we'll be tree hugging again bringing you the latest equipment updates for this expanding market for powered access and taking a look at some of the lifting and access methods used in the Canadian timber forests.

Telehandlers

Yet another fast changing market, with the emerging move towards electric, some totally new 360 degree models and so much more. If you have any telehandler news, we would love to hear from you.



Send any information, news or photographs on these subjects to editor@vertikal.net

Every issue of **C&A** is also packed with our **regular columns, news plus reader's letters, books, models, training**, along with the latest news from the **CPA, ALLMI, IPAF** and **PASMA**. Whether you are looking for local or global markets for these products you simply cannot do better than to promote your products in Cranes & Access.

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Liebherr LTM 1110-5.1

The Liebherr LTM 1110-5.1 All Terrain crane was announced at Bauma 2019 and this 1:50 scale model made by Conrad of Germany has now been released. It comes with a pictorial instruction sheet and requires a few parts to be attached to the model.

The carrier chassis is detailed, and the tyres have 'Michelin' in the sidewalls. All axles steer with a very good range of movement, and all of the different steering modes can be replicated.

The carrier cab has beacon lights and very good detailing, and tiny graphics are used on the model to give an authentic appearance. There are replica rubber skirts above the wheels and the deck has multiple ladders which can be rotated and lowered to provide access. At the rear there is a very good toolbox with replica timbers stored inside.

The outriggers have graphics with individual post numbers, and they can support the model free off wheels.

The crane cab tilts and there is an extending access step also. The handrail on the superstructure can be folded for transport or raised when in service. The counterweight is accurately modelled in separate parts.

The large boom lift cylinder has a

plastic barrel and operates with a collar that rotates and clamps to lock it any required rod extension length. Each boom telescope section has graphics applied and there are metal sheaves in the boom nose. The boom sections extend smoothly and lock into place at approximately 50, 90 and 100 percent.

The bi-fold swingaway extension is a very nice metal lattice casting with a solid

plastic second section. It can be installed in either the base length or fully extended, and also has a ratchet for setting the offset angles at 20 or 40 degrees. The main hook block has three sheaves and a single line hook is also included.

This is a strong model which is both heavy and robust. It is very functional, and it is pleasing to see the high level of detail achieved by the addition of small graphics/decals. It would also look great in company colours. It costs €248 from the Liebherr web shop.

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

Cranes Etc Model Rating

Packaging (max 10)	8
Detail (max 30)	26
Features (max 20)	18
Quality (max 25)	21
Price (max 15)	11
Overall (max 100)	84%



The bi-fold swingaway extension installed and offset



On the road



Detailed small decals look authentic



Tilting cab



Decorated boom sections

Readers Letters



Dear Leigh,

I received the latest copy of Cranes & Access this morning and giving it a quick flick through after unpacking it, the article on page 49 about selling your business "Who will take over your company" caught my eye, and I started reading and went to the end. What a great story, I wish I had seen this a couple of years back, but that's life! I always enjoy the mag, and sadly perhaps read it cover to cover, but would be nice to see a few more things like this, maybe one in every edition?

Keep up the good work.

Geoff Giddings

We will certainly try to do more of this type of thing, just need the subjects and inspiration.

Editor

John Rome 1949-2021

UK crane market veteran John Rome has died after losing his battle with cancer.



Rome was a gentleman in more ways than one and during his long career he worked with for Grove, Kato/Kranlyft, Spierings and Böcker. Since 2002 he has been operating his business - John Rome Cranes - doing what he knew best: selling a range of new and used cranes worldwide.

News of his passing predictably generated a great deal of tributes, here are a few of them:

"A very sad day indeed for the crane industry. I'm proud to have known and worked with John professionally and socially for many years. He was a great guy who loved doing what he did best - selling cranes! RIP John." Peter Burwell

"Very sad news. I found John to be a true gentleman and enjoyed fantastic trips to Japan and Sweden with him. RIP John." David Slack

"Very sad news. Remember him very well and we had lots of fun together. RIP John!"

"Very sorry to see John go like this. We were competitors always, but we rubbed along very well. It was always nice speaking with you and you will be missed in the crane business. Thoughts for your family."

"This is such sad news. John worked alongside me on the Böcker product at Kranlyft UK and was a true gentleman. I lost contact with him over the past couple of years, so this news is such a shock. My deepest condolences go out to his family, RIP John."

"I only met John a few times and found him most helpful. RIP John"



John Rome (L) handing over a Böcker crane to Alastair Weatherston of BCHC in 2014

Dear Leigh,

Was sorry to hear about the postponement [of Vertikal Days], but was thinking this week that it might have been a blessing? Weather is dreadful and all this talk of new variants would have been spoilers. September might be colder, the days shorter – but many of us are keen to get back to normal and meet up with everyone so fingers crossed,

We are really looking forward to it.

Jim Gray

Alan Michael Hemmings 1944 – 2021

UK crane and access industry veteran Alan Hemmings passed away on 4th of April, after a long battle with cancer. He was 76.



Alan Hemmings at Hird

Hemmings spent the final 18 years of his career with Hull based crane and access sales and rental company Peter Hird & Son, where he was managing director from 2009 until he retired at the end of December 2011.

He was also a very active member of the Access Link, the association of privately owned regional rental companies, and past chairman of the Lincolnshire and Humber branch of the construction charity Lighthouse Club - a charity, he continued to support the long after he had retired.

Hemmings began his working life as an apprentice at the Scunthorpe steelworks, later joining the British Army and became a corporal in the East Anglian Brigade, serving in Cyprus, Germany, Malta and Northern Ireland. He left the Army in 1966 and found the crane industry joining Scott Greenham and then entering the powered access industry, joining PTP in 1993 after it was acquired by the Scott Brothers.

Hemmings was a keen pilot and at one time owned his own light aircraft, he once revealed that he had at least two crash landings during his flying career. He lived his life on the basis that you should "live life to the full and have no regrets". He leaves behind his wife Ann, children Yvonne, Dawn, and Richard, along with four grandchildren.



John Ball (L) presents an Access Link donation to the Lighthouse Club to Hemmings in 2017

He requested that rather than flowers people donate to The Lighthouse Club: www.lighthouseclub.org or Cancer Research: www.justgiving.com/fundraising/allan-hemmings1



Hemmings retirement send off by the Access Link

Sander George Splinter 1971-2021

Sander Splinter of Mammoet, ESTA and more recently Eriks, passed away on April 30th after losing a battle with cancer, he was only 49.

Splinter began his career in 1995 as a project planner with Stork Engineers & Contractors working with petrochemical clients. His first direct involvement with cranes and heavy lifting came when he joined Van Seumeren in 1998 as a technical sales manager. When Van Seumeren acquired and merged with Mammoet in 2000 he was appointed branch manager for the combined business in the Netherlands. Three years later he was promoted to director of cranes for the Benelux region and was group information and technology director for a couple of years, before taking over as managing director of Mammoet Netherlands in 2010, and Mammoet Europe in 2011. That same year he was appointed as president of the crane section of European crane and heavy haulage association ESTA.

In 2017 he was persuaded to transfer to Eriks, the industrial services group within the SHV group, where he was appointed managing director of its Dutch operations. He was clearly being groomed for greater things, but sadly we will never know how it might have worked out. He leaves behind his wife Mieke and three daughters Tess, Lynn and Jenthe.

A formal statement from Eriks said: "With great sadness we inform you that Sander passed away on April 30, 2021 at the age of 49. Sander was not only a valued person within Eriks, he was also known for his charismatic and warm way of dealing with people. He was an inspiration to many and a very genuine and natural leader. Sander worked passionately to achieve the best for Eriks in everything he did for the company. He lived his life the same way, with lots of energy and enjoyment in his hobbies, especially cycling."

Eriks chief operating officer, Floris Jan Cuypers, added: "In Sander, Eriks loses a born leader and a particularly fine colleague. He worked at Eriks Netherlands since January 1, 2018. Before that he had worked with heart and soul at our sister company Mammoet for 20 years. Despite his love for Mammoet, Sander went fully for his new challenge at Eriks and found the passion for technology. He quickly felt an affinity with the business, customers and employees. You could say that there was purple blood running through his veins, red from Mammoet and blue from Eriks. Sander was a beacon of calm and resilience for both his customers and our employees. It must have been difficult for him to write his last impressive letter to the people of Eriks. Strong and caring until the very end. We will miss him dearly."

**Andy Whitfield 1964-2021**

Andy Whitfield, a popular career long crane operator with UK based John Sutch Crane Hire, passed away in mid May following a battle with cancer. He was 57. He joined John Sutch in 2005 and in his time with the company was assigned a variety of cranes ranging from a 40 tonne Liebherr to a 70 tonne Tadano All Terrain crane.

A statement from the company said: "It is with a heavy heart that we announce that our much loved and respected colleague of many years, Andy Whitfield has passed away. Our hearts and deepest thoughts are with the family at this time. He will be truly missed. Good night God bless to one of the best xx"

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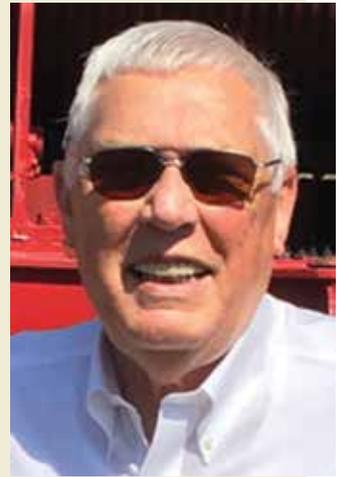
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Email: info@aichi.eu

www.aichi.eu

Stephen Edward Pirigyi 1937-2021

Stephen 'Steve' Pirigyi, 83, passed away suddenly and unexpectedly at the end of February, at the Novant Health Presbyterian Medical Center in Charlotte, North Carolina due to complications from cancer surgery.



Pirigyi spent his entire working life selling cranes, heavy equipment and related services, a job he loved. He spent 38 years as salesman, and later regional manager for Manitowoc Cranes before 'retiring' in 2003. The retirement did not last long however and in 2005 he joined H&E Equipment, helping the company find Manitowoc cranes for its re-manufacturing and resale programme. In 2009, he began working with Wheco as a structural repair rep and finally Cleveland Crane & Shovel Sales right up until his death.

Steve Pirigyi had a well-earned reputation for integrity and honesty, and it is said that he never sold anything that wasn't right for his customer. He was even known to have pointed customers towards competitors when he believed it was the best product for their needs. He leaves behind his beloved wife Joan, sons Stephen and Christopher, three grandchildren and two dogs, not to mention dozens, hundreds of friends and past colleagues.

On the day he passed away his son Chris wrote: "My father passed away suddenly this morning after having surgery for cancer. He was doing fine and was supposed to come home on Monday. The doctors actually said he was cured, but I guess God needed to take him. He loved all you guys in the industry and loved cranes with a passion. He was Manitowoc through and through and loved doing his craft and never wanted to retire. He was the most amazing father and grandfather, and we are just devastated. I am who I am because of him. He was my mentor in life and he is the single reason why I was so successful in my career. He made me be the best human being I could be. I am blessed to have had such a wonderful life with him. No regrets!"

"He enjoyed so much posting on LinkedIn and getting his updates and stories and man did he have a lotta' stories! And you guys are always so kind to acknowledge his posts and I just wanted to say that thank you for being there with him. I love you dad and I don't know what we're gonna do without you, but we'll get through it. Hug your loved ones and appreciate every day you have with them."

What's on

2021

AED Summit 2021

May 24-26, 2021 AED's annual convention for North America's equipment distributors Las Vegas, USA
Tel: +1 630-574-0650
www.aednet.org/events/summit



Bauma CTT 2021

May 25-28, 2021 Russian construction equipment exhibition. Moscow, Russia
Tel: +4989 94922-339
www.bauma-ctt.ru



JDL Expo

June 23 - 25, 2021
French cranes and access exhibition/event Beaune, France
Tel: +33 (0)1 45 63 68 22
www.jdlexpo.com



Innovationstage der Höhenzugangstechnik 2021

July 6-7th, 2021
Informal event for access equipment, mini cranes and telehandlers Hohenroda, Germany
Fax: +49 931 270563939
www.bormtolift.de/innovationstag/



HIANZ - Conference 2021

August 11-12th, 2021
Annual conference and exhibition of the Hire Association of New Zealand Queenstown, New Zealand
Tel: +64 7 575 2563
Website: www.hianz.net.nz



HCEA International Convention and Old Equipment Exposition

August 27-29, 2021
The Historical Construction Equipment Association's annual convention and expo. Concordia, Kansas, USA
Tel: +1 785 243 0083
www.hcea.net



Platformers' Days 2021

10 to 11. September German access and lifting show Karlsruhe, Germany
Tel: +49 721 3720 5096
www.platformers-days.de



PASMA Conference 2021

15-16 September Free conference from the scaffold tower association Nottingham, United Kingdom
Tel: +44 (0) 345 230 4041
www.pasma.co.uk/conference



Vertikal Days 2021

22-23 September UK/Ireland Crane, access and telehandler event. East of England showground, Peterborough
Tel: +44 (0) 8448 155900
www.vertikaldays.net



The Utility Expo

September 28-30, 2021
Previously The International Construction & Utility Equipment Exposition /Demo Expo - is the US utility industry's largest show Louisville, Kentucky, USA
Tel: +1 414-274-0644
www.theutilityexpo.com



GIS

October 07-09, 2021
Italian crane, access and heavy transport exhibition Piacenza, Italy
Tel: +39 010/5704948
www.gisexpo.it



The ARA Show 2021

October 18-20 2021
ARA convention and rental show Las Vegas, Nevada, USA
Tel: +1 800 334 2177
www.arashow.org



SC&RA Annual Conference

October 25-29, 2021 Annual Conference of the US crane and heavy transport association including the Jobs of the Year awards. La Cantera Resort, San Antonio, Texas, USA
Tel: +1(703) 698-0291
www.scranet.org



CICA Conference 2021

November 3-5, 2021 - to be confirmed
The annual conference of the Australian crane association - possibly the best crane conference in the world. Perth, Australia
Tel: +61 03 8320 0411
www.cica.com.au



Smopyc 2021

November 17-20, 2021
Spanish construction equipment exhibition Zaragoza, Spain
Tel: +34 976 764 700
www.feriazaragoza.es/smopyc-2020



2022

Executive Hire Show

February 09-10, 2022
UK tool and small rental equipment show Ricoh Arena Coventry, UK
Tel: 0207 973 4630
www.executivehireshow.co.uk



LiftEx Middle East

March 21-22, 2022. The first Mid East conference of the Lifting Equipment Engineers Association Manama, Bahrain
Tel: +44 (0) 203 488 2865
www.liftex.org



Hire 22

May 25-26, 2022
Annual convention and exhibition of the Hire and Rental Association of Australia and the Elevating Work Platform Association Adelaide, Australia
Tel: +61 (0)2 9998 2255
www.hire21.com.au



Interschutz 2022

June 20 -25 2022
International fire and rescue show Hannover, Germany
Tel: +49 511 89-0
www.interschutz.de



Liftex conference

October 5-6 2022
Annual conference of LEEA Lifting Equipment Engineers Association Aberdeen, UK
Tel: +44 (0) 203 488 2865
www.liftex.org



Bauma 2022

October 24 -30th 2022 World's largest construction equipment exhibition, Munich, Germany
Tel: +49 (0) 89 51070
www.bauma.de



Bauma China 2022

November 24-27, 2022
SNIIEC Shanghai, China
Tel: +49 (0)89-9492051
www.bauma-china.com



Bauma Conexpo India

December 06-09, 2022
The bauma/Conexpo exhibition in India Delhi, India
Tel: +49 89 949-20255
www.bcindia.com



2023

Baumag

January 26-29, 2023
Swiss construction equipment show Lucerne, Switzerland
Tel: +41 56 204 20 20
www.baumaschinen-messe.ch/html/home.htm



The ARA Show 2023

February 12-15, 2023
The American Rental Association's annual conference and exhibition Orlando, Florida, USA
Tel: +1800 334 2177
www.arashow.org



Samoter

March, 2023
International earthmoving and building equipment show Verona, Italy
Tel: +39 045 8298111
www.samoter.it/it



2024

Intermat 2024

April 22-27 2024 The big French international construction equipment show Paris, France
+33 (0)1 76 77 15 21
www.paris.intermatconstruction.com



Apex 2023

June 06-08, 2023
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Access Equipment Manufacturers

The Access Platform Company	www.accessplatformcompany.co.uk
Ascendant Access	www.ascendantaccess.com
Aichi	www.aichi.eu
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Alimak	www.alimak.com
ATN	www.atnplatforms.com
Barrn	www.barrn.it
Biljax	www.biljax.com
Böcker Maschinenwerke	www.boecker.de
Bravi	www.bravisol.com
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Mantis Access	www.mantisaccess.co.uk
Mantall	www.mantall.com
Matilsa	www.matilsa.es
MEC	www.mec-awp.com
Niftylift	www.niftylift.com
Oil&Steel	www.oilsteel.com
Omega Platforms	www.omegaplatforms.com
Ommelift	www.ommelift.com
Palazzani Industrie	www.palazzani.it
Palfinger Platforms	www.palfinger-platforms.com
PB Liftechnik	www.pbgmbh.de
Platform Basket	www.platformbasket.com
Power Towers	www.powertowers.com
Ranger tracked access	www.tracked-access.co.uk
Runshare	www.runshare.net
Ruthmann	www.ruthmann.de
Sinoboom Intelligent Equipment	www.sinoboom.com
Skyjack	www.skyjack.com
Snorkel	www.snorkelusa.com
Socage	www.socage.it
SUP	www.supelefant.com
TCA Lift	www.tcalift.com
Teupen	www.teupen.com
Turner Access	www.turner-access.co.uk
UTS Sales & Repairs	www.towersandpodiums.co.uk
Versalift UK	www.versalift.co.uk

Scaffold Towers

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

Mastclimbers & Hoists

Adastra Access	www.adastra-access.co.uk
Alimak	www.alimak.com
Brogan Group	www.brogangroup.com
CLM Construction Supplies	www.clm-supplies.com
GEDA	www.geda.de
Klaas	www.utility-equipment.com
SAE Climber	www.saeclimber.com
SGB	www.sgb.co.uk
LTC Hoists Division	www.lchoists.co.uk
Safi	www.safi.it

Specialist Scaffolding

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

Platform Rental

1st Access Rentals	www.1staccessrentals.co.uk
Z Cousins Access Limited	www.2cousins.co.uk
AA Access (Specialists)	www.aaaccess.co.uk
ABBA Plant Hire	www.abbaplanthire.co.uk
Access Link	www.accesslink.biz

Access Platforms Direct	www.accessplatformsdirect.co.uk
Acrolift	www.acrolift.co.uk
Actual Access	www.actualservices.co.uk
Advanced Access Platforms	www.accessplatformsuk.com
Aerial and Handling Services	www.aerialandhandlingservices.com
Aerial Platforms	www.aerialplatformsltd.co.uk
AF- Uplift	www.af-uplift.co.uk
Aspire Platforms	www.aspireplatforms.co.uk
ASR Access Platforms	www.access-platforms.com
ATP	www.atphire.com
Bluelift	www.bluelift.ie
Dragon Access	www.dragon-access.co.uk
Drammen Liftutleie AS	www.drammenlift.no
Elevation	www.elevation.net
ES Access Platforms	www.esaccess.co.uk
Fraco	www.fraco.co.uk
GT Access	www.gtaccess.co.uk
Height for Hire	www.heightforhire.com
High Access Hire	www.highaccesshire.co.uk
Higher access	www.higheraccess.co.uk
Hi-reach	www.hi-reach.co.uk
Hird	www.hird.co.uk
Horizon Platforms	www.horizonplatforms.co.uk
JMS Powered Access	www.jms.co.uk
Lifterz	www.lifterz.co.uk
LTC Powered Access	www.ltcpoweredaccess.co.uk
LTC	www.ltcaccess.co.uk
Mainline Access	www.mainline-access.co.uk
Manlift Group - Mid East	www.manliftgroup.com
Manlift Hire	www.manlift.ie
Mayes Access Platform Services	www.mapsplatforms.co.uk
Mr Plant Hire	www.mrplanthire.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk/Hire
North American Rentals	www.bigbooms.com
Peter Douglass Platforms	www.peterdouglass.co.uk
Platform Sales & Hire	www.platformsales.co.uk
Power Platform Services	www.pps.co.uk
Rapid Platforms	www.rapidplatforms.co.uk
Readyplant Ltd	www.readyplant.co.uk
Rival	www.rival.com
Sandhurst Access Rental	www.sandhurst-accessrental.co.uk
Trac-Access	www.trac-access.com
United Powered Access	www.upa-uk.com
Warren Access	www.warrenaccess.co.uk
Wilson Access	www.wilsonaccess.co.uk

Notified Body

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

Access Platform Sales (APS)	www.accessplatforms.co.uk
Advanced Access Platforms	www.aaplatforms.co.uk
AFI Resale	www.afi-resale.co.uk
A.J. Access Platforms	www.accessplatforms.com
Baulift	www.baulift.de
Davis Access	www.davisaccess.co.uk
Facelift	www.facelift.co.uk
Flesch	www.Flesch-Arbeitsbuehnen.de
Gantic Norway	www.gantic.no
Genie	www.genielift.com
GSR Aerial Platforms UK	http://en.gsrspa.it
GT Access	www.gtaccess.co.uk
Haulotte	www.haulotte.com
Height for Hire	www.heightforhire.com
Hird	www.hird.co.uk
International Platforms	www.internationalplatforms.co.uk
JLG	www.jlgeurope.com
JMS Powered Access	www.jms.co.uk
Kemp Hoogwerkers	www.kemphoogwerkers.nl
Kunze GmbH	www.kunze-buehnen.com
Lavendon Sales	www.lavendonsales.com
Leader	www.leader-platt.it
Liftright Access	www.liftrightaccess.com
Manlift Sales	www.manlift.ie
Mech-Serv (GB)	www.mech-serv.co.uk
Mr Plant Hire	www.mrplanthire.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk/sales/
North American Rentals	www.bigbooms.com
Rothlehner	www.rothlehner.com
Tracked Access	www.trackedaccess.com
Platform Sales	www.platformsales.co.uk
Promax Access	www.promaxaccess.com
Rapid Platforms	www.rapidplatforms.co.uk
Reachmaster (USA)	www.reachmaster.com
Rival	www.rival.com/used
Turner Access	www.turner-access.co.uk
TVH - Group	www.tvh.com
Universal Platforms	www.universalplatforms.com
Utility Equipment	www.utility-equipment.com
Vertimac	www.vertimac.com
Wilson Access	www.wilsonaccess.co.uk
Workplatform	www.workplatformltd.co.uk

Special/Bespoke Access & Lifting Solutions

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

Special & Niche Access

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

Special Lift & Transport Equipment

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

Heavy Transport/Abnormal Loads

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

Self-Propelled Modular Transporters

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

Telescopic Handler Manufacturers

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

New & Used Telehandlers

Dieci Telehandlers	www.dieci.com
GT Lifting Solutions	www.gtliftingltd.co.uk
Industrial Access	www.industrialaccess.ro
Lisman	www.lisman.nl
Rival	www.rival.com/used
TVH Group	www.tvh.com
Vertimac	www.vertimac.com
VHS Vissers Hettruck Service	www.vhsbladel.nl

Telehandler Rental

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

Site Safety Audits

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

Industry Associations

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

Crane Manufacturers

Böcker Maschinenwerke	www.boecker.de
Ernest Doe & Sons Ltd.	www.ernestdoelocloadercranes.com
Galizia	www.galiziagr.com
Grove	www.grovetworldwide.com
HCME (Hitachi-Sumitomo)	www.nrcplant.co.uk
Hiab	www.hiab.com
Jekko Minicrane	www.jekko.it
JMG	www.jmgcranes.com
KATO	www.rivertekservices.com
Klaas	www.utility-equipment.com
Kobelco	www.kobelcocm-global.com
Liebherr	www.Liebherr.com
Linden Comansa	www.comansa.com
Maeda	www.maedaminicran.es.co.uk
Manitowoc	www.manitowoccranes.com

Mantis Cranes	www.mantiscranes.ie
Ormig	www.ormig.co.uk
Potain	www.manitowoccranes.com
Raimondi	www.raimondi.co
Sany	www.sany.com.cn
Sennebogen	www.sennebogen.com
Sperings	www.speringskranen.nl
Tadano	www.tadano.com
Tadano Faun	www.tadano.com
Tadano Demag	www.demagmobilecranes.com
Unic Cranes	www.unic-cranes.co.uk
Valla	www.valla-cranes.co.uk
Wolffkran	www.wolffkran.de
Zoomlion	www.zoomlioncranes.co.uk

Lorry/Truck Loader Cranes

Atlas Cranes UK	www.atlasgmbh.com
Effer	www.effer.it
Ernest Doe & Sons Ltd.	www.ernestdoeladecranes.com
Hiab	www.hiab.com
Palfinger	www.palfinger.com
Penny Hydraulics	www.pennyhydraulics.com
PM Cranes	www.pm-group.eu

New & Used Cranes

AGD Equipment	www.agd-equipment.co.uk
Cotac Oy	www.cotac.fi
Cranes4Cranes	www.cranes4Cranes.com
Cranes UK	www.cranesuk.net
Crowland Cranes	www.crowlandcranes.co.uk
Delden Cranes	www.deldencranes.co.uk
Electrogen Int	www.electrogen.ie
Ernest Doe & Sons Ltd.	www.ernestdoeladecranes.com
High Sparks TCS	www.highsparks.co.uk
Hird	www.hird.co.uk
Jones-Iron Fairy	www.jonesironfairy.co.uk
Kobelco	www.kobelco-cranes.com
Leader	www.leader-piatt.it
London Tower Cranes	www.londontowercranes.co.uk
Maeda	www.maedaminicranes.co.uk
Mantis Cranes	www.mantiscranes.co.uk
M. Stemick	www.stemick-krane.de
NRC	www.nrcplant.co.uk
P.V. Adrighem BV	www.adrighem.com
Rivertek Services	www.rivertekservices.com
Terex Demag	www.terex-cranes.com
Utility Equipment	www.utility-equipment.com

Heavy Lifting Equipment

Lifting Gear UK	www.lifting-equipment.co.uk
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Furniture Hoists

Böcker	www.boecker.de
Utility Equipment	www.utility-equipment.com

Crane Hire

ABBA	www.abbaplanthire.co.uk
Ainscough	www.ainscough.co.uk
Berry Cranes	www.berrycranes.co.uk
Bob Francis Crane Hire	www.bobfranciscranehire.co.uk
Bryn Thomas Cranes	www.brynthomascranes.com
Cadman Cranes	www.cadmancranes.com
Cork Crane Hire (Liverpool)	www.corkcranehire.com
Crane Hire Ltd	www.cranehireltd.com
City Lifting	www.citylifting.co.uk
Delden Cranes	www.deldencranes.co.uk
Emerson	www.emersoncranes.co.uk
Graham Jones Cranes	www.grahamjonescranes.co.uk
High Sparks TCS	www.highsparks.co.uk
J&M Crane Hire	www.jandmcranehire.co.uk
John Sutch Cranes	www.johnsutchcranes.co.uk
King Lifting	www.kinglifting.co.uk
Ladybird tower crane hire	www.ladybirdcranehire.co.uk
London Tower Cranes	www.londontowercranes.co.uk
Mantis Cranes	www.mantiscranes.co.uk
McNally crane hire	www.cranehire-ireland.com
NRC	www.nrcplant.co.uk
Port Services Heavy Crane division	www.portservices.co.uk
Sangwin	www.sangwin.co.uk

Mini Crane Hire

AMC	www.amchire.com
Easy Reach Scotland	www.easyreachscotland.co.uk
Emerson	www.emersoncranes.co.uk
GGR	www.unic-cranes.co.uk
Height for Hire	www.heightforhire.com
Hire Maeda	www.maedaminicranes.co.uk
JT Mini Crane Hire	www.jtminicranes.co.uk
Lift Limited	www.liftminicranehire.co.uk
NRC	www.nrcplant.co.uk
Hird	www.hird.co.uk

Self Erecting Tower Cranes

Bryn Thomas Cranes	www.brynthomascranes.com
Cork Crane Hire	www.corkcranehire.com
City Lifting	www.citylifting.co.uk
Electrogen Int	www.electrogen.ie
John Sutch Cranes	www.johnsutchcranes.co.uk
King Lifting	www.kinglifting.co.uk
Ladybird tower	www.ladybirdcranehire.co.uk

Tower Cranes

High Sparks TCS	www.highsparks.co.uk
London Tower Cranes	www.londontowercranes.co.uk
Electrogen Int	www.electrogen.ie

Heavy Lift Management

DWLS	www.dwls.co.uk
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Heavy Lift Planning & Risk Analysis

A1A Software	a1asoftware.com
DWLS	www.dwls.com
HLC Consulting	www.hliconsulting.com

Ancillary Equipment

TMC lifting supplies	www.tmc-lifting.com
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Auction Houses

Ritchie Brothers	www.rbaction.com
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Battery Suppliers & Manufacturers

Shield Batteries	www.shieldbatteries.co.uk
Trojan Battery	www.trojanbattery.com
Platinum International	www.platinuminternational.com

Load Cells & Load Monitoring Systems

MSL Oilfield Services Ltd	www.msluk.net
PCE Instruments UK Ltd	www.pce-instruments.com

Control Systems

MOBA Automation	www.moba.de
Intercontrol	www.intercontrol.de

Generator Sales & Rental

Electrogen Int	www.electrogen.ie
JMS Powered Access	www.jms.co.uk

Insurance

Specialist Insurance	www.finchgroup.net
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Online Technical Help

Crane Tools	www.cranetools.com
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Outrigger Pads, Mats & Roadways

Alimats	www.craneriggermats.co.uk
GTP Europe	www.gtp-europe.com
Marwood	www.marwoodgroup.co.uk
Mat & Timber Services	www.sarumhardwood.co.uk
Nolim	www.nolim.co.uk
Outriggerpads	www.outriggerpads.co.uk
Timbermat	www.timbermat.co.uk
TMC lifting supplies	www.tmc-lifting.com
Universal Crane Mats	www.universal-crane-mats.com
Welex Group	www.welexgroup.com

Component Suppliers

Cone Drive	www.conedrive.com
PCE Instruments UK Ltd	www.pce-instruments.com
UE Components	www.ue-components.com

Parts & Service Suppliers

Aerial & Handling Services	www.aerialandhandlingservices.com
Alfa Access Services	www.alfa-access-services.com
Amerparts	www.amerparts.net
AWD	www.awdgrp.com.au
Caunton - Access	www.caunton-access.com
Cone Drive	www.conedrive.com
Crowland Cranes	www.crowlandcranes.co.uk
C-Tech Industries	www.ctech-ind.com
Davis Access Platforms	www.davisaccess.co.uk
Donghua Limited	www.donghua.co.uk
Electrogen Int	www.electrogen.ie
Ernest Doe & Sons Ltd.	www.ernestdoeladecranes.com
Haulotte	www.haulotte.com
IPS	www.ipspartsonline.com
JLG	www.jlgeurope.com
Lift-Manager	www.lift-manager.com
OTR Wheel Engineering Europe	www.otrwheel.co.uk
PCE Instruments UK Ltd	www.pce-instruments.com
TVH - Group Thermote & Vanhalst	www.tvh.be
UE Components	www.ue-components.com
Unified Parts	www.unifiedparts.com
Vertimac	www.vertimac.com
Workplatform	www.workplatformltd.co.uk

Innovations

Aerial & Handling Services Ltd	www.aerialandhandlingservices.com
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Recruitment

Vertikal.Net	www.vertikal.net/en/recruitment
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Replacement Filters

Plant Filters	www.plantfilters.co.uk
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Safety Equipment

AGS	www.ags-btp.fr
Airtek equipment	www.airteksafety.com
Heaton Trestle Handrail System	www.heatonproducts.co.uk
Heaton Scaffold Towers	www.heatonproducts.co.uk
Live Line Defender	www.livelinedefender.com
Load Systems UK Ltd	www.loadsystems.com
Mantracourt Electronics	www.wirelessensorsystem.com
Marwood	www.marwoodgroup.co.uk
SMIE	www.smie.com

Rental Management Software

Higher Concept	www.higherconcept.co.uk
HireHop Equipment Rental Software	www.hirehop.co.uk
HireHop Equipment Rental Software	www.hirehop.com
Infosystem	www.levaplus.ch
inspHire	www.insphire.com

Matusch GmbH	www.matusch.de
MCS Rental Software	www.mcsrentalsoftware.com
vWork	www.vworkapp.com

Structural Repairs

Avezaat Cranes	www.avezaat.com
Crowland Cranes	www.crowlandcranes.co.uk
John Taylor Crane Services	www.jtcranes.co.uk

Training Associations & Networks

ALLMI	www.allmi.com
AWPT	www.awpt.org
IPAF	www.ipaf.org
NASC	www.nasc.org.uk
Pasma	www.pasma.co.uk

Training Centres & Trainers

Access Platforms Direct	www.accessplatformsdirect.co.uk
Access Platform Sales (APS)	www.iapsgroup.com
Astra Access	www.astratraining.co.uk
Bos Training	www.bosstraining.co.uk
Active Safety	www.activerentals.co.uk
Advanced Access Platforms	www.accessplatformsuk.com
Ainscough	www.ainscoughtraining.co.uk
AJ Access	www.accessplatforms.com
Approved Safety Training -Ca	www.approvedsafetytraining.com
CMT	www.c-m-t.co.uk
Elevation	www.elevation.net
Emerson	www.emersoncranes.com/training
GT Access	www.gtaccess.co.uk
Haulotte	www.haulotte.com
IAPS	www.iapsgroup.com
Lift-Manager	www.lift-manager.com
LTC Training Services	www.ltctrainingservices.co.uk
Mentor Training Solutions	www.mentortrainingsolutions.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk/training
SGB	www.sgb.co.uk
Smart Platform Rentals	www.smartplatforms.com
TVH Group	www.tvh.com
UTN	www.utntraining.co.uk
Versalift Training Direct	www.versalift.co.uk/training
Warren	www.warrenaccesstraining.co.uk/courses/
Access Training Workplatform	www.workplatformltd.co.uk/customer-support/operator-training

Safety Training

Atlas Cranes UK	www.atlasgmbh.com
Avon Crane	www.avoncrane.co.uk
Brogan Group	www.brogangroup.com
Davis Access	www.davisaccess.co.uk
Emerson	www.emersontrainingservices.co.uk
Height for Hire	www.heightforhire.com

Training Services

Facelift	www.facelift.co.uk
HCS	www.hydrauliccraneservices.co.uk
Hewden Training	www.hewden.co.uk/training
Hi-Reach	www.hi-reach.co.uk
Hiab	www.hiab.com
Horizon Platforms	www.ipaftrainingcourses.co.uk
JLG Training	www.jlgeurope.com
L&B Transport	www.lbtransport.co.uk
Liebherr Training (UK)	www.liebherr.co.uk
Lifting Equipment Training	www.liftltd.co.uk
Loxam	www.loxam-access.co.uk
Lyte	www.lyteladders.co.uk
Mainline Access	www.mainline-access.co.uk
Mentor Training	www.mentortraining.co.uk
Mr Plant Hire	www.mrplanthire.co.uk
Nationwide Platforms	www.nationwideplatforms.co.uk
Norfolk Training Services	www.norfolktraining.co.uk
Rapid Platforms	www.rapidplatforms.co.uk
Southern Crane & Access	www.southerncranes.co.uk
TH White	www.thwhite.co.uk
Terex Atlas (UK) Ltd.	www.atlascranes.co.uk
TVH Group	www.tvh.com

Training Simulators

CM Labs	www.cm-labs.com
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Crane Attachments

Kinshofer	www.kinshofer.com
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Wire Rope & Cable

Rope and Sling	www.ropeandsling.co.uk
Teufelberger Seil	www.teufelberger.com
TMC Lifting	www.tmc-lifting.com
Casar	www.casar.de

Winches & Hoists

Rotzler	www.rotzler.com
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Tyre Suppliers

Mitas Tyres	www.mitas-tyres.com
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Traffic Management

Atlas Traffic Management	www.atlatstm.co.uk
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Technical &

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www.timbermat.co.uk



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www.steelmathire.co.uk
E: mats@dawsonwam.co.uk
in  

Steel Mat Hire

DAWSON-WAM stock hundreds of heavy-duty steel mats in yards across the UK. These mats are typically used to spread the load from heavy plant and cranes, to bridge gaps or span critical services, or as temporary working platforms.




Registered Office.
The Moors, Westoning Road,
Greenfield, Beds, MK45 5BJ
Tel: 01525 715522

Head Office.
Lisdoonan, Belfast Road,
Saintfield, Co. Down BT24 7EP
Tel: 02890 813105



Ex-UK

Model	Year	Specification	Hours	Price (GBP)
Genie double-deck scissors				
Genie GS3384RT	2019	Full CE, 4x4, double-deck extension	310	33,000.00
Genie GS4390RT	2019	Full CE, 4x4, double-deck extension	245	35,000.00
Genie GS4390RT	2019	Full CE, 4x4, double-deck extension	238	35,000.00
Genie GS4390RT	2020	Full CE, 4x4, double-deck extension	199	38,000.00
Genie - other				
Genie Z45/25RT	2018	Full CE, 4x4, generator, anti-entrap	357	33,000.00
Genie Z45/25XC	2018	Full CE, 4x4, generator, anti-entrap	247	36,000.00
Genie Z60/37FE	2018	Full CE, 4x4, NMT, anti-entrap	155	45,000.00
Genie Z33/18	2018	Full CE, NMT	74	22,000.00
Genie I932	2019	Full CE, deck extension, NMT	29	6,500.00

Model	Year	Specification	Hours	Price (GBP)
Snorkel				
S2755RT	2019	Full CE, 4x4, deck extension	59	24,000.00
S2755RT	2019	Full CE, 4x4, deck extension	78	24,000.00
S2755RT	2019	Full CE, 4x4, deck extension	124	24,000.00
S3010P (choice of 6)	2020	Full CE		3,200.00



Model	Specification	Hours	Price
Skyjack			
Skyjack SJ63AJ	Full CE 4x4 2017	840	POA
Skyjack SJ3219	Full CE 2019	35	POA

USED EQUIPMENT - Ex-Jebel Ali UAE June 2021

Model	Year	Specification	Price
Genie			
Genie Z45/25RT	2001	Full CE 4x4	POA
Genie Z45/25RT	2003	Full CE 4x4	POA
Genie S85	2002	Full CE 4x4	POA
Genie S125	2001	Full CE 4x4	POA
JLG			
JLG 450AJ	2004	Full CE 4x4	POA
JLG 600AJ	2002	Full CE 4x4	POA



JLG 1350SJP Full CE spec 2004





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- AS0607WE | 7.8m Working Height
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- AS1012E | 12m Working Height



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- SR-1218 E | 14m Working Height
- SR-1323 D | 15m Working Height
- SR-1623 D | 18m Working Height



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Liebherr LR1280, Year 2013, 58.1m boom

Kobelco CKE1350-1F 135t, Year 2008, 54.9m boom, runner jib

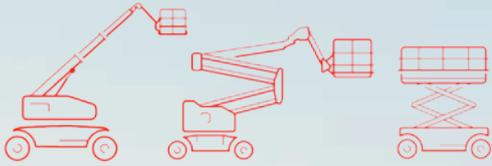
Kobelco CKE2500-2 250t, Year 2010, 61m boom, runner jib

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