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October/November 2021 Vol.23 issue 6

**Spider
cranes**

Spider lifts

**Glass
handling**

**Vertikal Days
review**



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On the cover:

Heavydrive installs a new glass façade to the Grand Théâtre de Québec, Canada in freezing conditions using its 900kg VSGW 900 KS equipped with a winter package.



C&A contents

17

Spider cranes



38

Glass handling



44

Vertikal Days review



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Comment 5

News 6

4,500t crawler from Sany, New 38m Platform Basket, Mammoet WTA ready, 42t Galizia, Electric drive Skyjack masts, 35t Terex TRT 35, Grove's new five axle ATs, Cela trailer lifts, Potain upgrades MCT 385, 20t Valla P&C, Rosenbauer's all electric fire platform, CTE goes Green-G, 59ft Airo electric scissor, Fassi Techno, Two new Kramer telehandlers and Franna's Minemaster range - plus a roundup of the latest financials, acquisitions and news highlights.

Spider cranes 17

It is just over 40 years since Maeda introduced one of the world's first spider cranes. Since then, the market has gone from strength to strength in North America and in an increasing number of European countries. The original concept of combining a telescopic loader boom with spider leg outriggers has expanded over time with the latest trend involving ever larger articulated models.

Spider lift 27

The spider lift market has just about reached the stage where it's changing from a niche product to a mainstream form of powered access. Leigh Sparrow takes a look at its history along with the latest products and trends for this ever growing market.

Glass handling 38

Over the past 20 years, the introduction of significantly heavier glass panels combined with stringent manual handling rules has seen a vast array of specialist glass handling equipment developed. Nick Johnson takes a look at the very latest products from glass handling and lifting specialist GGR.



Vertikal Days review 44

Veteran editors Nick Johnson and Will North provide their thoughts on this year's Vertikal Days, which accompany a pictorial round up of one of the most successful shows to date.



regulars

Training 59

ALLMI focus 61

PASMA focus 63

IPAF focus 65

CPA focus 67

Books & models 69

Letters and obituaries 71

What's on/Marketplace 76

Online directory 80

In the next C&A

Scheduled for early December, the next issue of Cranes & Access will include features on telescopic crawler cranes and truck mounted platforms and also include our annual look at outrigger set up, mats and pads. 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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The Tree Of Knowledge

People are injured or killed at work every day. And for each of those tragedies, there are hundreds of 'close calls' or 'near misses'. We've all experienced a slip or narrowly avoided slamming into the car in front.

Ideally, we learn from it and try to avoid a repetition. I've had dozens of 'near misses' over the years.

One of the first was in my late teenage years. A friend and I had a weekend business bringing down dangerous trees. One job involved removing several large trees alongside a busy road. It looked easy, as we could bring the trees down whole into the overgrown grounds of a big house. I climbed the first tree, attached a rope which I then tethered to our ancient Land Rover.

Once in the driver's seat, I put a little tension on the rope and waited for my partner to cut through the trunk, all ready to drive forward when the rope slackened as the tree began to move. My colleague had cut right through the tree trunk, and nothing happened. He gave me a frantic signal to pull, and I let out the clutch.

The Land Rover's wheels spun, and it failed to move. I had visions of the tree falling the other way, across the busy road onto the buildings opposite where an audience had assembled. I made the agonising decision to back up, let the rope go slack and take a run at it, knowing full well that the rope might break from the shock load and ...? But the rope held, and the jolt was enough to bring the tree down safely.

What did we learn? Not that I needed to take a 'run at it' or buy a stronger rope. No it was that we needed a different technique. We stopped work, returning the following weekend with a Tirfor rope winch. The second tree was so highly tensioned it almost catapulted into the grounds before the saw was halfway through. We fine-tuned the process and completed the job without incident.

This was a classic example of how valuable a near miss can be, leading to safer working practices. However, aside from the aviation industry, reporting 'near misses' is almost unheard of, and more often than not they are covered up. Imagine an operator telling his employer: "I had a close call today my machine began to tip and almost fell on a group of nuns at a bus stop, but settled back on its base." Most likely he would be branded a liability and 'moved on' instead of documenting and sharing the valuable lesson with others.

We see the same incidents repeated over and over again, lifting trees from backyards, getting too close to power lines, or overloading platforms on film shoots.

Just such an incident occurred in the UK last month, when a Blade Access operator was pressured into overriding his platform for a little extra reach. Mark Bell of Blade agreed to share details of what happened, to set the record straight and alert others. Earlier this month, an almost identical scenario occurred, but the operator said "No!". Bell sent us the details so others might also benefit.

If only more companies would follow this example our industry would be a safer place.

For more information see Bell's correspondence in the letters section.

Leigh Sparrow

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

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Sany's 4,500t SCC45000A crawler crane

4,500t crawler from Sany

Chinese crane manufacturer Sany has built what it claims is the largest crawler crane in the world with its 4,500 tonne SCC45000A. In its double boom configuration, the crane features a 126.5 metre main boom plus a 15.5 to 48.5 metre fixed jib, while a 30.5 to 108.5 luffing jib can be added to achieve a maximum system length of 216.5 metres. A 62 metre twin Superlift back mast/derrick boom is matched with a tracked counterweight/ballast with a radius of 28 to 37 metres.

The crane can also be configured as a 2,000 tonne single boom crane, with a main boom length of 108.5 metres, or 102 metres with an 18.5 fixed jib. A 108.5 metre luffing jib can also be installed on a 96 metre main boom, with a 53 metre derrick boom providing a suspended counterweight radius of 27.5 to 33.5 metres.

The first SCC45000A has been ordered by Shandong based heavy lifting and haulage specialist WH Lifting.

The crane can be configured with a single or double boom system



New 38m Platform Basket spider

Italian spider lift manufacturer Platform Basket has unveiled its new 38.6 metre Spider 39 T. The straight telescopic model features a six section boom plus a two section articulating jib to offer a maximum outreach of 16.6 metres with 136kg in the platform, or 14.8 metres with its maximum capacity of 330kg.

Features include continuous 360 degrees slew, radio remote controls and adjustable track widths that extend from 1.41 to 1.9 metres for improved stability while travelling. It also features the company's remote diagnostic Platform Basket Telematics (PBT) system and can be supplied with a winch for light duty lifting applications.

The unit has an overall length of 8.91 metres, an overall width of 1.41 metres and a height just under two metres. Its outrigger footprint offers widths from 2.99 to 5.23 metres by 5.59 to 8.83 metres. The machine can also lift itself to an undertrack height of 650mm with a width of 2.5 metres, allowing a truck or trailer to be reversed underneath for easy loading. Weighing just over 11.9 tonnes, the 39 T can be ordered as a diesel/lithium-ion hybrid or as with diesel/AC electric power.

The latest Spider 39 T features a six section boom and a two section jib



Production and testing of Mammoet's WTA lifting system is due to start shortly

Mammoet WTA design ready

Mammoet's Wind Turbine Assembly (WTA) lifting system is now 'design ready' and should be ready to ship in early 2023. Announced in 2017, the electric powered WTA system has been developed as an alternative to conventional All Terrain and crawler cranes for wind turbine erection. It uses clamps to attach directly to a series of anchor points located on each tower section. Once it is in place it can then install the next section before climbing higher. Using the tower as support, the system can lift tower sections, blades and nacelles up to 150 tonnes - and in theory lift them to any hub height.

It requires nine trailers to be transported to site, and five to move between turbines, which the company claims reduces relocation times by 50 percent. Compared with traditional cranes, it weighs less, offers a more compact footprint and does not require additional space to install and set up a large boom. It can also operate in wind speeds up to 20 metres a second.

42t Galizia GF420

Italian crane manufacturer Galizia has launched a 42 tonne battery powered GF420 pick & carry crane. Featuring a four section main boom, it can handle 25 tonnes at a height of 13.8 metres and 5.5 tonnes at its maximum radius of 9.6 metres. The crane can pick & carry its maximum capacity at a radius of 1.5 metres.

Features include 180 degree rear steer, a one metre chassis/counterweight extension and a choice of cabs. The boom nose can also pivot from 90 to minus 30 degrees for lifting in low head room environments. Optional features include radio remote controls plus a range of attachments which include a 3.8 metre hydraulic swingaway extension and a winch. Optional outriggers are also said to provide a boost in capacities by up to 30 percent. The machine's overall stowed length is 4.6 metres, with an overall width of just over two metres and a height of 2.2 metres. Total weight is 32 tonnes, however 10.5 tonnes of counterweight can be removed for transportation. Power comes from a 96v 1395Ah battery pack, powering two 12kW motors.

Belgian's Samoco has taken one of the first Galizia GF420s





The new Skyjack SJ12E and SJ16E

Electric drive Skyjack masts

Skyjack has unveiled upgraded versions of its 12ft and 16ft mast type lifts with the introduction of the new SJ12E and SJ16E. The new models adopt the technology introduced with the all new SJ20E in February, including AC direct electric wheel motor drive with 90 degree front wheel steering, a 30 percent reduction in power consumption for longer working time between recharges, a longer drive distance, and a 70 percent reduction in the risk of leaks.

The new machines have an overall width of 770mm, a length of 1.37 metres and a stowed height of 1.88 metres, while weighing 900kg and 931kg respectively. The new simpler mast design, with multistage hydraulic cylinder lift, also means that the top of the mast no longer extends above the guardrails. A standard dual load cell overload system incorporates both indoor and outdoor ratings - the SJ12E comes with an outdoor rating as standard, while the SJ16E and SJ20E offer an optional wind rating for one person.

35t Terex TRT 35

Terex Cranes has launched the 35 tonne TRT 35 Rough Terrain crane, its third new TRT model this year. The TRT 35 is essentially an update of the RT 35-1 with a similar four section 30.1 metre cable synchronised main boom and optional eight metre swingaway extension for a maximum tip height of just over 40 metres.

Power comes from a Cummins Stage V/Tier 4F diesel matched to a twin mode Powershift transmission with Manual Mode offering three forward and three reverse speeds plus Automatic Mode with five forward and three reverse speeds. All models include the company's Eco Mode function.

The Terex Operating System (TEOS) with navigation and T-Link telematics is standard, while options include: radio remote controls, a matching auxiliary winch, chassis mounted outrigger controls, anemometer and a camera system that connects with the 10 inch in-cab touchscreen display.

The European version is now available, while the North American model will be available early in the new year.



The new TRT 35 now joins the 80t TRT 80 and 90t TRT 90

The new 120 tonne five axle GMK5120L features a 66 metre main boom



Grove's new five axle All Terrains

Grove unveiled two new five axle long boomed All Terrain cranes at its October open days in Germany with the 120 tonne GMK5120L and the GMK5150XL, the third 150 tonner in the company's All Terrain line up.

The GMK5120L features a new seven section 66 metre main boom, with a range of onboard counterweight options to achieve 10, 12 or 16.5 tonne axle loads. The crane's overall length on the road is 14.19 metres with an overall width of 2.75 metres.

The GMK5150XL features a seven section 68.7 metre boom and joins the GMK5150 and GMK5150L which feature 51.8 and 60 metre main booms respectively. The new crane can handle 8.1 tonnes on the fully extended boom, 9.4 tonnes on a 66 metre boom and 12.7 tonnes with 60 metres. Grove claims it has the "longest boom on any crane under 200 tonnes, but still offers 'best in class' load charts."

The GMK5150XL can carry up to 10.2 tonnes of counterweight within 12 tonne axle loadings and up to 30.9 tonnes where 16.5 tonne axle loads are permissible. The new model shares much of its componentry and counterweight sections with the shorter boomed 150 tonne models, as well as the new GMK5120L. Both new cranes incorporate Grove's MAXbase variable outrigger setup and its latest generation carrier cab.

The GMK5150XL offers an impressive 68.7 metre main boom





Cela trailer lifts

Italian aerial lift manufacturer Cella has launched a new range of trailer mounted lifts with the 22 metre DT 22 Trailer and 25 metre DT 25 Trailer.

Featuring the same dual telescopic booms as the manufacturer's DT 22 and DT 25 truck mounted platforms and spider lifts, the DT 22 Trailer offers nine metres of outreach at an up & over height of 14 metres with an unrestricted platform capacity of 230kg. Weighing 2,950kg, it has an overall stowed length of 5.95 metres, a width of 1.85 metres and is just over two metres high.

The DT 25 Trailer offers up to nine metres outreach at an up & over height of 14 metres with its unrestricted 230kg platform capacity. An additional jib section provides the extra working height and takes the outreach to 12 metres with a platform capacity of 120kg. Weighing 3,000kg, the DT 25 offers very similar dimensions to the DT 22 with a 5.92 metre stowed length, a width of 1.85 metres and a height just over two metres.

Both models feature fully proportional controls, power to the platform, radio remote controls, the ability to set up on slopes of up to 12 degrees and 60mph/100kph tow speeds. Optional features include automatic levelling outriggers, a range of platforms, a 260kg hoist, and an ultrasonic secondary guarding system. Power comes from a diesel with AC/electric power, while a lithium-ion battery powered option will also be available.

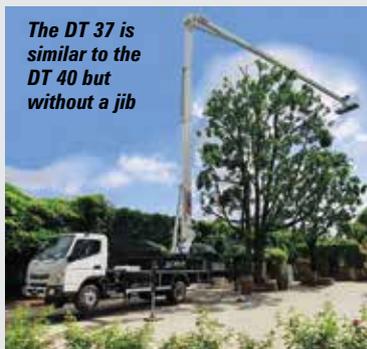


Cela has launched two new trailer lifts

...and adds DT 37

Cela has also introduced the 37 metre DT 37 truck mounted platform which is essentially the same as its 40 metre DT 40 but without an articulating jib. Mounted on a 7.5 tonne chassis, its dual three section booms offer a maximum outreach of 19 metres at a similar up & over height and has a maximum platform capacity of 450kg.

Overall stowed length is 8.16 metres, a width of 2.25 metres and a height of 3.1 metres. Features include the ability to level on slopes of up to seven percent, asymmetrically outrigger set up and the addition of a 490kg winch in place of the platform.



The DT 37 is similar to the DT 40 but without a jib



The upgraded MCT 385A comes in 16 and 20 tonne configurations

Potain upgrades its MCT 385

Potain has updated its 20 tonne MCT 385 flat top tower crane and added a new 16 tonne version with the introduction of the MCT 385A. Originally launched in 2012, the new MCT 385A is available in two configurations - the 20 tonne L20 or 16 tonne L16. The L20 has a jib tip capacity of 3.4 tonnes at 75 metres, while its freestanding height has been increased from 64.9 to 67.5 metres. The L16 can handle 3.8 tonnes at 75 metres and offers a 69.2 metre freestanding height.

The new models retain the company's two metre square tower sections in 3.33 and five metre lengths. Three counter jib options, ranging from 14 to 22 metres, are also available with counterweight blocks of 4.85 tonnes and/or 3.15 tonnes.

The L20 uses a 150/180 HPL 50 GH hoist which can detect whether power is coming from a 400v 50Hz or a 480v 60Hz supply to provide the best performance. The L16 uses a 100 LVF 40 hoist, which can lift eight tonnes at 44.5 metres a minute.

20t Valla P&C

Valla has topped its latest range of battery powered pick & carry cranes with the 20 tonne V210R.

The crane features a 12 metre three section boom plus a three metre hydraulic swingaway extension rated to three tonnes. It can handle its maximum capacity at 1.35 metres radius and a height of 7.5 metres. or take eight tonnes to full height and 3.6 tonnes to over eight metres forward reach.

It can be supplied with or without cab, while an optional front outrigger bar increases the maximum capacity to 21 tonnes. Weighing 21,500kg, it has an overall width and height of two metres with an overall length of 5.37 metres.



The Valla V210R joins three other models in the new range



The Rosenbauer L32A-XS all-electric ladder/rescue platform

Electric ladder/ rescue platform

Rosenbauer has announced plans for its first all-electric truck mounted ladder/rescue platform. The first model in the range will be the 32 metre L32A-XS mounted on the two axle Volvo FE Electric chassis. A choice of two or three 66kWh lithium-ion batteries power three electric motors; two needed for the chassis and a third for all lifting functions. As with the diesel version, the L32A-XS features a five section rescue ladder plus an articulated jib and platform with 500kg capacity, rated for up to five people, as well as remote controlled foam and water pumps.

The triple battery pack option is said to provide enough power for up to three 'operations' each of which involve driving 30km, setting up, three to four full ladder/platform cycles plus up to one hour of light operation before returning to the fire station. The battery packs can be charged from an AC power source or a suitable DC charging station. Lifting operations can also be powered by plugging into a regular AC power source. A range extender generator is also available.

The first prototype is due next summer with Swiss civil rescue organisation Schutz & Rettung Zürich commissioned to carry out live testing.

CTE goes Green-G

CTE has partnered with Italy's Green-G Electric Vehicles to develop a range of zero emission truck mounted platforms. The agreement includes the exclusive supply of Green-G's 3.5 tonne electric eCarry chassis, which CTE will use for a range of zero emission platforms for urban or regional applications.

Details have yet to be revealed, but the eCarry chassis has an overall width of 1.59 metres, is 1.96 metres high and is somewhere between 5.2 and 5.6 metres in length. A 35kWh or 70kWh nickel manganese cobalt lithium battery pack has a range of more than 200km on a single charge, while an additional 35kWh battery pack takes it over 250km. It offers maximum speeds of 80kph.



The prototype CTE truck mount on Green-G eCarry chassis

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59ft electric Airo scissor lift

Italian aerial lift manufacturer Airo has launched a new battery powered 59ft XL2ORTE Rough Terrain scissor lift, which offers a 20 metre working height and a 700kg platform capacity with six person rating. Features include four wheel drive, an oscillating axle, non-marking RT tyres, drive at full height and auto levelling jacks that can level up on slopes up to four degrees.

The XL2ORTE has an overall width of 2.24 metres, an overall length of 4.52 metres and a stowed height of 3.35 metres - or 2.52 metres with the guardrails folded. Two 1.5 metre manual deck extensions take the platform length from 4.4 metres to 7.4 metres. Total weight is just over 11 tonnes, while two 48 volt 455Ah full traction batteries drive two AC electric motors to provide 40 percent gradeability and up to 4.5kmh drive speeds.



Airo's all electric XL2ORTE scissor lift

Fassi Techno range

Fassi has launched a new Techno range of loader cranes starting with the 119 tonne/metre F1450R-HXP Techno. The base F1450R-HXP 2.4-1 crane features a six section boom and can handle its maximum capacity of 25 tonnes at a four metre radius and 10.1 tonnes at 11.15 metres. The 10 section F1450R-HXP 2.8 boom manages the 25 tonnes at 4.3 metres and 690kg at 19.5 metres. It can also be equipped with Fassi's new seven section L826 jib, for a maximum tip height of 35 metres and a radius of 31.5 metres with capacities of 1,700kg and 1,465kg respectively.

New features include dual lift cylinders on both folding sections, a 10 sided ultra high yield steel boom, 360 continuous slew with dual drive motors and the company's new FX990 electronics and control system, complete with seven inch touch screen colour display, variable outrigger set up and V7 radio remote controller.

Other equipment includes Fassi's new FSC-SIII stability control system, its Jib Dual Power (JDP) and SoftTend functions and the company's IoC (Internet of Cranes) telematics and DMA (Dynamic Maintenance Assistant) systems.



The F1450R-HXP Techno

The new 10 sided boom



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Two new Kramer telehandlers

The Kramer division of Wacker Neuson has unveiled the new 1.45 tonne/4.3 metre 1445 ultra-compact telehandler along with the mid-range 3.6 tonne/9.5 metre 3610.

Replacing the company's 1245, the sub-compact 1445 can take its 1.45 tonne capacity to its maximum lift height and manage 725kg at its maximum forward reach of 2.28 metres. Power comes from either a Stage V Yanmar diesel or a more powerful version fitted with a catalytic converter and particulate filter. Overall width is 1.56 metres, with an overall height of 1.99 metres and an overall length of 3.94 metres - 2.97 metres without attachments. Weighing 2,750kg, the 1445 is the smallest telehandler in the company's range.

The 3610 can take its 3.6 tonne maximum capacity to a height of 4.6 metres and out to 1.8 metres, while maximum forward reach is 6.5 metres. Weighing 8.2 tonnes, it has a stowed length of five metres without forks, and an overall width of 2.28 metres. The standard cab provides a height of 2.31 metres, while an optional raised version provides a height of 2.49 metres.



The new ultra-compact Kramer 1445

JCB bullish on hydrogen

JCB plans to invest £100 million to develop hydrogen fuelled engines, dedicating up to 100 engineers to the project, with plans to recruit up to 50 more in order to meet the company's target to have the first machines production ready by the end of 2022. As part of the announcement, it unveiled a prototype hydrogen powered telehandler.

It also signed a Memorandum Of Understanding with Australia's Fortescue Future Industries along with Jo Bamford's Ryze Hydrogen to take up to 10 percent of its green hydrogen production, once it starts.



JCB's hydrogen powered telehandler prototype

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Financials round-up

Wacker Neuson reported a 17% increase in year to date revenues to €1.38 billion, while pre-tax profits increased two and half fold to €144.8 million. Net debt was slashed 82% from €276.1 million to €48.3 million. Third quarter revenues were 18.1% higher at €461.4 million, while pre-tax profits almost doubled to €44.7 million.



Japan's **Kobelco** has reported 20% revenue growth to ¥194 Billion (\$1.7 billion), although the company says that crawler crane sales decreased, mainly in North America due to engine certification problems. The decline was more than offset by higher excavator sales in Southeast Asia and Europe.



Manitowoc saw nine month revenues improve 21% to \$1.22 billion, with pre-tax profits of \$21.9 million, compared to a loss of \$11.3 million in 2020. The order book at the end of September was double what it was last year, at \$890.6 million. Third quarter sales increased 14% to \$404.5 million, however, higher costs across the board resulted in a \$1.1 million pre-tax loss, compared to a \$6.6 million profit last year. Order intake improved 37% to \$535.2 million.



United Rentals had achieved nine month revenues of \$6.94 billion, up 11%, while pre-tax profit improved almost 60% to \$1.2 billion. Third quarter revenues improved 18.5% to \$2.6 billion. Pre-tax profits almost doubled to \$409 million.



Palfinger has posted record sales of €1.34 billion to the end of September, up 21.3% on 2020. Pre-tax profits were 78% higher at €125.4 million, while net debt was cut by €38 million to €406 million. Third quarter revenues improved 22.5% to €456 million, with a pre-tax profit 6% higher at €33.1 million.



Nine month revenues at **Genie** improved 20% to \$1.644 billion, with an operating profit of \$126.7 million, compared to just \$2.4 million last year. The order book at the end of September was \$1.705 billion, compared to \$478 million a year ago. Third quarter sales jumped 28.7% to \$572.5 million, while operating profits increased from \$13.3 million to \$34.9 million. **Terex** reported nine month revenues of \$2.9 billion with a pre-tax profit of \$195.5 million compared to a loss of \$10.8 million in 2020. Net debt has halved to \$335 million.



Nine month revenues at **Hiab** were €912 million, up 14%. Order intake jumped 68% to €1.33 billion, taking the order book to €922 million, up 83% on this time last year. Operating profit improved 53% to €110.8 million. Third quarter revenues increased 21% to €309 million, while order intake was 45% percent higher at €396 million, with operating profits jumping 45% to €37.6 million.



UK based Interserve has sold its **RMD Kwikform** access/formwork business to **Altrad**.



Kalmar sales for the nine months fell 3% to €1.08 billion, due to material shortages and production bottlenecks as well as the completion of the Navis sale in July. Order intake increased 62% to €955 million, leaving the order book 46% higher at €1.23 billion. Operating profit was €311.9 million, a 7.5 fold increase, most of it due to a one off gain on the sale of the Navis business.

Full year revenues at **JLG** were \$3.07 billion, up 22% on last year. Operating profit was \$249.1 million, an increase of 26%. The order book at the end of September was a record \$2.76 billion, compared to just \$366.7 million this time last year. Fourth quarter revenues were 37.3% higher at \$846 million and operating profit 21% higher at \$30.7 million.



US rental company **Herc Rentals** reported nine months revenues of just under \$1.5 billion, an increase of more than 18%. Pre-tax profits more than quadrupled to \$199 million. Capital expenditure was \$447 million, compared to \$273.2 million last year. The average age of the fleet at the end of September was 48 months compared to 47 months this time last year. Third quarter revenues improved 20% to \$550.4 million, with pre-tax profits up 86% to \$96.1 million.



Herc also agreed the acquisition of Toronto, Canada, based **Rapid Equipment Rental** which operates from seven locations in Ontario, with around 110 employees. No details of the transaction have been released.

Manitou has reported nine month revenue growth of 22% to €1.42 billion. Revenues included new product sales of €1.15 billion and services & solutions revenues of €248 million, both up 24% and 12% respectively. Third quarter revenues were 10% higher at €432 million, with new product sales of €350 million up 12%, and services up 3% to €82 million. The order book at the end of September was €2.3 billion, compared to €544 million last year.



Alimak posted nine months revenues of SK2.7 billion (€269.8 million), down 4% on last year. Pre-tax profit for the period jumped 70% to \$289.4 million (€28.9 million). Third quarter revenues came in at SK902 million (€90.2 million), a 1.4 decline on last year, due to a 34% reduction in revenues from the wind business, as Alimak withdraws from the market.



Haulotte has reported nine month revenues of €355.3 million, up 10 percent on the same period last year. New equipment sales increased 7% to €302.8 million, parts and service revenues were up 23% to €40.2 million, while rental revenues were 32% higher at €12.3 million. Third quarter revenues were €112.1 million.





Tadano has shelved plans for its ATF 600G-8 All Terrain

ATF 600G-8 shelved

Tadano has officially shelved plans for its 600 tonne ATF 600G-8 All Terrain crane but may still incorporate the unique triple boom technology in future products. Unveiled in 2015, nothing was heard until bauma 2019 when it was said to be undergoing final testing in Japan. However, in an interview with us, Jens Ennen, chief executive of Tadano's merged German subsidiaries, said: "We can say today that the ATF 600, as it was intended, will not be marketed. But the triple boom technology still seems interesting enough for us to continue to work on it in order to incorporate this into future innovations if necessary."



The triple boom technology could feature in future products

Sennebogen tree care

Sennebogen has added the seven tonne 728 E to its range of tree handlers, a cross between the company's material handling cranes and excavators.

It features a single 9.2 metre boom plus a six metre telescopic 'jib' that can extend a further 2.5 metres to provide a maximum height of 21 metres. It can handle its maximum capacity at 4.5 metres and 1.7 tonnes at a radius of 18 metres, while offering up to 7.5 metres below ground reach. Features include a 2.7 metre elevating cab and a wide range of attachments.



The 728 E joins the company's tree care range

Minemaster range

Franna has launched a modified range of pick & carry cranes aimed specifically at the open cast and underground mining industry. Based on the company's standard four model line-up, the 15 tonne AT 15-3, 22 tonne AT 22, 25 tonne MAC 25-4 and 40 tonne AT 40 models can now be customised with up to 100 'mine spec' options to meet local safety requirements.



Franna has introduced its Minemaster line



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- French rental company **Acces Industrie** has taken 20 45ft **Genie Z-45 FE 4x4** hybrid boom lifts

- Germany's **Fricke-Schmidbauer Schwerlast** has taken a new 220t **Tadano ATF-220-5.1**

- Zoomlion Access** has appointed **Gantic** as its distributor for Norway

- Kavanagh Crane Hire** has taken the first **Spierings eLift** and the last **Liebherr LTM 1130-5.1** crane in Ireland

- Palfinger** delivered its 2,000th Light NX truck mounted lift to Swiss rental company **UP**

- Terex** has announced the recruitment of its next CFO – **Julie Beck**



Julie Beck

- Brazil's **Sistermi** has taken the first 250t **Grove GMK5250XL-1** crane in South America

- Skyjack** unveiled new versions of its 12 and 16ft mast type lifts - the **SJ12E** and **SJ16E**

- Australia's **Freo** has taken a third 70m **Bronto** truck mount

- Kiloutou Germany** ordered 16 of the latest **Meusburger** semi-trailers

- German's **Beyer-Mietservice** has taken 70 **Manitou** boom lifts

- Maxim Crane** has set up an interim 'Office of CEO' following the departures of CEO **Bryan Carlisle** and COO **Frank Bardonaro**



Frank Bardonaro



Bryan Carlisle

- China's **Shanghai Lvgong** has taken one of the first 217ft **Zoomlion ZT68J** boom lifts

- Manitowoc** introduced an updated version of its **Shuttlelift SCD15** carry deck crane

- Magni Telehandlers** has opened a Benelux company store in Belgium

- The **Access Alliance** has appointed **George Marriott** of **Access Plus** as chairman



George Marriott

- Multitel Pagliero** has cancelled its distribution agreement with its partner in Poland - **Multitel Polska**

- Zoomlion** has appointed **Cherrypicker Shop** as its parts and service provider in the UK

- Belgium's **TVH Equipment** has broken ground on a new building in Waregem, Belgium

- UK's **G H Johnson** has taken two new **Kobelco** lattice boom crawler cranes

- Natalina Merlo**, co-founder of Italian telehandler manufacturer **Merlo** has died



Natalina Merlo

- Terex Utilities** has opened a third service centre in Texas

- Italy's **Pratonoleggi** has taken a 52m **Palazzani XTJ 52+** spider lift

- US container operator **Maier Terminals** has ordered three **Liebherr STS** cranes

- Manitowoc Crane** has appointed **Amy Davis** and **Robert Malone** as non-executive directors



Amy Davis



Robert Malone

- UK's **Select Plant Hire** has taken 200 **Skyjack** slab electric scissor lifts

- Tadano** temporarily suspended production at its manufacturing facilities in Japan due to supply chain issues

- Transportes Montejo** has taken the first new **Liebherr** crawler crane in Colombia

- McLeod Cranes** has taken delivery of the first 300t **Tadano/Demag AC300-6** in New Zealand

- Czech aerial lift sales company **Statech** has appointed **Jacek Juszkiwicz** as international sales manager



Jacek Juszkiwicz

- Liebherr GB** has broken ground on the expansion of its headquarters in Biggleswade

- David Meeke** of **Baloo Hire** is the new chairman of **IPAF's** Irish Country Council



David Meeke

- Austria's **Felbermayr** has taken its third 1,000t **Liebherr LR 11000** crawler crane

- Crowland Cranes** has taken the UK's first **Liebherr 150t LTM 1150-5.3** crane

- UK's **Instant Tool & Plant Hire** has taken two **Snorkel** trailer lifts

- Irish rental company **Baloo Hire** has taken 100 **Sinoboom** scissor lifts

- UK based **Nationwide Platforms** has appointed **Ross McConachie** as operations manager



Ross McConachie

- Loxam Denmark** has taken eight battery powered **Snorkel RT** scissor lifts

- Dźwig-Mar** has taken the first 700t **Liebherr LTM 1650-8.1** in Poland

- Bronson Crane** has taken the first **Potain Igo T 99** self-erector in N.America

- UK's **Mr Plant Hire** has appointed **Steven King** as managing director



Steven King

- AlmaCrawler** has appointed **Multi AWP** as its distributor for Poland

- Canada's **Guay** has taken the first two 110t **Liebherr LTM 1110-5.1** in the country

- Georg Thierer** founder of German lift manufacturer **TKD**, has died



Georg Thierer

- France's **Corberon Pierre** has taken a 52 metre **Palazzani XTJ 52** spider lift

- Liebherr** has built and shipped its last 600t **LR 1600/2** crawler crane

- Denmark's **Liftservice** has taken a 33m **Falcon FS330Z** Vario spider lift

- Long-time **Grove** demo US operator **Orville Bakner** has died



Orville Bakner

- Sennebogen** has appointed three new dealers, **Erco Technologies** for the Baltic States, **Scantruck** in Denmark and **Marm** for northern Germany

- UK's **AFI** has started taking more than 300 platforms in an order worth £12 million

- Terex Cranes** has appointed **Giancarlo Montanari** as business line leader for Rough Terrain cranes



Giancarlo Montanari

- Alimak** has teamed up **Peri** to develop the **STS 300** rack and pinion scaffold component hoist

- UK's **Orion Access** has taken three **Easy Lift** spider lifts

- US based **TNT Crane & Rigging** has acquired the businesses of **JMS Crane & Rigging**, **WM Services Crane & Rigging**, and **Big Ray's Equipment**

- David Baillie** SVP Marketing for **Grove** in the 70s and 80s has died



David Baillie

- US crane group **TNT Cranes & Rigging** has taken a third 700 t **Demag AC 700-9**

- UK based **GGR** has appointed **Butler Reynolds** to distribute Faresin telehandlers in the west Midlands

- Veteran UK/New Zealand based crane operator **Morlais 'Mol' Davies** has died



Morlais Davies

- Grove** has appointed **G Machinery** to handle its sales and support in Japan

- Mansfield Crane Service** in the US has taken a 250t **Grove GMK5250XL-1**

- UK's **Emerson Crane Hire** has ordered four **Liebherr AT** cranes

- Sinoboom** plans to build an all new 'intelligent manufacturing' production facility

- Ruthmann** has added the 33 metre **T 330 XS** truck mounted platform to its range

- Bob Dieleman** of **Jake's Crane** in Las Vegas, has died



Bob Dieleman

- China's **BICES** exhibition has been postponed

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Spiders spreading

It is just over 40 years since Japanese loader crane manufacturer and Komatsu distributor Maeda introduced one of the world's first spider cranes, the CP 150. The concept combined one of its telescopic booms with the spider leg outrigger concept first seen on the Falck Schmidt spider lift, and a compact Komatsu style tracked chassis.

The result was an ultra-compact crane that could squeeze into and set up in the tightest of spaces, carrying out work previously done with block and tackle or a larger crane working from a distance. Maeda continued to develop the concept, with the arrival of the MC264HC in 1989 and MC354C in 1990, both of which are similar to the products offered today.

R&B Engineering, which builds the Mighty Crane, claims to have introduced its first spider crane a few months earlier than Maeda, with a product aimed at the stone and quarry industry, although details are limited. The other big Japanese spider crane manufacturer Furukawa/Unic has a similar background to Maeda having started with telescopic loader cranes, before introducing its first spider cranes in the early 1990s.

brand. It soon found Furukawa/Unic and purchased a few units, in spite of the fact that Unic had no interest in CE certification. Having evaluated the product, GGR set about doing its own CE type approval. As a result, it was appointed the Unic master distributor for Europe, Africa and the Middle East. With two manufacturers now on the market and GGR adding them to its rental fleet, the concept began to take off, initially in the UK and then the rest of Europe.



Unic and GGR at Intermat 2006



The new Maeda MC305CB-3



C&A

spider cranes

The Imai stand at Saie, Bologna in 2004



The Italian job

At the same time, Italian loader crane distributor and body builder Ormet launched a spider crane to meet the needs of Italian glass and curtain walling contractors working around the world. Built by its Imai man basket manufacturing division, the first units were horribly unreliable and looked like something the village blacksmith had turned out, when compared to the Japanese built products. In the words of one major contractor using Imai cranes on high rise building projects in London: "They are absolutely brilliant, but you need a full time mechanic with them!" The Jekko name was adopted around 2007 for the first series production models, which were far better, but still a tad rustic. By 2010 the cranes had improved significantly, at the same time its innovative and detail engineering became world class, with each model better than the last. This time last year the company celebrated

the production of its 2,000th crane. In the meantime, the Japanese manufacturers have been slow to innovate, although their products are easy to use and absolutely bulletproof in terms of reliability.

Second Eco for Maeda

Today the key focus is on battery powered models, Maeda launched its 2.82 tonne MC285C-3 last year and unveiled the larger 2.98 tonne MC305CB-3 at Vertical Days. Rated at 2.5 metres it features a five section main boom for a maximum tip height of 13.5 metres. It manages 790kg on the fully extended boom or 260kg at a 12.1 metre radius. Power comes from 55 volt 180Ah lithium-ion battery pack, said to provide up to 14 hours of lifting operations. It can be fully charged in 4.5 hours, or to 80 percent in three hours. White non-marking tracks are standard, while options include black tracks, radio remote controls, a single fall hook and 850kg or 1,500kg searcher hooks.



Big lithium Jekko

Jekko unveiled a lithium powered version of its eight tonne SPX1280 spider crane in July. It uses a 20kW electric motor and a 96 volt/400Ah lithium-ion battery pack. A dual voltage - 230 volt single phase or 400 volt three phase - onboard charger is standard, and the

Jekko unveiled a lithium powered version of its 8t SPX1280 spider crane in July



Maedas from the late 1980s

Spiders arrive in Europe

Spider cranes first appeared in Europe in 1999 when Kranlyft, the Kato distributor at the time, introduced Maeda. Prices were high and sales limited to a few niche buyers. Glass handling specialist GGR purchased some of them for its glass handling work, and sensing the potential, began looking for its own spider crane

machine can also work while being charged. It features a five section 17.7 metre main boom plus a range of jibs including a 3.5 tonne searcher jib and a 7.6 metre four section hydraulic jib that provides a maximum tip height of 26.6 metres.

Early to the market

GGR/Unic was very early to the market, unveiling its wheeled 0.995 tonne Eco-095 and 2.9 tonne capacity Eco-295 in April 2013. Powered by a more traditional 48 volt battery pack they offered 2.5 hours of continuous operation, still sufficient for many applications. It followed with tracked versions of both cranes in 2018.



The Unic Eco-095 on tracks was introduced in 2018

Dutch range all 'e'

Another manufacturer that has developed substantially in recent years is Dutch manufacturer Hoeflon. As with Jekko, its 'fit and finish' now matches that of the Japanese products and it is also developing a strong reputation for ground breaking product development. It announced its highly innovative nine tonne C30e electric machine in 2019 and followed up with the fully electric three tonne C6e spider crane last year. The new model features a five section 11.5 metre main boom and a 4.3 metre hydraulic luffing jib to offer a maximum tip height of 17 metres. It is powered by a lithium phosphate battery pack, and can run at 60 percent utilisation for up to eight hours before requiring a re-charge. It can also operate while plugged into mains power, topping up the battery pack while in use. The smaller two tonne C4e is also available as an all electric crane with a similar power pack to the C6e.

The other major spider crane trend is the move towards larger articulated models.



The 9t Hoeflon C30e in action



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A new species of crane

C&a

spider cranes



The spider crane, a small, usually telescopic, crane mounted on a rubber tracked carrier, is a concept imported from Japan that began to take off around 20 years ago. Since then, the sector has gone from strength to strength in an increasing number of European countries and North America. The Japanese manufacturers have been joined by one or two European manufacturers, most notably Italy's Jekko, which has been pushing the concept's boundaries, including the introduction of larger models with articulated loader cranes. Will North takes a look at this emerging market.

The combination of tracks and articulated booms is not unique: mini crawler cranes and spider cranes are now well established product sectors. But these cranes tend to have relatively low nominal capacities, and are designed within certain dimensional limits, the small and middle range models can typically travel through standard single doorways when stowed, while the larger models are compact enough to manage standard double doors. This allows them to be used indoors, even in locations without large industrial doorways. This critical requirement has tended to limit their size and they rarely offer a maximum capacity of more than six tonnes,

although Jekko offers the eight tonne SPX 1280, while the Unic range extends to the 10 tonne URW-1006.

Knuckles & tracks

In recent years a new species of crane has begun to evolve, hybridising knuckleboom cranes with crawler carriers. The first examples of this new breed were one-offs. Knuckleboom/loader cranes are generally designed to be installed on the end user's choice of chassis, often chosen for an application other than lifting. So, some, suitably protected, have been installed on marine vessels, while others have been mounted on dedicated tractor units and standard commercial trucks. However, over



the years, some companies such as Germany's Hüffermann Krandienst or Wemotec have occasionally mounted them on different types of tracked or wheeled carriers for specific applications, but always as a special order for a specific application such as heavy industrial machinery installation.

In the UK, Coppard Plant Hire has been creating 'hybrid cranes' such as this for some time, selecting the combination for strength and mobility. "We were working on some jobs a fair way from the road," says Joby Coppard. "If you use a standard crane, you need a long heavy duty temporary roadway to get in. With a crawler chassis crane you can just track into where you're going, lift what you want to lift, and track away again."

The company has previously mounted a number of units on

tracked Morooka all terrain carriers. The resulting machines offer low ground bearing pressures with the chassis specifically designed to cope with the softest of ground conditions but are capable of carrying fairly large cranes. They include a Hiab 071A on one unit, an Amco Veiba VR30 on another, as well as large PM and Palfinger cranes. These cranes cover maximum capacities that range from 2.5 tonnes all the way up to 31 tonnes.

On many jobs they are backed up by tracked load carrying units, which can bring loads to or from the lifting location. Coppard says: "We are doing a bit of standard construction with them occasionally, if the job requires it. But it's those specialist jobs where they really make a difference. We have done some pylon work with them for example, as well as tree removal in places where



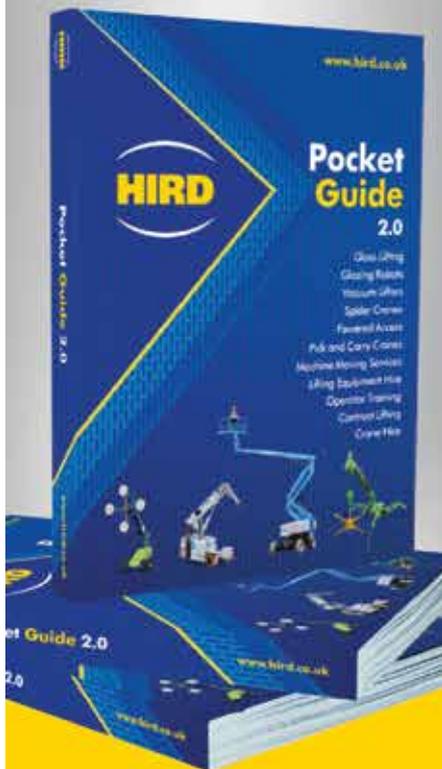
One of Hüffermann's cranes, a Palfinger on a wheeled chassis



A PM/Coppard crane handles a footbridge



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it's very difficult to get to. Other applications where they have really scored include mobile phone mast installation and bridge work, in fact we have done a bit of everything."

One source of work that is seeing increased demand at the moment is solar farms, where Coppard is using its large, tracked carriers to replace transformers for maintenance or repair. Such sites rarely have roads in place, so the combination of a large crane and tracked carrier is a real bonus. Coppard has taken a pragmatic approach to selecting cranes for the units it has built. "We like to share it about," Joby Coppard jokes, explaining: "On the older cranes, it was just what we had on lorries. As we've got bigger, we have had to specify the cranes. The PM we used was actually a marine crane. Then when we went for the next stage up, we went for Cormach, as PM don't do one that big."

A convertible

That latest Coppard unit was on display at the recent Vertical Days event. It is designed to be easily swapped between carriers. This allows it to be delivered by road on its truck chassis, getting as close to the job site as possible. It is then raised up on its outriggers, so the road carrier can drive out from underneath, and the tracked carrier moved in to take over. To ensure it is easy to use and safer, Coppard designed the ballast weight of both carriers to be within 20kg of each other. The crane on this demountable unit is a Cormach 240000AX E9, able to lift 30 tonnes at almost six metres radius, and handle 1,020kg at 44 metres.

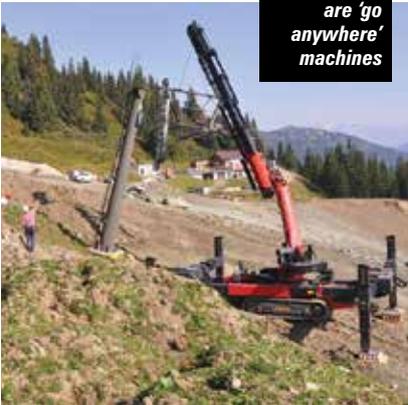
Purpose built

While Coppard are adapting existing machines to work on tracked carriers, some crane manufacturers are now offering purpose built





Palfinger PCC cranes are 'go anywhere' machines



crawler knuckle boom cranes. Palfinger and Jekko have both been pioneering this concept, with Palfinger launching a three model range in 2018, that employs the same concept that Coppard is now using. The previous year Jekko had launched the 15.5 tonne JF545, shortly after Fassi had acquired a minority stake in the business. Palfinger's Palfinger Compact Crane (PCC) range includes three

base models, and as with almost all knuckle boom cranes, they are available in a variety of boom and jib configurations. In their simplest configurations, with just the main boom, the PCC57.002 lifts 10 tonnes at five metres radius and 2,550kg at 16.9 metres. The PCC71.002 lifts 11.5 tonnes at 5.3 metres and 2,550kg at 19 metres, while the largest model in the range, the PCC115.002, can handle 17.3 tonnes at 5.4 metres and 3,550kg at 20.7 metres. All can be configured for longer reach, and up and over - or inside and up - lifting, using different jib configurations as needed.

Hemmo Luijterink is Palfinger's product manager for this range. He notes that for the last 20 years, many customers, such as Coppard, have been mounting knuckle booms on alternative carriers, but notes: "It is always a one off custom built product."

Increases in loader crane capacities has spurred further developments in their use. Once, these cranes were almost purely logistics tools, purely loader cranes. But today an increasing number of very large cranes are too big in terms of space and weight to share a wheeled carrier with load transport space and have therefore morphed into pure lifting machines.

Initially these larger knuckle boom cranes competed with truck cranes or smaller All Terrains. Mounting them on tracked chassis allows them to compete with other cranes, including Rough Terrains and telescopic crawler cranes on construction sites, as well as specialist tools such as jacks and skids for industrial installation work.

As the manufacturer of both the crawler chassis and the crane, Palfinger has been able to look at the overall design and features of its knuckle boom crawler range, evaluating a wider variety of uses, in a way that is perhaps harder for an end user like Coppard. One highlight that Luijterink points out is the way the Palfinger PCC cranes

are mounted on the carrier. They can be moved backwards and forwards, and side to side, while raised on outriggers, using the outrigger beam extension/retraction function. By doing this, it can even 'walk' sideways. It does this by raising



Palfinger PCC cranes are ideal for heavy machinery moving



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the crane and tracks, moving them sideways, lowering the outriggers, and then extending the beams out one side, raising the crane again, retracting one side at the same time as the ones to the rear are extended.

The crane is controlled using Palfinger's PALcom control system, which monitors the crane's key stability criteria, such as outrigger set up and slew position. As the crane can be shifted while up on outriggers the ballasting effect of the crane, including chassis position etc... changes and thus impacts the dynamic or live load chart.

Taken together, these innovations mean the crane can take on many jobs that involve difficult or constricted access, both indoors and out. It has been used to install transformers on computer server farms, for roof or window replacements on city centre residential buildings, and for installing photovoltaic solar panels. This versatility and flexibility should make these cranes attractive to specialist rental fleets. Denmark's BMS and Norway's Kynningsrud have been early adopters of these cranes as part of their rental fleets. The advantage - or challenge - for rental companies is that the cranes are most commercially attractive when employed as part of a contract lift proposal, rather than let out on an hourly rate. The rental rate for the crane itself might well be higher than for a standard truck mounted knuckle boom, or even an All Terrain crane, but its flexibility and ability to work with just an operator, means the overall job can be performed more quickly, with less staff, for a lower cost.

As this piece was being written, Palfinger UK contacted us to say that it had received its first unit, the 17.3 tonne PCC115.002, and that it was in detailed negotiations with

a number of potential purchasers, all of whom planned to use the crane themselves for specialist applications. Managing director Alan Johnson, said: "I see strong potential for these cranes in hire fleets. As soon as one or two are out there, the hire market will swiftly seek to get involved and we are talking to a couple of them in addition to the end users."

Opportunities for synergy

It's a standard phrase in investor relations releases when talking about almost any new merger or acquisition, that they provide opportunities for synergy. Often, it's hard to see when or even if these 'opportunities' have been achieved. But for Fassi, which bought a stake in Jekko in 2016, the synergy has been very tangible, in the form of the JF series of crawler knuckle booms. The range now includes five cranes, ranging in size from the JF40 - which is essentially a spider crane, but made from a small 2,500kg Fassi crane on a tracked spider chassis - all the way up to the JF990, which can lift over 21.5 tonnes.

The synergy here is between Fassi's long track record in building articulated cranes, combined with Jekko's expertise in tracked chassis technology. Alberto Franceschini, sales and marketing director says: "They offer all the advantages of the X-shaped outrigger format on a true spider/mini crane, where the outriggers can rotate from being parallel with the chassis to a 45 degree angle, they can also be set independently in terms of extension and opening angle, allowing more flexible positioning to adapt to the surrounding environment without interfering with elements that would normally be considered obstacles. The moment limiter automatically detects all the working parameters and calculates the capacity and



Jekko's 21.5 tonne JF990



A Jekko JF545 from Wilgo installing a footbridge in Stockholm Harbour from a barge

stability in real time, guaranteeing maximum 360 degree continuous stability."

In the UK, Jekko has been selling its products through JT Cranes, with the company showcasing a JF 545 at Vertical Days. Managing director Russ Taylor said: "The 545 is an incredible success story, Jekko simply can't build them fast enough. They are just so versatile and flexible, the duties are great, and the reach and capacity, it's just a brilliant idea and concept."

These cranes also offer the advantage of familiarity, adds

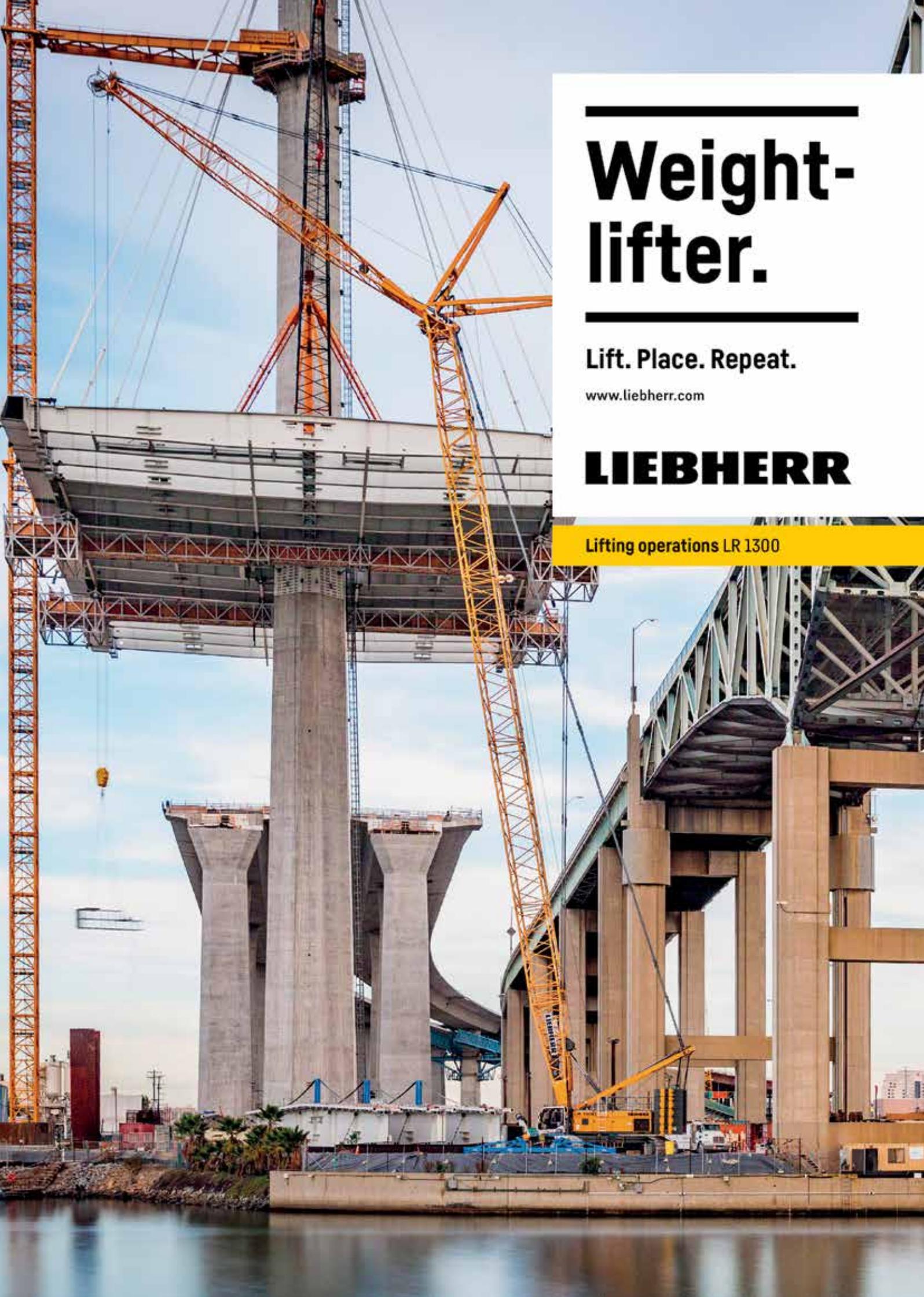
Franceschini. "An operator used to the classic truck mounted loader crane might have struggle with a spider crane, but the crawler mounted knuckle booms are a familiar concept for those operators. They provide a completely different way to approach the work, especially when going beyond the classic applications. Being a larger version of a spider crane, the JF models are often used for similar types of work, including glazing, general material handling on construction site, tree pruning and in industrial applications. Combining small size and reduced outrigger footprints, they are perfect for indoor maintenance, where there is a lot of industrial machinery, and you need to take up as little space as possible but are required to lift very heavy loads."

The standard models are diesel powered, but with an AC electric motor on board. This allows them to be plugged in when required, for example for indoor work. But this could also offer them advantages when working in inner city environments, where noise and



The first PCC115.002 arrives in the UK





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Many of these cranes can also reach under and up

emissions, as well as space to set up, are an increasing issue.

A second hydraulic circuit allows a whole range of attachments to be fitted to the boom nose, extending the crane's potential applications. Think, for example, of the grapple saw attachments covered in *Cranes & Access July 2021, Safety Balance*. A fully EN 280 compliant work platform is another of the attachments available.

Growing the market

GGR has built a strong reputation in the UK and Europe, importing innovative lifting devices and attachments and offering them for sale and rent. This has allowed them to develop a dominant position in

several market segments such as glazing and cladding, and across the industry on jobs where compact lifting is key.

Daniel Ezzatvar, GGR's new products and partnerships director, says: "If you look at GGR from day one, the business model has always been about innovating, introducing products to the market, and underpinning those products with training. Essentially we've grown the market for a lot of these products."

The company is now importing the BG range of tracked knuckle booms from Italy, fitted with cranes manufactured by Effer. The largest in the range are the 14.5 tonne CWE 525 models, which GGR is



A CWE 525 reaching a difficult to access area with a large glazing panel



A 14.5 tonne BG CWE 525 working on a remote canal lock gate

calling the TMC525, as part of its UK branding. It has a maximum tip height of 20 metres on the eight section main boom, while a six section jib takes this to 32.5 metres and out to a radius of 29.4 metres. In fact, it offers 12.6 metres of horizontal outreach from the main boom nose at an up & over height of 20 metres.

Ezzatvar says: "While this remains a specialist product, it falls very much within in GGR's area of expertise. It's certainly not a general machine, if you look at its capacity, it's a specialist piece of equipment. There's a lot of proven equipment out there that caters for the sort of standard area of the market. This is more on the periphery. And it's more representative of how we operate as a company. We have quite a broad range with a lot of exceptional pieces of kit. And that's where we see this fitting in. It's not something you'd go and run a hire fleet on the back off."

Fitting a niche

These cranes are not going to fit into a standard general rental fleet or even into a specialist crane hire fleet, in the same way that a small All Terrain might. In a larger or more specialised fleet, however, there may be scope for them to be kept busy on job sites that would otherwise prove a challenge, allowing contract lifts to be carried out more efficiently.

They will most likely be more popular with specialist contractors. As with all knuckle booms, they can be configured at the point of purchase with a choice of boom length and jibs, not to mention additional attachments. For a specialist, who regularly faces lifting

challenges, this type of crane could be a real boon.

As has already been stated, the range of jobs these cranes can be used for covers a lot of applications, including industrial installation and moving, renewable energy maintenance, a whole range of roof work, including solar, and tower work, such as installing mobile phone masts. For the right buyer, these cranes can make the work faster, easier, safer and thus less expensive. Expect to see a lot more of them popping up on job sites as their capability is spotted by busy contractors.



A Jekko JF545 in a tight squeeze



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The Spider millennials

The spider lift market has just about reached the stage where it's changing from a niche product serving specialist trades to a mainstream form of powered access. Leigh Sparrow takes a look at their history along with the latest trends and products for this growing market.

For many of us, the millennium, with its warnings of computer bugs and the turn of a new century, seems all too recent. And yet, if you had attended a major trade show back in those days, you would have been unlikely to see a spider lift. In the late 1990s, I recall receiving a fax from our district manager for the Nordic countries - email was in its infancy in those days - showing a blurry photo of a strange looking machine parked up at Paris Airport.

The manager had been travelling home from a trade show with customers, one of whom had spotted the machine and said it was just what he needed, although neither of the two men had any idea what it was. He asked me if I knew what it was? I was familiar with most access equipment on the market, but this was different. Folded up into a dense bundle of metal and rubber, it was narrow enough to go through a single door and had very strange outriggers.

In my search to identify the machine I came across the name Teupen,

which had wider machines with regular outriggers. Then there was Palazzani, which looked similar but wasn't quite the same. I also spotted a German machine with the name Unruh on it, but this turned out to be an early Palazzani. I finally cracked the mystery, thanks to a bird of prey logo on the machine that confirmed it as a Falck Schmidt spider lift built in Denmark. It had a working height of around 30 metres and could pass through a single doorway, before extending and setting up on its outrigger legs, allowing it to reach all manner of challenging areas.

It also turned out that a UK company, Max Access, had been selling and renting these machines in the UK throughout the 1980s and was the manufacturer's largest customer. They were very much an end user product and were mostly used inside shopping centres, large halls and atriums. As a result, they were rarely seen in public.

Spider origins

Those early spider lifts, built by Falck Schmidt from 1979, and by Palazzani from 1994, were very expensive,



SAIE 2004 saw many new spider lifts



A strange looking machine from the 1980s, a Falck Schmidt FS 24



A Falck Schmidt from the 1980s

complicated and built for niche applications, such as atrium cleaning and maintenance work. Few rental companies took much notice of them, and so their usage was minimal. Annual production of all makes would probably have been no more than a couple of hundred units at most. Falck Schmidt had invented the spider leg concept and patented it but later failed in its attempts to defend the patent against others who adopted it, or its later use by spider crane manufacturers. The idea of putting this type of lift on tracks however came from Teupen, which had started manufacturing spider lifts in the mid to late 1980s, mostly

for outdoor applications, where tracks were an obvious solution.

Explosive change

Somewhere around the turn of the century, Italian truck mounted lift manufacturers began putting their smaller articulated booms on tracked carriers. A visitor to the SAIE exhibition in Bologna in 2002 would have seen very few spider lifts on display. However, a return visit in 2004 would have been an entirely different story. The change was driven by the greater availability of reasonably priced tracked chassis - possibly arising from the growing popularity of mini excavators - and a growing interest in them from some specialist end users and rental companies. A couple of early entrants included

Italmec/Heila, Galaxy/Lion Lift and, more significantly, Oil&Steel - which is the only one of the three still active today.

A Vertikal.net news report from the 2004 show said: "On both the crane and access side, one of the most notable trends visible at the show is the rapid emergence of mini crawler mounted self-propelled booms and cranes. The crawler mounted aerial lifts offer single door widths, light weight, low ground bearing pressure, and the ability to set up on slopes and steps etc... Almost every Italian access producer now appears to be building them, with Italmec, Basket, Lion Lift, Hinowa, Oil&Steel, Cela, RAM and others adding them to their ranges."

By then Denmark's Ommelift had also entered the market, one of the few companies outside of Italy at the time.

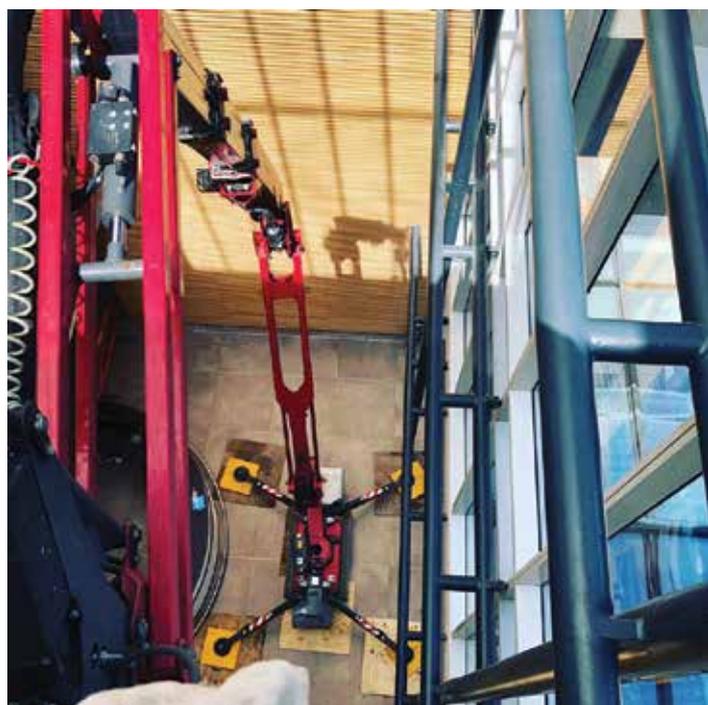
Spider friendly Italy

What's so spider friendly about Italy, you may ask? It's not a particularly large market for spiders, with most Italian manufacturers exporting the bulk of their production to markets such as the UK, Germany and, increasingly, the USA.

However, the Italian market already had dozens of small truck mounted lift manufacturers and, probably more importantly, hundreds of component suppliers and sub-contract fabricators, equipped with the latest cutting and welding

machinery. The high cost of labour, stinging social security costs and tough employment laws, combined with family ownership, meant investing in high efficiency and labour saving production machinery has long been a 'no brainer' for Italian companies. The country also has a pool of extremely creative elite engineers. All of this made it easy for equipment companies to design a product, order the fabrications and components, before assembling them. In other words, manufacturing has a relatively low cost of entry in Italy and most of these factors remain true today.

In some cases, sub-contract suppliers have turned into full blown vertically integrated equipment manufacturers and have entered the market. Bluelift is a case in point. The Marti family company was a significant supplier of fabrications and materials to the crane and lift market. Then, in 2005, for some reason, it decided to enter the spider lift market directly, launching its first machine, the 16 metre SA16 Compact, at SAIE 2006. It was an exceptionally well finessed and finely engineered product, especially for a new entrant. The company was, of course, able to benefit from all the work it had done and experience it had gained while a sub-contractor for others. The company expanded its product line over the next 10 years before accepting an offer it could not refuse from Ruthmann in 2016.



Platform Basket's production facility

So who makes spider lifts today?

Out of more than 30 spider lift manufacturers two thirds of them Italian, and among them there are fewer than a dozen mainstream manufacturers of spider lifts worldwide, most of them are also Italian. There are also a few companies such as Niftylift and Imer that offer a couple of models that cover the more popular size ranges. And finally there are one

or two companies such as Jekko and Böcker that focus mainly on cranes, but offer one or two of them as platforms. The following is a comprehensive listing of manufacturers with web addresses.

None of the top four full line self propelled lift manufacturers - JLG, Genie, Haulotte and Skyjack - build spider lifts, although JLG has a very effective long term badging deal with market leader Hinowa.

Manufacturer	Production	Address
Airo	Italy	www.airo.com
Almac	Italy	www.almac-italia.com
ATN	France	www.atnplatforms.com
Bluelift - Ruthmann	Italy	www.ruthmann.de
Böcker	Germany	www.boecker.de
Cela	Italy	www.cela.it
CMC	Italy	www.cmclift.com
Co.M.eT	Italy	www.officinacomet.it
Cormidi	Italy	www.cormidi.it
CTE	Italy	www.ctelift.com
Dingli	China	www.cndingli.com
Dinolift	Finland	www.dinolift.com
Easy Lift	Italy	www.easy-lift.com
Europelift	Hungary	www.europelift.com
Falcon Lifts	Denmark	www.falconlifts.com
Goman	China	www.gomanlift.com
Hinowa	Italy	www.hinowa.com
Imer	Italy	www.imergroup.com
Jekko	Italy	www.jekko-cranes.com
JLG*	Italy	www.jlg.com
Leguan	Finland	www.leguanlifts.com
Multitel Pagliero	Italy	www.pagliero.com
Niftylift	UK	www.niftylift.com
Oil&Steel	Italy	www.oilsteel.com
Ommelift	Denmark	www.ommelift.com
Palazzani	Italy	www.palazzaniindustrie.com
Platform Basket	Italy	www.platformbasket.com
Ruthmann - Bluelift	Italy	www.ruthmann.de
Sinoboom	China	www.sinoboom.com
Socage	Italy	www.socage.it
Teupen	Germany	www.teupen.com
Thomas	Belgium	www.thomas-hoogwerkers.be

*Built by Hinowa

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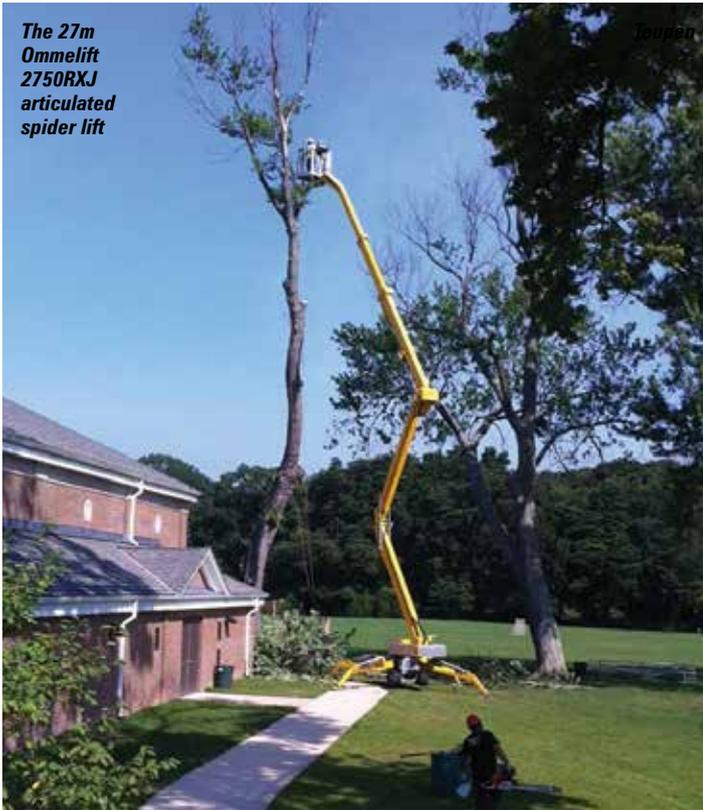


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The 27m Ommelift 2750RXJ articulated spider lift



Telescopic or articulated?

The first spider lifts, such as the Falcon and the Palazzani were telescopic, often topped by single or dual arm articulating jibs, with both manufacturers staying with that concept until relatively recently. Teupen was probably the first to introduce an articulated boom spider lift, with most new Italian manufacturers now entering the market with articulated models. Originally, this was with single or dual risers topped by a two section telescopic boom and possibly a jib. The addition of a third or fourth telescopic section took working heights to around 25 metres and above. This was eventually followed by twin telescopic booms as manufacturers looked to move to achieve even greater working heights.

The articulated working envelope suits a lot of the work that spider lifts tend to be used for, such as reaching over a single storey extension such as conservatories etc... where up & over reach is important. But in the past year or so we have seen a shift back towards pure telescopics, with most companies now offering both.

Hinowa kicked off a move to add telescopics to its range with the launch of the 13 metre TC13N last year. It employs a three section boom, topped by an articulated jib and offers up to 6.4 metres of outreach with 136kg unrestricted platform capacity. The machine is the first model of a completely new series.

The TC13N also introduced another major change, in that it is not only powered by Hinowa's well proven



Hinowa TC22N

lithium-ion battery pack, but that it has an all electric tracked chassis with IP67 permanent magnet direct electric drive motors. Hinowa claims that the concept is four times more efficient than the traditional hydraulic motor driven tracks, while also significantly reducing the amount of hydraulic oil on the machine, particularly in the chassis.

The company released the TC13S version earlier this year, with a slightly larger outrigger footprint of 2.7 by 3.05 metres, in order to provide an unrestricted platform capacity of 230kg along with a larger platform.

The company has now followed with the next machine in the line-up in the form of the 22 metre TC22, which will also be built in two versions, the TC22N and TC22S. Both units employ the same four section boom, with articulated jib and dual entry platform. The lithium battery models feature the same direct electric drive system as the TC13, with four to five hours of operation before needing to recharge. Recharging from flat to full takes around four hours, while empty to 80 percent takes two hours. The diesel/bi-energy models have traditional hydraulic drive.

The TC22N weighs just under three tonnes and has an outreach up

to 12.4 metres with 136kg, while the 230kg maximum capacity is available at up to 11 metres. This is reduced to just under nine metres and 7.5 metres in the narrow jacking configuration.

It will offer three different drive options. A Kubota diesel combined with 230v electric motor for indoor use, a full electric lithium model and bi-energy version that combines the two, but weighs closer to 3,100kg. Automatic 'Go Home' boom stowage and 'Go Back' functions are standard on all three versions. The stowed machine has an overall length of 6.44 metres with the basket in place, with a height of 1.98 metres, while the overall track width extends from 880mm to 1.18 metres.

The TC22S has pretty much the same specifications, although the units with diesel engines aboard weigh around 3,300kg, compared to 3,200kg for the battery powered version. All three offer a 230kg unrestricted capacity with outriggers fully set - 4.1 metres width - while outreach drops from 12.4 to 8.6 metres in the narrow outrigger configuration of 2.41 metres.

The first machine has been built and is currently on test.

Hinowa TC13S



Hinowa TC22

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Ruthmann's new Bluelift 31m telescopic

Bluelift telescopic

Ruthmann Bluelift has unveiled an all new 31 metre ST31 telescopic model, as an alternative to the company's SA31 articulated model. It uses the new five section multi-profiled telescopic boom and articulated jib from Ruthmann's new T 330 XS truck mounted lift. The new spider lift offers up to 18 metres of outreach with a platform capacity of 100kg, 16 metres with 200kg and 15 metres with 320kg, while the maximum capacity of 400kg is available at 13 to 14 metres outreach - depending on slew position. Power options include diesel or 230 volt mains electric power, while a lithium-ion battery powered model will be available later.

The new model, Bluelift's first telescopic, also features a completely revised control system, with a new remote controller with large full colour display screen, and the choice of



The Bluelift ST31 controller

a compact 1.3 metre wide by 700mm deep, or larger 1.8 metres by 800mm platform basket. Both include 180 degrees of platform rotation.

The machine is relatively compact, with a variable overall track width from 1.14 to 1.62 metres, an overall height of 1.99 metres and an overall length of 7.8 metres with basket - or 7.46 metres when removed. The outrigger footprint is variable from 3.34 metres wide by 8.26 long to 6.15 by 5.78 metres and it can lift the entire machine to an under track height of 1.35 metres. Total weight is 4,695kg. The first unit off the production line has been purchased by German rental company Gerken.

Bluelift	ST31	SA31
Work height	31m	31m
Outreach max	18m	17.3m
Max platform capacity	400kg@13.5m	250kg@14.3m
Capacity @ 15m	320kg	200kg
Capacity @ 16m	200kg	120kg
Capacity @ 18m	100kg	120kg
O/A length	7.46m*	5.75m*
O/A width	1.14m	1.00m
O/A height	1.99m	1.99m
O/A weight	4,695kg	4,760kg
Outrigger wide	6.15 x 5.78m	4.53 x 4.82m
Outrigger narrow	3.34 x 8.26m	3.00 x 5.99m

*basket removed



The articulated Bluelift SA31

NEW

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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.

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



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ST31 vs SA31

The final specifications for the new model have yet to be published, but it looks as though the main advantage is the super sophisticated telescopic boom, with higher capacities. In terms of outreach the articulated model offers more than 17 metres with an up & over clearance of 10 metres. The outreach on the telescopic model must be restricted due to stability as it only offers 18 metres with no up & over capability. Telescopic booms can be quicker and simpler to operate, and can offer a more rigid feel to the platform. But looking at the preliminary numbers the SA31 articulated still looks the better bet for many buyers. Take a look yourself on page 33.

Platform Basket's 39 metre telescopic

Italian spider lift manufacturer Platform Basket unveiled the 38.6 metre telescopic Spider 39 T at GIS last month. The straight telescopic 39 T features a six section boom plus a two section articulating jib, to offer a maximum outreach of 16.6 metres with a platform capacity of 136kg, or 14.8 metres with its maximum capacity of 330kg.

Features include continuous 360 degrees slew, radio remote controls and adjustable width tracks that extend from 1.41 to 1.9 metres for improved stability while travelling. It is also equipped with the company's remote diagnostic Platform Basket Telematics (PBT) system, and similar to other Spider T models the platform can be replaced with a winch to create a light duty spider crane.

The 39 T has a stowed overall length of 8.91 metres, an overall width of 1.41 metres and is just under two metres high. Its outrigger footprint offers widths from 2.99 to 5.23 metres with length of 5.59 to 8.83 metres. The machine can also lift itself to an undertrack height of 650mm with a width of 2.5 metres, allowing a truck or trailer to be reversed underneath for easy self-loading. Overall weight is just over 11.9 tonnes



Platform Basket's
new 39m Spider 39T



and it can be ordered as a diesel/lithium-ion hybrid or with diesel/AC electric power. It joins the company's 30 metre Spider 30 T and its 43 metre 43 T.

New 27m CTE Traccess

In June, Italian truck mount and spider lift manufacturer CTE unveiled its largest spider lift to date, the 27 metre Traccess 270. It is the second in a new range of Traccess machines, following the 16 metre Traccess 160 launched at the end of last year. The six model Traccess line up now includes the 13.5 metre 135, 16 metre 160, 17 metre 170, 20 metre 200 and 23 metre 230, all of which have been designed or 'refreshed' since 2019.

The Traccess 270 features the classic dual sigma type riser - with the top element longer than the lower one - topped by a three section telescopic boom and articulated jib. It is based on the 230 in terms of concept and technology but offers a maximum outreach of 14 metres with a 10 metre up & over height. Its maximum platform capacity of 250kg is available at the full 14 metres outreach but restricted to 11 metres in certain outrigger and slew positions, while 200kg is unrestricted.

The new model features the company's recently launched S3 EVO controls and machine management system, so far only seen on its latest truck mounted lifts. It allows the operator to position each individual outrigger differently to the others - narrow or wide - and automatically calculates a safe working envelope.

It has an overall stowed width of 780mm with the basket removed, while the track width extends to 1.28 or 1.4 metres. The overall length is 6.47 metres with an overall height of 2.05 metres. Total weight is 4,350kg. Standard



The CTE 270



power is Kubota diesel, which is available with an additional AGM battery pack, good for around an hour's continuous operation. It can also be operated while plugged in and recharging, so in essence three power sources on the same machine.

A wireless radio remote controller with a large display screen can be used both from the ground and in the basket as the main control station. It offers full access to all the available functions, while a graphic display allows the operator to view and manage which functions can be operated at the same time. A second fixed wired control console for the platform is available as an option. Remote diagnostics and telematics are included, as is 180 degrees platform rotation. Another feature includes the ability to drive with the jib raised, which is particularly helpful on slopes or ramps where a high approach or departure angle is essential. A 230kg winch attachment is also available as an option.

Falcon Sigma



The Falcon Sigma

Danish spider lift manufacturer Falcon has announced a new five model range of spider lifts with working heights of between 13 and 27 metres. The new machines will be built in Italy under a private label agreement with CTE, using the manufacturer's basic specification but with Falcon specific features and accessories. The range will offer working heights of 13, 17, 20, 23 and 27 metres, while power choices include hybrid or all electric lithium-ion models. The new models provide Falcon with a full range from 13 to 52 metres for the first time in its history, which dates back to the invention of the spider lift in 1979.

Octopus 17 and 21



The Octopus 21

The Octopus 17

As we have already mentioned Oil&Steel was a relatively early entrant into the spider lift market,

and at one time was the market leader, with its Octopussy range. However from 2003 to 2010 it went through ownership changes, numerous restructurings, management changes, a structural failure which it failed to tackle properly, and some ill-judged distribution appointments. Sometime after 2015 it determined that the Octopussy name had to go, and replaced it with Octopus. Since 2014, under the ultimate ownership of Manitex, the company has continued to rebuild the business and introduce new products, the latest being the 17 and 21 metre Octopus 17 and 21.

The machines share some componentry, with dual sigma risers providing an up & over height of eight metres, while the 17 has a two section telescopic boom and jib with 116 degrees of articulation. It offers an outreach of 7.9 metres with 250kg unrestricted platform capacity. The 21 gains its extra height from a three section boom and jib. It has 10.5 metres of outreach with 150kg in the platform, while 200kg is possible at 9.8 metres or 9.1 metres with the maximum 250kg.

The two machines have similar dimensions, with overall widths of under 800mm, overall lengths of 4.61 and 4.97 metres respectively with platforms in place, while the track widths extend from 735mm to 1.12 metres.

Upgraded Palazzani crane option

Italian spider lift manufacturer Palazzani has introduced an updated hydraulic winch for its 52 metre XTJ 52+ spider lift. The company first introduced its 500kg hydraulic winch attachment in 2014 as an option for its spider lifts allowing them to be turned into a material handling device. It has now upgraded the capacity of the winch to 980kg for its 52 metre XTJ 52+ spider lift.

Similar to the standard product, the updated winch replaces the basket in minutes, while an optional quick release coupling system reduces this to just seconds. Once installed, the system automatically converts the platform into 'crane' mode with movements controlled by the platform's remote controller. The ground control display is also able to provide a readout of the load weight as well as the working height, outreach and angle of the boom. In total it can handle up to 51 metres of 7mm rope.

Palazzani has also upgraded its 37 metre XTJ 37+ spider lift to include extendable tracks as standard, in place of the 1.2 metre fixed tracks. It can now adjust its tracks from 1.2 to 1.5 metres



The upgraded jib for the 52m Palazzani XTJ 52+

The updated Palazzani XTJ 37+



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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.

spider lifts

in order to provide more stability on uneven ground and side slopes as well as improved safety when loading/unloading onto a trailer or delivery vehicle.

The XTJ 37+ offers a maximum outreach of 15.7 metres and a maximum platform capacity of 330kg. Features include 36 percent gradeability, the ability to set up on slopes up to 23 percent, multiple outrigger positions, a secondary guarding system and a 'back to home' stowing function.

Co.M.eT back in the market



The ultra-compact Co.M.eT Leopard 14

Italian manufacturer Co.M.eT had shown all the signs of quitting the spider lift market, but far from it, it has come back this year with an updated line of Leopard Lifts, as it calls them. So far the new line includes four models with working heights of 14, 18, 21 and 25 metres. The Leopard 14 is particularly interesting with a stowed overall length of under three metres - 2.95 metres to be precise - and that is without removing the basket, thanks to a compact three section telescopic boom on a short single arm riser. The overall width is 780mm and overall height just over two metres. The outrigger spread is 3.5 metres and it has a 200kg platform capacity. Working height is 13.5 metres, while outreach is around 6.2 metres with an up & over clearance of five metres. All up weight is just 1,520kg, while power comes from a small petrol engine with onboard mains powered electric motor.

The other three are of a classic design, although the 25 metre model features two long riser arms, a two section boom and jib for an up & over height of 11 metres and an outreach of 11 metres. Weighing 4,200kg, it offers an overall length of 6.75 metres and overall width of 1.04 metres. As with the 18 and 21, a choice of diesel or AC electric is available. The company says that it is also working on a new 32 metre model for launch sometime next year.

C&a

Easy Lift has developed customised versions of its 26 and 30 metre spider lifts



Neapolitan Easy Lifts

Italian rental company Hoist Noleggio has taken delivery of two customised Easy Lift spider lifts for work in the narrow, congested streets of Naples old town. The first unit is a 26 metre R260 which features a four section boom and articulated jib to offer a 13.5 metre outreach and a maximum platform capacity of 230kg. A larger R300 unit features an extra boom section to provide a 30.5 metre working height, a 14.5 metre outreach and a 230kg platform capacity.

Both units have been customised with a special narrow outrigger configuration option of just 2.3 by 3.75 metres. The manufacturer has also increased the maximum boom angle to 87 degrees, while redesigning the jib and platform connection. Positioned directly under the main boom, rather than to the side, the jib not only provides an extra metre of outreach, but also offers 180 degrees articulation. Finally the Hatz diesels have been fitted with extra noise reduction material for work in densely populated areas.

Mutitel working in partnership



The 17m Mutitel SMX 170

Mutitel was a relative latecomer to the spider lift market, having formed an agreement with Palazzani around 2008 or 2009. The agreement sees the mounting of Mutitel booms/superstructures on Palazzani chassis, using its well proven technology and running gear. Both companies sell the resulting products, which have a good reputation in both formats.

The Mutitel range runs from the 17 metre SMX 170 to the 30 metre SMX 300 HD with a maximum platform capacity of 400kg. All six base models use Mutitel's twin telescopic MX boom design, generally combining good up & over reach with decent outreach. The 25 metre SMX 250 seems particularly popular and now includes an all electric SMX 250 E version, which offers 11.8 metres outreach with 80kg in the platform or eight metres with its maximum capacity of 250kg. The lithium-ion battery pack is said to be good for eight hour shifts and can be fully recharged in four hours.



Mutitel SMX 250E all electric



The Almacrawler Spider Boom

And now for something different...

The Almac spider boom

Mutitel has also started working with self-propelled boom lift manufacturer Almac/AlmaCrawler, providing the straight telescopic boom for its new light weight Jibbi U-1570 tracked auto levelling telescopic boom lift, which offers a 15 metre working height with up to 8.4 metres of outreach.

Almac has also launched a new concept in the form of the Spider Boom. The new line, dubbed the AlmaCrawler Billionium series, combines the company's Jibbi 1670 Evo self-propelled auto levelling tracked telescopic boom concept, with spider lift outriggers in place of the former's chassis auto-levelling system.

The first two models are the 43ft platform height/15 metre working height B1570 and 53ft/18 metre B1890. The two are very similar with three section telescopic booms, topped by an articulating jib. Both can drive at height - up to eight metres on the B1570 and nine metres on the B1890 - with outriggers required to go any higher. They can also operate safely on side slopes of up five degrees and longitudinal slopes of up to 10 degrees free on tracks. The key benefit of the outriggers is that they are lighter than the Jibbi fully self-propelled units. The two units have a choice of outriggers but are as compact as a spider lift with an overall width of 790mm with outrigger pads removed. But they are a little heavier at 2,600kg and 2,900kg respectively.



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Heavy glass

There was a time when windows and glass panels were invariably installed by hand, a big window would simply require more people to help carry and lift it into place. Over the past 20 years it has changed beyond all recognition, and has mostly been driven by two major factors. Firstly, stringent manual handling rules, which are increasingly applied throughout Europe, now require every employer to risk assess manual lifting, essentially limiting how much a person can lift to 40kg – or 25kg if the lifting task is repetitive or routine.

At the same time glass panels in both commercial and residential buildings have become significantly heavier, thanks to increased insulation requirements. This is likely to further increase as triple glazing is more widely used.

The lifting industry has responded positively with numerous manufacturers now offering a vast array of glass handling robots, along with vacuum lifting equipment for use with cranes and telehandlers. Commercial contractors have largely adopted mechanised forms of glass handling on all of their projects, however, smaller builders still tend to rely on manual 'grunt' to install even relatively large or heavy windows. The fact is with the right equipment the work is not only safer and easier but also substantially faster and more accurate.

Rental companies all over Europe have also responded well, tuning into the opportunities this equipment offers. While many general rental companies now stock these products, an increasing number of specialist rental companies are now getting involved. After all, glass handling equipment fits well with the lifting equipment offered by crane, telehandler and aerial lift rental companies.

Manufacturers such as Jekko

and the European spider crane distributors such as Kranlyft, which handles Maeda throughout Europe, also offer glass handling attachments and robots. Kranlyft has taken on the German built Uplifter Glassworker line. Unic's European distributor GGR, came from the other direction, having started in the glass handling field it added spider and mini crawler cranes later. As one of Europe's leading glass handling specialists, the next two pages cover a slew of new products that the company launched at a recent open day.

More glass handling

With interest in this subject growing, we plan to cover the subject of glass handling more often in future issues and would be happy to hear from those of you working in the industry. The following are few items of news and applications.

Counter balance beam in action

When it came to installing six by 2.8 metre prefabricated wood façade panels - complete with window frames and glazing - seven storeys up, manufacturer Anton Ambros and contractor Heavydrive decided to use counter balance/overhang beam fitted with 400mm forks. The beam was connected to the project's tower crane with the installation team using radio remote controls to operate the crane.



The Heavydrive counterbalance/overhang boom places the 6x2.8m panels



The new 'Beast' from Uplifter handles a 6x2.1m glass panel

The Beast

In July, German glass handling equipment manufacturer Uplifter launched its largest pedestrian controlled glazing robot to date with the 1,125kg Glassworker GW 1125. Dubbed 'the Beast', it can handle its full capacity at a radius of 320mm and take it to a height of 2.4 metres. With its short front hydraulic stabilisers deployed it can handle 330kg at its maximum outreach of 2.32 metres and at its maximum height of 4.55 metres. One of its first jobs involved the installation of six metre by 2.1 metre glazing panels weighing more than 900kg.

Curve ball

When a new pharmacy in Stuttgart's city centre ordered special curved glass panels for its façade, the contractor sensibly factored in a breakage factor, based on previous experience. He contacted glazing company Lanz from Rutesheim to deliver and place the hand crafted panels. Lanz used its 85 tonne/metre truck mounted Palfinger LK 370 equipped with a 600kg Kappel 16 suction cup vacuum lifter. The glass panels had to be lifted, rotated, and placed, the job was completed with zero breakages.



The Kappel glass handler proved ideal



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New kit for 'fix it' fleet

Nick Johnson visited glass and lifting specialist GGR this summer during an open day, to look at the company's latest vacuum lifters, glazing robots, compact cranes and other specialist handling equipment.

The brother and sister team of Graeme and Gill Riley started their family business as GGR Glass Services in the summer of 1995 with a couple of vacuum lifters. Now operating from three locations in the UK, it provides national coverage. The company has built up an enviable reputation for providing innovative problem solving materials handling equipment.

One only needs to look through GGR's equipment pocket guide to appreciate the wide variety of

specialist machinery it offers. The company's rental fleet includes over 500 glass, stone and cladding vacuum lifters, around 290 glazing robots and robotic manipulators as well as over 230 compact cranes and other equipment such as telehandlers and tracked carriers.

Having started out with vacuum lifters, GGR demonstrated its 'know how' and experience in the sector, by designing and building its own glazing robot in 1998. Product development has continued and today the company's wide range



The Geko 500 3D and Atom 800 glazing robots



The Oscar 800 Offroad glazing robot can now be equipped with a 3D head

of battery powered, glazing robots provide lifting capacities up to 1,400kg.

Gekos and Oscars

Among the latest robots in the GGR fleet are the Geko 500 3D, the Oscar 600 Long Reach and the Oscar 800 with 3D Head.

The smallest of the trio is the wheeled Geko 500 3D which, as its designation suggests, can handle 500kg glass, marble, steel and other panels, and is ideal for work in confined areas. It has an overall width of 833mm, a stowed height of just over 1.3 metres and an overall length from counterweight to suction cups of 2.4 metres. Swing out stabilisers provide extra stability and extend the working width to 1.25 metres.

Weighing 764kg with counterweights installed, the battery powered machine features a single section boom, topped by a hydraulic four pad 3D head for optimum precision at vertical heights of up to 2.5 metres or overhead heights of up to 2.9 metres. The powered head rotates 180 degrees and tilts just over 90 degrees, taking a panel from the vertical to horizontal. The boom itself can also be slewed manually 22 degrees with a back and forth movement of up to 600mm.

Long armed Oscar

A new fleet addition is the Oscar 600 Long Reach wheeled glazing robot that has a maximum lifting capacity of 600kg. This machine has an extra-long telescopic arm that can extend over 2.3 metres from its front wheels for an extra 900mm of reach, compared to the standard model, for lifting loads of up to 220kg.

A sideshift function enables minor adjustments in load placement to be made without having to reposition the entire machine.

Utilising rear wheel steering, the Oscar 600 Long Reach has front wheel drive with large dual tyres to cope with uneven terrain. Its dual circuit vacuum system can safely handle heavy glass and other flat non-porous materials using six heavy duty vacuum suction cups.

Off road glass handling

The battery powered Oscar 800 Offroad glazing robot is one of the company's more popular models and can now be offered with a 3D head. Shod with lugged all terrain tyres, it is a metre wide and boasts a maximum lifting capacity of 800kg, a maximum lift height of five metres and a maximum outreach of 2.7 metres. Features include 100mm of lateral side shift, wheeled stabilisers and radio remote control. The eight suction cup hydraulic head has 180 degrees of rotation - 90 degrees either side of centre - and a full 90 degrees of tilt.

The Atom

For delicate surfaces or rougher ground, GGR has introduced the rubber tracked Atom 800 glazing robot. Powered by Vanguard 10 petrol engine, this 800kg capacity machine is only 930mm wide and weighs in at around 1,250kg.

The Atom 800 features a three section telescopic boom, an eight pad dual circuit vacuum system, hydraulic swivel, tilt, slewing and rotating head, allowing it to easily pick up a glass panel from ground level or a stillage and then transport and manoeuvre the load into place.



The 400kg capacity Clad-Man vacuum for cladding installation



The Libro 3000 overhang beam with new Corner Lifter attachment

It is operated by a Hetronic radio remote control system, and it can lift canopy glazing to a maximum height of 4.25 metres in the vertical plane, or 2.7 metres when glazing horizontally overhead.

The GGR glass handling range is so extensive that details of the various models occupy more than 60 pages of its equipment pocket guide. Its range can handle flat, curved and fin glazing panels weighing from 100 to 6,000kg. Yet it continues to expand its range.

King cladders

Another new product is the CladKing Intelli-Grip with a six cup head capable of handling up to 320kg and a four cup capacity of 270kg. It is suitable for roof and horizontal wall panels up to 10 metres and vertical wall panels up to 14 metres.

Features include a dual circuit vacuum system with vacuum gauge, reserve tank and non-return valve for each circuit, a 90 degree dampened lockable tilt and on-board reverse air flow (blow-off) vacuum pump. An audio-visual low vacuum alarm is standard.

The new battery powered Clad-Man

has a capacity of 400kg and is suitable for placing vertical and horizontal wall panels up to 14 metres and roof panels up to 26 metres. Complete with 90 degree manual tilt, it has a dual circuit vacuum system with vacuum gauge, reserve tank and non-return valve for each circuit.

Overhang beams

GGR has also launched a range of overhang/ cantilever lifting beams for use with tower or mobile cranes. Offering capacities of up to 20 tonnes, they allow a piece of glass, panels or other loads to be placed underneath or above an overhang on a building.

The flagship 20 tonne Libro 20000 beam can place loads under or over overhangs up to three metres deep. It weighs around 8,130kg and comes with radio remote controlled counterweight travel to counterbalance the load.

The smaller three tonne Libro 3000 can be fitted with a new 2,200kg capacity Corner Lifter attachment, which provides a safe solution for installing corner elements, including glazing, onto buildings with overhangs. Weighing 4,793kg, it features multi position lockable jaws that extends the maximum overhang that can be accommodated to nearly five metres.

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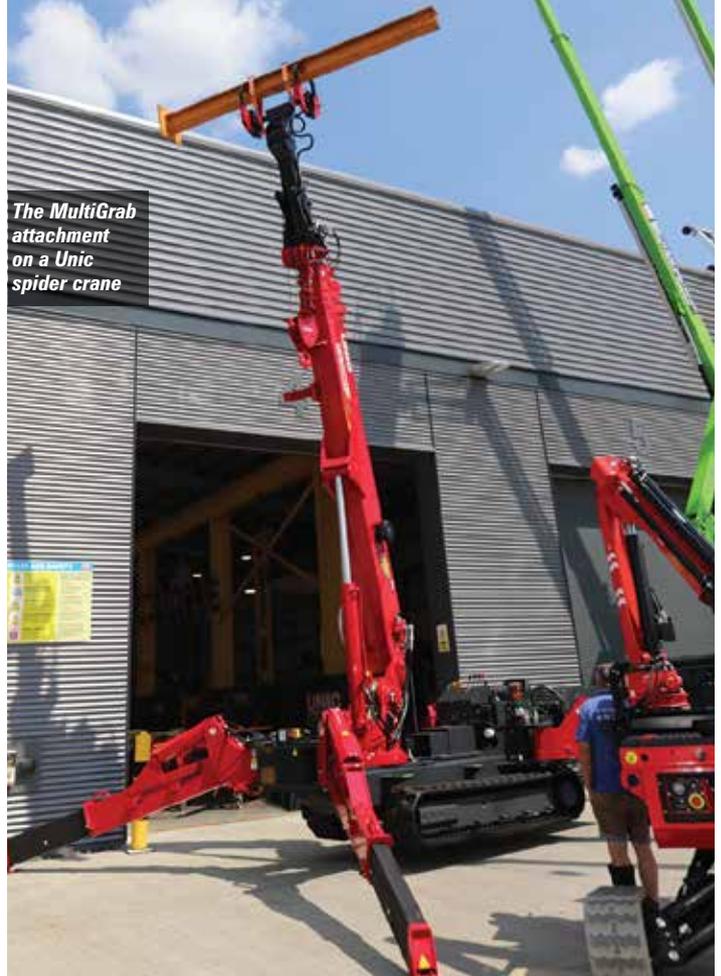
1. The Multigrab picks the Beam



2. And lifts it into position



3. And holds it while the installation team installs it



The MultiGrab attachment on a Unic spider crane

Articulated spiders

GGR is the European master distributor for Unic spider cranes but is now offering a range of articulated models from BG Gru, including the 2,500kg capacity TMC 25 and its much bigger brother – the 14 tonne TMC 525. Featuring an Effer knuckle boom with six section telescopic jib on a BG tracked chassis, it can achieve a maximum hook height of 32.5 metres and a maximum radius of 29.4 metres.

Equipped with a Yanmar diesel and 415V electric power pack, the radio remote controlled TMC 525 weighs 13,200kg. To add to its operational versatility, it can be fitted with a 1,500kg capacity vacuum lifter attachment.

Yet another new product unveiled is the MultiGrab attachment that

can be installed on spider cranes or telehandlers. The remote controlled 750kg capacity grab can precisely manipulate all manner of beams or pipes with actions imitating the human hand and wrist. GGR is currently working on the 'FlexiGrab' which will lift up to 750kg, with interchangeable heads, including an integrated vacuum lifter to provide yet another mechanised glazing option.

Installing hand crafted beams

A Unic URW 706-2 spider crane equipped with a MultiGrab was used in the construction of the new timber framed Shakespeare North Playhouse in Prescot, Merseyside. It was used to lift, place and hold the hand crafted timber beams in what will be a faithful replica of a Jacobean timber candlelit theatre.



The 14 tonne TMC 525 articulated crawler crane at the GGR Open Day



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Vertikal Days 2021 impressions and eye catchers

Following on from the last issue, this Vertikal Days review includes the impressions, thoughts and new products that caught the eyes of contributing editors, Nick Johnson and Will North. It was a huge success and showed more than anything that no matter how sophisticated virtual product launches and meetings are, nothing can replace the real thing. Vertikal Days 2022 will once again be held in Peterborough on the 11-12th May.



Nick Johnson at Vertikal Days

Nick Johnson is a veteran when it comes to crane and construction equipment shows. This year he was an enthusiastic visitor to Vertikal Days, the following are some of the exhibits that caught his eye.

The Perks of Peterborough

I visited my first equipment exhibition back in 1965 whilst still a schoolboy, I travelled by train from my native Norwich to revel in the delights of the International Construction Equipment exhibition at Crystal Place in south London. Subsequently I have enjoyed a great many shows including all the Vertikal Days events in their different locations including Peterborough this year.

Whilst a few people might consider Peterborough a little too far to the East, I find that, from my west London base, it was much easier to get to than Haydock or Castle Donnington. Also, there is no valuable racetrack surface to worry about, as was the case with Silverstone, and the new venue really scores over Castle Donnington by having no airport next door to restrict the height of exhibits!

So, with crane booms and platforms fully extended this year, the Peterborough event was a visual delight. And, unlike the last Plantworx show held at the same location in 2019, Vertikal Days 2021 was blessed with great sunny weather, which was good for my photographs even if the very wide angle lens was now essential again!

Real not virtual

Being able to get out and actually meet people and touch the metal was another big bonus after all the restrictions we have endured since the start of the Covid-19 pandemic. So, I, like all the people I met, was really pleased to be at this year's event and the exhibitors did not let us down, with plenty of new and interesting products to inspect.

Walking through the entrance I was greeted by the sight of the large display of LGMG platforms, just one of a significant number of Chinese manufacturers at the show which are really beginning to flex their muscles in the UK.

I was then quickly drawn to the interesting underbridge inspection platform on display to the right. A last minute arrival at the show, this impressive machine, an A-62 platform from Minnesota, USA based Aspen Aerials - now part of Time Versalift - was mounted on a Volvo FM 420 8x4 chassis complete with a sleeper cab.

The display machine, which has been purchased by Facelift, can be fitted with either a 272kg capacity inspection basket with a maximum horizontal under bridge reach of 18.8 metres and a vertical reach down to 20.6 metres. Or a side extendable



The sun shone on Vertikal Days 2021 at its popular new location



This new Aspen A-62 underbridge platform for Facelift made a surprise show appearance

work platform with a 680kg/five person capacity.

The machine works without outriggers, while the counterweight tailswing remains within the width of the chassis, minimising the disruption to passing traffic.

A Volvo truck also featured in another notable exhibit on the Coppard Plant Hire stand, the machine defies easy description, with a big Cormach knuckle boom working as a truck or track mounted crane. The big Cormach can lift 30 tonnes at a 4.7 metre radius and extend its articulating and telescopic boom sections to handle 1,050kg at 45 metre radius. The crane is mounted on a sub frame with four swing out outriggers which offer a maximum footprint of 12.9 by 12.6 metres.

When installed on its special Volvo FM10x4 chassis, with rear steer and bespoke bodywork by Webb Truck Equipment, it can travel between jobs at motorway

speeds. Once on site it can jack itself clear of the chassis and slip on its purpose built crawler chassis - which utilises components from a Metso tracked crusher - to become a high capacity spider crane.

Coppard has a number of interesting, tracked cranes and it also displayed an older machine, which looked particularly rugged, this well used machine combines a Morooka tracked carrier with a 10 tonne capacity PM 100SP loader crane.

Further along the aisle, a cluster of blue and yellow tower cranes dominated the skyline. The blue crane on the City Lifting stand was the latest Raptor 85 articulated jib tower crane from Artic Crane that features a 10 percent increase in line pull to five tonnes to be raised on the single fall hook. Out of service radius is only 3.9 metres.

City Lifting also showed its diminutive CL25 City Lifter mini flat top tower crane. First seen as a



Coppard demonstrates how to change its big Cormach crane from truck mount to crawler mounted spider



City Lifting's little CL25 City Lifter mini flat top tower crane offers big potential

prototype at the last Vertikal Days, City Lifting now has three in its rental fleet for use on refurbishment jobs or as an additional hook on new build projects. Maximum capacity is 2,500kg and jib tip capacity on the longest 10 metre jib is 1,850kg.

Next door, Falcon Tower Crane Services hosted the global launch of the new 18 tonne Jaso J198HPA hydraulic luffer from Spain, which can take 1,800kg to its maximum radius of 55 metres. Another big talking point on the Falcon stand was the UK show debut of the most interesting ENG ETH216 hydraulic luffing jib tower crane from Italy. Able to lift three tonnes at 41 metres it seems to defy the laws of physics by not having any rear counterweight. See page 55 for more details.



The Steve Foster Cranes Kato CR-130Rf on the Rivertek stand

Vertikal Days is always useful to see who is buying what, and this year was no exception, with many machine proudly carrying the names of their new owners. On the mobile crane front, the 150 tonne Grove GMK5150L-1 All Terrain on the Manitowoc stand was for Steve Foster Cranes, which also had its name on a 13 tonne Kato CR-130Rf city crane on the Rivertek stand. Other named Katos included a 20 tonne CR-200Rf for Bray Cranes and a 25 tonne CR250RV for O'Carroll.

Having announced its intention to discontinue the Demag name, the Tadano stand displayed its All Terrains with a mix of nomenclature and branding, including a 60 tonne AC60-3 for Abba Cranes, a 60 tonne ATF 60G-3 for Horizon Crane Hire and a 100 tonne AC100-4L for John Maciver & Sons.



All Terrains on the Tadano stand included units for Horizon Crane Hire and John Maciver & Sons



Caught on camera when telescoped down for the night are this colourful array of Liebherr ATs

The impending loss of the iconic Demag name was a subject of debate at the show, particularly as former owner Terex had seen the error of its ways and reinstated it. Tadano also showed an 80 tonne GTC-800 telescopic crawler crane in Delden livery.

Across the other side of the showground, Liebherr's traditionally large stand included five customer liveried All Terrains, including a 70 tonne LTM1070-4.2 for Severfield, a 110 tonne LTM1110-5.1 for AB2K, a 120 tonne LTM1120-4.1 for PB Steel Erection, a 150 tonne LTM1150-5.3 for Crowland Cranes and a 230 tonne LTM1230-5.1 for King Lifting. Also prominent was a 60 tonne LTR1060 telescopic crawler for Select Plant Hire.

Most interestingly was Liebherr's new MK73 mobile self-erecting tower crane, while Spierings displayed its new SK1265-AT6 zero emission eLift crane. The SK1265-AT6 on display was in the red livery of big Spierings fleet owner City Lifting.

Nearby Kobelco showed its latest 100 tonne CKE900G-3 lattice boom

crawler crane in G H Johnson & Sons colours, while a 50 tonne HSC SCX-550-3 lattice crawler was close by, as was a new 80 tonne Link-Belt TCC-800 telescopic crawler, which was making its UK debut with dealer NRC.

There is still a small market for Rough Terrain cranes in the UK as demonstrated on the Crowland Cranes stand, in the form of a 45 tonne Grove RT550E for London Underground's TransPlant and an 80 tonne Terex RT1080L for Roadcraft Crane Hire.



Crowland Cranes exhibited this interesting 45 tonne Grove RT550E for London Underground's TransPlant



The ENG ETH216

Another prominent tower crane was the 10 tonne Potain MRH 175 hydraulic luffer, which is joining the Radius Group fleet. Manitowoc also showed its Potain Hup 40-30 self-erector with a 'big key' handover presentation to City Lifting's Trevor Jepson.



Jerry Welford (L) of Manitowoc hands over the 'key' of this new Potain Hup 40-30 self erector to Trevor Jepson of City Lifting



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Platform Premieres

Powered access development clearly continued during the pandemic, so there was plenty of new kit to inspect at the show, with a significant number of world premieres and UK debuts. This included the new 46ft all electric A46JRTE boom lift on the Snorkel stand, which is powered by three 111Ah (5.75kWh) lithium-ion battery packs. Both the machine and batteries are made almost alongside each other in north east England. Outreach is 7.35 metres with 227kg platform capacity.

A chunky 20kW AC electric motor, and improved hydraulic drive system, gives this model more torque than the diesel version for steep slopes or rough terrain. It is also 62 percent quieter, and emissions free.

As the new UK distributor for Easy Lift platforms, Independent Access Sales hosted the world premiere of the RA24 spider lift with dual pantograph risers, telescopic boom and articulated jib, providing 23.5 metres working height and up to 12 metres outreach. Maximum capacity is 230kg. The rubber tracked RA24 has both a 230 volt electric motor and small Kubota diesel. A lithium battery powered version is also available.

AlmaCrawler used Vertikal Days

to launch its new UK subsidiary - Almac Atlantic - as well as unveiling the new 18 metre B1890 'Spider Boom', the first in its Billennium Quick-Pro range. The telescopic boom and articulating jib provide a maximum outreach of 10.9 metres with 80kg in the basket, while 8.1 metres is possible with the maximum 250kg. Power comes from a Yanmar diesel.

The company also unveiled the new three tonne capacity remote controlled Multi-Loader 3.0FX. This electric drive tracked carrier has a 1.77 metre by 790mm rotating flatbed platform.

Another brand new platform was CTE's 24 metre MP24C truck mount, on an Iveco 35-140 chassis with three metre wheelbase and overall



The new Snorkel A46JRTE electric boom lift



The new Easy Lift RA24 spider lift



The CTE MP24C



Matt Browne of Lakeside Hire (L) ordering the first 10 PA-lifts from Mike Woodcock of WernerCo

length on the road of 6.37 metres. The MP24C has a long fixed length lower boom which elevates to near vertical, topped by a two section telescopic boom and a double articulated jib. It can achieve an outreach of 14 metres over the

rear, at an up & over height of 10.5 metres with 80kg platform capacity, or 11 metres with its maximum 250kg.

At the smaller end of the spectrum is the all new BoSS PA-lift push around scissor lift, which replaces the popular BoSS X3 and BoSS X3X models. The newcomer has a maximum working height of 5.4 metres with a platform capacity of 250kg and weighs just 375kg. With an overall height of 1.76 metres and a width of 760mm it moves easily through single doorways.

Looking at other scissor lifts, one that created a lot of interest was the 14ft Genie GS-1432m E-Drive micro. With a working height of 6.3 metres and platform capacity of 227kg it weighs just 900kg, has an 820mm overall width, AC direct drive and zero turning radius.

Skyjack also highlighted a new micro scissor in the form of the 14ft SJ3014 which offers 6.4 metres working height with a 240kg platform capacity, and overall width of 760mm and yet weights only 820kg.



AlmaCrawler's B1890 EVO tracked spider boom



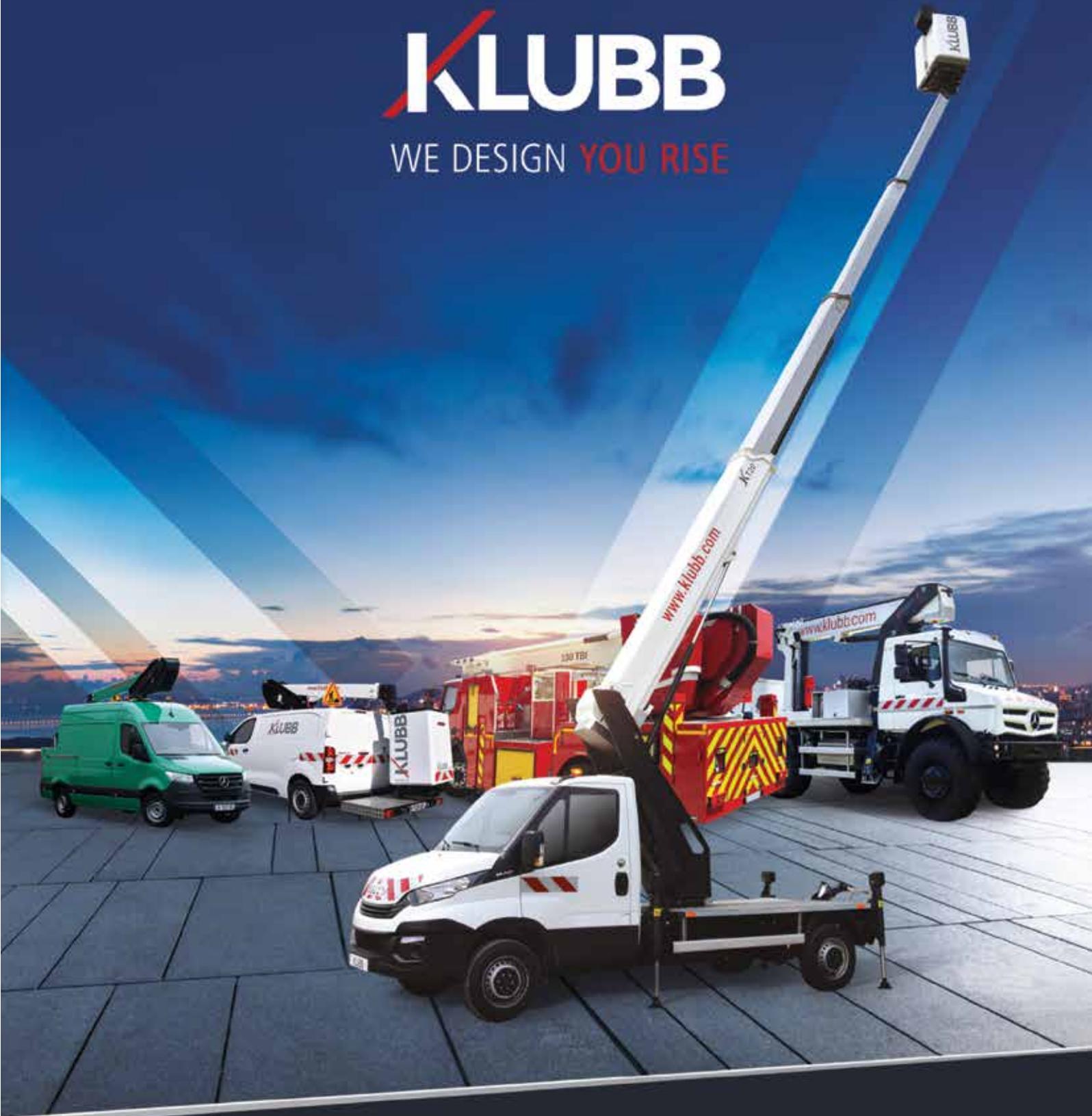
Genie's GS-1432m micro scissor



Skyjack's SJ3014 micro scissor

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Eagle Platforms had its name on the new Haulotte Pulseo HS18E-Pro



A more prominent Skyjack exhibit was the new 66ft SJ9664RT Rough Terrain scissor lift, with a working height of 21.3 metres, a 513kg platform capacity, and new AXLDRIIVE axle based four wheel drive system.

This was also my first opportunity to see Haulotte's new 53ft Pulseo HS18E-Pro electric Rough Terrain scissor lift. The 2.3 metre wide machine has electric four wheel drive with a 750kg platform capacity and 18 metre working height. The show machine was one of a batch for Eagle Platforms.

The Alfa Access stand caught my attention, in the shape of the Omega 612TS heavy duty tracked scissor with rotating scissor pack. The diesel powered machine has a platform capacity of 1,500kg with a working height of 10.2 metres. Alfa had hoped to launch the 56ft EL19 electric scissor lift from Turkish



The Omega 612TS with rotating scissor stack

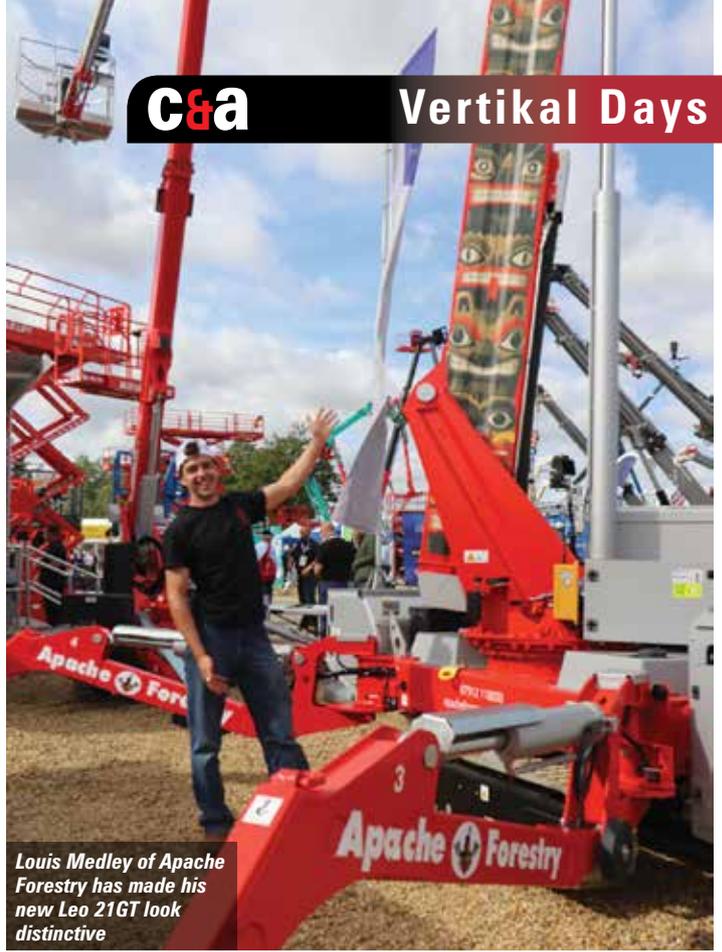
manufacturer ELS lift, but it is likely to be ready early next year.

Teupen's new 38.6 metre Leo 39GT Plus spider lift looks a handy machine, as does the 21 metre Leo 21GT for Apache Forestry and Arboriculture with its distinctive graphics.

One of the most impressive displays was the red wall of LGMG machines on the APS stand, right in front of the main entrance. They included the new 65ft T20J straight boom with jib and 52ft AR16J articulated boom with jib both sold to Onestop Access in Scotland. There was also



New LGMG AR series boom lifts for Onestop and Quick Reach



Louis Medley of Apache Forestry has made his new Leo 21GT look distinctive



The Dingli stand

a new 46ft AR14J for Quick Reach. The Dingli stand was a sea of orange, exhibits included the battery powered 4x4 66ft BA22ERT articulated boom lift, with a 22.2 metre working height and 12.7 metre outreach with 230kg platform capacity.

Zoomlion made a splash this year, with recently appointed distributor AJ Access. The distinctive lime green coloured machines included a 15ft micro electric scissor lift alongside a 45ft slab electric scissor lift.



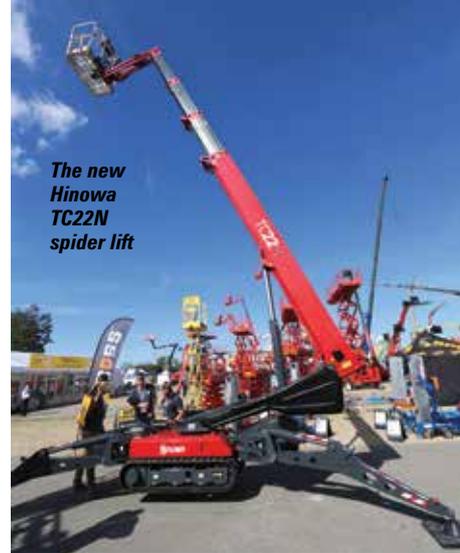
Zoomlions's new scissor lifts



One of the new AB series Sinoboom articulating boom lifts



The new GSR B210PXJ



The new Hinowa TC22N spider lift

Sinoboom's UK dealer Pinnacle Platforms launched the 46ft AB14E and 53ft AB16E all electric articulated boom lifts. Apparently new battery powered RT scissors and mast type lifts are on the way.

GSR unveiled its new 20 metre B210PXJ articulated truck mount with 2.4 metre jib and 250kg platform capacity, one of 10 sold to Smart Platform Rentals on a 3.5 tonne Mercedes Sprinter chassis.

The show was the first chance to see the latest Hinowa telescopic spider lift. The 22 metre TC22N is one of two versions, this one being a little narrower at 740mm with same four section telescopic boom and articulating jib with a basket capacity of 230kg at up to 11 metres, or 136kg at 12.4 metres. A choice of diesel or lithium battery power is available. The heavier version is wider and will have 230kg unrestricted capacity.

Niftylift highlighted its 15.7 metre HR15 Hybrid boom and promoted the use of eco-friendly HVO diesel. This unit has been sold to Speedy, which has been buying a lot of Niftylift Hybrid platforms.

Versalift's key exhibit was the new 13.9 metre VTA-135H mounted on either Toyota HiLux or Isuzu D-Max pick-ups, with A-frame outriggers front and rear. Capacity in the new

walk in basket is 230kg with an outreach of 6.5 metres.

A small, tracked boom lift caught my eye on the Vertimac/Nagano stand. The 09AC has a short riser and telescopic boom, with an 8.8 metre working height and 6.8 metres outreach, with a platform capacity of 150kg. Powered by a Kubota diesel it only weighs 2,620kg so can be towed on a two axle plant trailer. Such was the interest in this 1.65 metre wide unit with its non-marking tracks that 12 were sold at the show.

A new company making its debut at Vertikal Days was Rhinox of the Netherlands with its all new RX12CS crawler mounted telescopic boom lift. Kubota powered, the two metre wide lift weighs in at 5,500kg and offers a platform capacity of 330kg. Fitted with non-marking tracks, the RX12CS has a 12.6 metre working height with an outreach of around 9.5 metres. A 16 metre bigger brother is in development and should be ready mid next year.

The highlight of the Imer stand was the company's new generation, 15 metre lithium-ion battery powered IM R15DA spider lift making its UK debut. The dual riser IM R15DA has 230kg platform capacity and a maximum outreach of seven metres.

The show machine was sold to Specialist Access Engineering of St Helens.

Promax highlighted the new updated, updated and renamed 33 metre Platform Basket spider lift - the Spider 33.15.300 with 300kg platform capacity, and 15.5 metres outreach. The platform can be swapped for a winch attachment to create a spider crane. The show machine was sold to Clear View Access.

The highest truck mounted platform at this year's show was the 47 metre Bronto Skylift S47XR on a Volvo FE chassis sold to L&N Platforms. A close second was the 45 metre Multitel MJ450 on

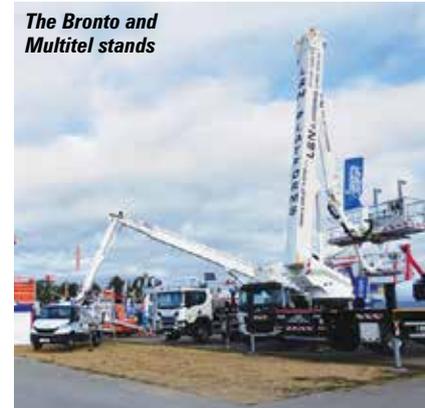
a 26 tonne Scania P360 6x2 rear steer chassis. This UK specification machine has a maximum platform capacity of 500kg or 120kg at maximum outreach of 32.3 metres.



Imer's new lithium IM R15DA spider lift



Promax



The Bronto and Multitel stands



Danny Riley of Speedy (L) with Niftylift MD John Keely and the HR15 Hybrid



The new Versalift VTA-135H on a Toyota HiLux



The Nagano Z11Auj and 09AC tracked boom lifts



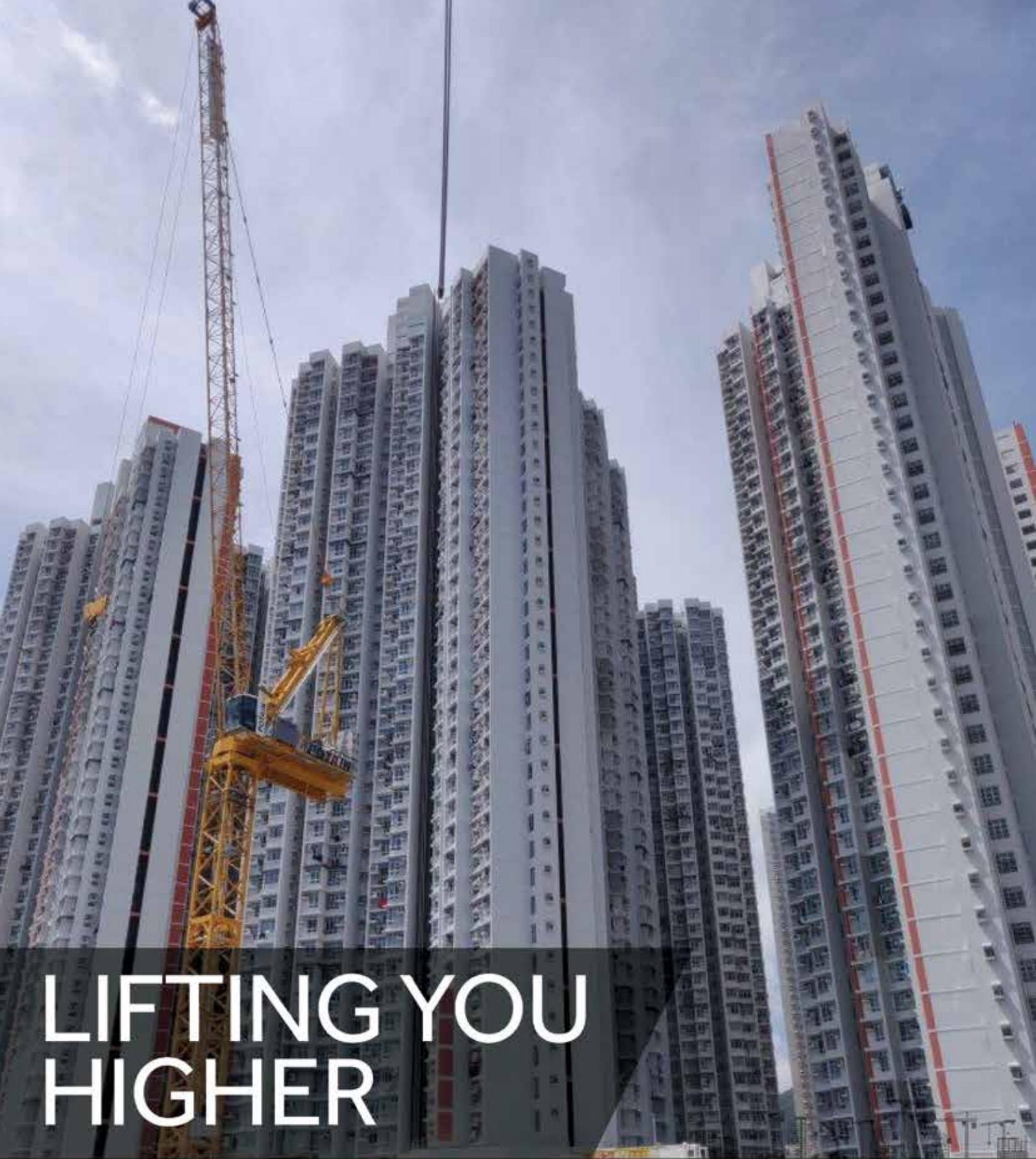
The Rhinox RX12CS tracked boom lift

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Towers for a small island

The four wheel drive chassis on the Montalift

Will North reports on his impressions of this year's Vertikal Days with a focus on tower cranes before looking at mobile cranes.

After almost two years without trade shows it was good to attend Vertikal Days and see some exciting innovations. Three tower cranes designed for sites with limited space caught my eye. Alongside City Lifting - whose innovative Artic cranes we covered earlier this year - Falcon, Uperio, and Ladybird all showed interesting new models.

Backless tower

Falcon has been working with Italian manufacturer ENG on a new design of luffing jib tower crane that takes a novel approach to constricted spaces. The first has no counter jib at all, giving high capacities at a reasonable radius, with very limited oversailing. The company has just ordered five units of ENG's new ETH 96. This is a more compact version of the ENG 216 shown at Vertikal Days.

With a 41 metre jib, the out of service radius of the new ETH 96 is just 3.6 metres, compared to eight or nine metres on conventional luffers. With no counter jib or counterweight, the forces pass through the tower to the base, which might suggest a particularly heavy tower. Falcon had considered a two metre or wider tower, but the ETH is designed to use ENG's 1.2 metre tower sections. The crane can handle four tonnes with two falls of rope, and six tonnes with four falls.

A taxi tower

Uperio showed the Arcomet Opti, a very small self-erector designed and priced to appeal to specialist builders and general rental companies. The crane has a deadweight of just 3.5 tonnes, and is mounted on a trailer base, allowing it to be towed to site. Lloyd Gee-Nyland, managing director of Skyline, talked me through the crane's key features.

The Opti aims for simplicity. It takes just 15 minutes to unhitch the crane and set it up ready to work with a 14 metre tower and 14 metre jib. A derrick mounted on the crane allows it to self-install three additional counterweight slabs to the 250kg fixed ballast for a total of 850kg. This adds a further 15 minutes to the set up time.

In its standard light configuration, the crane can handle 1,500kg at 2.9 metres radius or four metres with the full counterweight. Jib tip capacity is 185kg with fixed ballast, and up to 360kg in its most



Once on site it quickly sets up and goes to work



Towing the Opti to site

powerful Maxi+ configuration. As well as its three different ballast configurations, the Opti can also

be set up with partially extended 'intermediate' outriggers when the full counterweight is installed.

Arcomet says "owning a crane has never been easier", Gee-Nyland adds that it is impossible to set the crane up unsafely. The base model costs around £65,000, (€75,000) in the UK, with optional extras adding approximately £10,000.

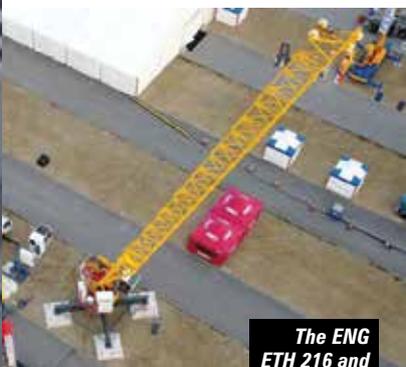
One potential application we discussed was lifting hot tubs into back gardens. Some hot tub suppliers may even feel that it is worth running a small towable self-erector like this, and training their operators for the specific application. A key benefit is that the Opti can set-up close to buildings and run off a domestic power socket. With 4.1 metre square footprint, plus 14 metres outreach at a height of 14 metres it could handle most single family homes. One can imagine it being of use to other specialist contractors such as roofers, or solar panel installers for example.

Site mobile self-erector

While not new, Ladybird had the Dutch built Montalift self-propelled self-erector on display. Unlike the Opti, it requires transport, but meets a similar niche demand. Once on site its four wheel drive chassis allows it to drive off the trailer and into position complete with steel counterweight installed. It can also travel when fully erected, while set-up takes as little as 15 minutes.

It can lift 1,800kg at 12 metres, or handle 700kg at 26 metres radius and a height of almost 19 metres. The jib luffs to a 25.9 metre tip height with a 700kg capacity at 24.7 metres radius.

A modular building specialist, and regular Ladybird customer for the Montalift, has trained one of its staff to operate the crane, installing building wall panels, floor sections, upper wall panels and roof section, before moving on to the next set of lifts.



The ENG ETH 216 and new 96 have no counter jib or upper ballast



International influences

Trade shows like Vertikal Days provide an opportunity to see new ways of doing things, often using equipment from other parts of the world, where methods may be entirely different.

National lifting traditions can be pretty arbitrary at times. Sometimes, there's a clear rationale: it makes sense to use a tight out of service hydraulic luffing tower crane in London, where oversailing costs, while a big conventional luffer is best suited in New York, where speed, fast pours, and large concrete modules are the name of the game.

But other traditions are harder to understand. Why do Indian buyers stick with local tractor cranes, when a Chinese built truck crane or Australian pick & carry machine, would do the job more safely?

Why do many rental companies offer an All Terrain, quoting the nominal capacity as if it is all that matters, when a mobile self-erecting tower crane, aluminium truck crane, or big loader crane, might be a better tool for the job?



A Chinese telecrawler

For almost 20 years, Chinese crane manufacturers have been trying to build a presence in international markets. In some places, and market segments, they have had huge success, Chinese truck cranes are used throughout the developing world, while excavators and more recently aerial work platforms are doing well in western markets. The mobile crane market, however, has proved more of a challenge, due to concerns over issues such as long term support and resale values. A new relationship between Sany, its joint venture partner Palfinger and UCM/Verschuur in the Netherlands hopes to change that, bringing a range of Sany telescopic and lattice boom crawlers to Europe, backed by local support and close links with the plant in China.

In the UK they have teamed up with Foster Cranes, which took a stand to showcase a 60 tonne Sany SCE600TB telecrawler, this one having been sold to Dutch rental company Van Der Vlist. The crane has a 46 metre boom, which is six metres more than Liebherr's LTR 1060. UCM Verschuur's Jan Janssen also claims that the load chart is stronger at short radii than its three leading European rivals.

The undercarriage retracts from 4.8 to three metres for transport, and while it weighs almost 65 tonnes, the 19 tonne counterweight is quickly and easily removed. When the show ended the crane was loaded up and heading for the port



within an hour or two of the show closing. The next crane up in the range, the SCE800TB, is almost as quick and easy to move.

Janssen hopes strong regional parts and service effort will make a difference, UCM's engineers say that the Sany cranes are easy to work with, while they also have the support of eight Sany employees from China based at UCM's base near Amsterdam, where the company also has a fully stocked parts warehouse.



Aluminium booms extend further

In recent years Vertikal Days has been a key shop window for the German built aluminium cranes. Initially from Böcker, through Kranlyft. Böcker now runs a direct sales operation in the UK, while Kranlyft now represents Klaas.

These cranes won't win any nominal rating contests. But they do score when it comes to lifting smaller loads at height and long radii. Böcker had its six tonne AK46 and 12 tonne AK52 at the show, on different chassis, alongside trailer cranes and hoists. Jake McCaugherty of Böcker UK says his rental customers are now being asked for these cranes on housebuilding projects, where once a 40 tonne All Terrain would have been used.

Simon Marnock, of Kranlyft echoes that view, stating that the light

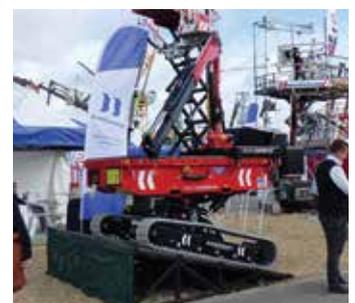


weight manoeuvrable long reach cranes are proving ideal for handling roof trusses, small cooling units, and a wide range of similar work. "The advantages of these cranes really stand out on the road," says Marnock. "They're so cheap to run, compared to 50 or 60 tonne All Terrains."

A carry deck for any terrain

Another exhibit that caught my eye was a six tonne dual axis self-levelling tracked carrier on the AlmaCrawler stand, equipped with a 990kg capacity loader crane. The carrier can pick its way around steep slopes like a mountain goat, while keeping the carry deck completely level at all times.

The tracked carrier/micro crane combination is already well proven, Alma's Jonathan Vioni tells me. It's been used by ski slope operators to move cooling components around, sometimes making maximum use of the carry deck capacity. The crane can be easily removed in such cases and reattached later.





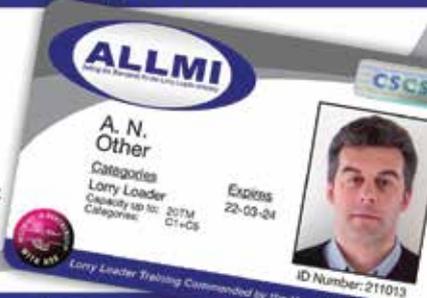
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£52k + prison sentence

Leon Gill, managing director of Boss Scaffolding (Northampton), was given a 10 week prison sentence suspended for 18 months and fined £7,000, plus £45,000 costs, following a fatal incident involving a forklift truck in June 2016.

The operator, Shaun Flynn, 36, had finished unloading a truck, was checking the trailer, when the forklift rolled forward hitting him from behind and trapping him. He was airlifted to hospital but died from his injuries five days later.

An HSE investigation found that managing director Leon Gill failed to take reasonable care for the health and safety of employees, with the poorly maintained forklift found to have a 'dodgy handbrake'.

HSE inspector Jenna McDade said: "This case highlights the importance of regular pro-active maintenance and inspection of work equipment, to ensure it does not deteriorate to the extent that it puts people at risk. The tragic death of Shaun Flynn could have been prevented. Companies and individuals should be aware that HSE will not hesitate to take appropriate enforcement action against those that fall below the required standards."

Double fatality costs \$212k

US piling contractor Hemphill WBE Pile Driving faces fines of \$212,000 after the boom of a crawler crane collapsed onto a passing pick up truck, killing both occupants, on Interstate 10 near Beaumont, Texas in April.



The boom of a crawler crane buckled and struck a passing vehicle

The crane, an aging American lattice crawler, was helping with the installation of supports for an elevated section of the highway. The operator miscalculated the weight of a pile hammer, causing the boom to buckle. OSHA cited the company for three wilful and two serious violations, including operating the crane beyond its rated load capacity and failing to assemble the boom properly.

Mark Briggs, OSHA area director of Houston, said: "Two people died senselessly because Hemphill Pile Driving failed to follow assembly instructions and federal regulations. They endangered their employees and every person driving on this section of Interstate 10."

Bucket access cost \$500k and a prison term

Australian concrete aggregate company Cordwell's Resource has been fined \$500,000 and its director, Brian Andrew Cordwell, given a six month suspended prison sentence after two employees fell from the bucket of a front end wheel loader in 2019.



Brothers Steel and Quinlen Adams had been lifted in the loader's bucket to a height of around 4.5 metres in order to carry out repairs to the suction lines of a sand washing machine at the company's sand mine in Chevallum, Queensland. The bucket began to tilt forward, causing Quinlen to jump to a steel crossbeam for safety, while Steel suffered serious injuries after striking his head on the bucket.

Judge Gary Long said: "There were company policies for working at heights, risk assessments and hazard management procedures. In the document dealing with working at height, it outlined that a safety harness was required and that a cherry picker, scaffolding or tools should be used. It was also noted that the workers had performed work from the bucket of an excavator or wheel loader on other occasions."



3t EnerMech has invested £500,000 in crane simulator training

£500k training investment

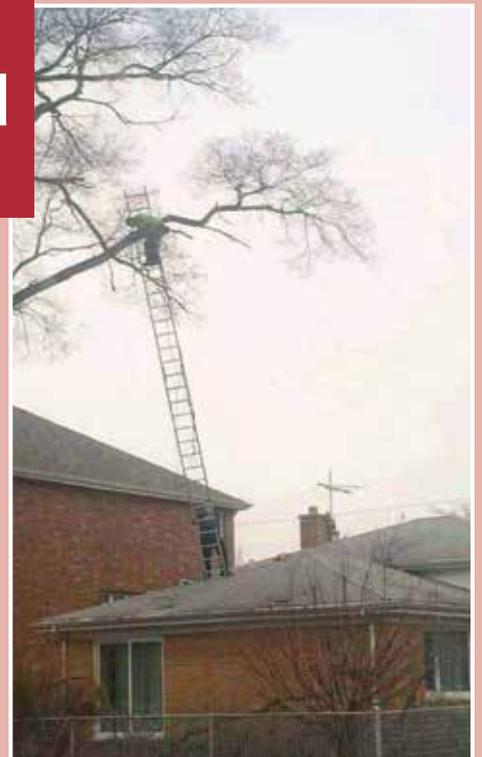
3t EnerMech, a new joint venture between engineering group EnerMech and training company 3t Energy, has invested £500,000 in crane simulator training systems at its locations in Angola, Qatar and the UK.

The KraneSIM simulators deliver a wide range of virtual training environments including fixed installations, floating platforms and vessels, as well as various crane models, load-types and subsea configurations. It also allows delegates to practice a range of operating conditions and dangerous circumstances which cannot be replicated safely in real life.

Jennifer Batchelor, EnerMech's head of training, said: "This investment allows for training, competence assessment, pre-employment testing, and supporting emergency management and truly cements the 3t EnerMech joint venture aim of delivering world-class training services."

Who trained him?

Spotted in North America, a person pruning a tree limb from a large ladder set up on a sloped roof at height of around 10 to 12 metres. An incident waiting to happen that would almost certainly have proved fatal, or at the very least, life changing.



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Virtual membership meetings

ALLMI held its 2021 membership meetings for manufacturers, service companies, ancillary equipment suppliers and fleet owners online this year. The virtual meetings were very well attended, with all corners of the lorry loader industry being strongly represented.

Chief executive Tom Wakefield said: "This was our second consecutive year using the online format and, once again, it worked incredibly well, allowing us to update members on a raft of important issues and projects, as well as facilitating engagement via a Q & A session. We would like to thank all those who attended and we look forward to seeing members face to face at our General Meetings in March next year."



Safety Alert - Swing-up Stabilisers

Further to the HSE's conclusion of a fatal accident investigation, ALLMI has issued a Safety Alert relating to swing-up stabiliser legs.

Swing-up stabilisers are fitted to lorry loaders predominantly to negate the need for widescale relocation of chassis furniture during installation, and have become increasingly common in the last 15 years. Operation can be manual or hydraulic either via lever controls at the base of the crane, or via remote controller, dependent upon specification.



ALLMI technical manager, Keith Silvester said: "We would strongly encourage anyone involved with lorry loaders to contact us for a copy of the Safety Alert. It contains important advice for those using swing-up stabilisers, as well as a section covering the 'Immediate Actions Required' by all parties, whether involvement with lorry loaders relates to installation, service / repair, training, the running of vehicles or sites, or overseeing lifting operations."

"The Safety Alert was produced quickly to inform the lorry loader industry as soon as possible, but we will be further researching and discussing this topic with ALLMI's Technical Standards Committee, after which additional guidance will be provided where applicable."

Please contact ALLMI for further information on this topic, or for a copy of the Safety Alert.



Staged photograph of an operator stowing swing-up stabilisers

General Meetings 2022

ALLMI will hold its General Meetings on March 24th next year, at the Forest of Arden Marriott Hotel & Country Club in Meriden. It will be the association's first physical gathering since November 2019.

ALLMI chairman, Alan Johnson said: "Whilst engaging with members virtually has worked extremely well, we are, of course, looking forward to hosting an event that allows us to meet industry colleagues in person."



Record Year for Manager Courses – 10 Years On

PUWER 9.2

"Every employer shall ensure that any of his employees who supervises or manages the use of work equipment has received adequate training for purposes of health and safety, including training in the methods which may be adopted when using the work equipment, any risks which such use may entail and precautions to be taken."

In 2011, ALLMI launched its range of manager courses, designed to help the industry further comply with the requirements of PUWER 9.2. Starting with the Thorough Examiner version, the association quickly expanded its range and eventually released manager courses covering all roles within the lorry loader lifting team.

10 years on and the demand for training continues to go from strength to strength, with online options (Appointed Person and Thorough Examiner only) making the courses even more accessible, and uptake for 2021 already exceeding the total for any of the previous years.

ALLMI training & project officer, Jon Kenyon, said: "The manager courses are one day in duration and are abbreviated, attendance based (i.e. no assessments) versions of our standard training programmes, covering all of the same topics and, in some cases, also including a practical element. In addition to assisting a company in complying with PUWER 9.2, the courses provide managers with an improved understanding of the technical, legislative and operational issues for which they are responsible, and the knock-on effect of this is that standards are then raised throughout the business."

ALLMI provides the following courses for managers:

- Lorry Loader Operator
- Appointed Person
- Slinger / Signaller
- Thorough Examiner
- Crane Supervisor

Please contact ALLMI for further details.



ALLMI manager courses assist compliance with PUWER 9.2



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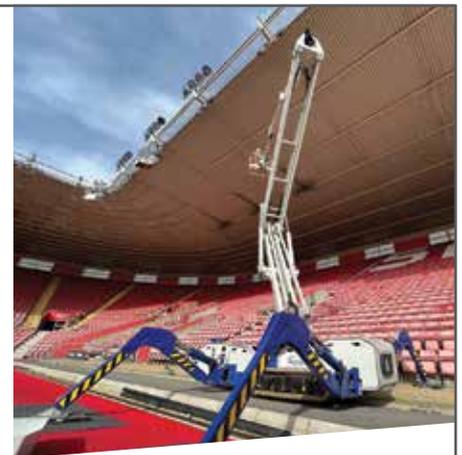
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Photo credit: Craig Gorton

PASMA's new training hub

With a wider range of PASMA courses now on offer - 11 in total - there's never been more accredited training options for users of tower scaffolds and low-level access equipment, and those who manage them. To help those seeking training, PASMA has launched a new training hub on its website, which includes:

1. A new training centre directory: It's easier than ever to find your nearest training centre. The new directory has a map of all centres worldwide and a list that can be sorted by location or filtered by country. Users can also create a shortlist as they go.
2. A new guide to PASMA training: Users and managers can easily check which PASMA courses they need to do, based on their role and the equipment they work with, and which order they can be done in.
3. More information about each course: There's detailed, descriptive details available about each training course, giving potential delegates all the information they need to decide if it is the right course for them.
4. Frequently asked questions: Definitive answers to frequently asked questions about PASMA training, from 'is it possible to fail?' to 'what if I'm scared of heights?'

Visit the training hub: pasma.co.uk/training

No Falls supporter scheme

PASMA has become a platinum supporter of the No Falls Foundation. For some time now the association has made a donation to the charity every time someone gets PASMA trained. The launch of the No Falls supporter scheme was an opportunity to formalise that support and show the world how deeply PASMA cares about height safety.



PASMA offers practical support to the charity too. Its staff can spend a portion of their working time helping No Falls Foundation with projects and campaigns. And their managing director, Peter Bennett, is chairman of trustees.

The supporter scheme is open to any organisation that's keen to save lives by stopping falls and can commit to an annual donation to help the charity carry out this work. Packages start at £450 a year.

Towers standards

The transition to EN 1004-1:2020 ends on 30 November 2021, when the old version of the standard for mobile access towers will be withdrawn. There is no need to get rid of towers that are compliant with EN 1004:2004 as long as they're still in good working condition. However, next time you are in the market for a new tower, make sure it is certified to the new standard.

The changes don't stop there, EN 1004 Part 1 will soon be followed by a new standard, EN 1004 Part 2, which covers instruction manuals for mobile access towers. The current standard for instruction manuals, EN 1298, will be withdrawn.

Middle East manufacturing member

PASMA has welcomed its newest manufacturing member, Qatar based Affix Scaffolding, which has graduated from its 'working towards' programme after gaining product conformity certification to EN 1004.



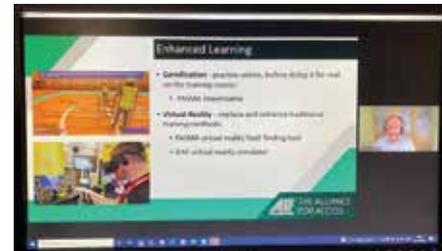
The Affix with PASMA membership certificate

'Working towards' is a programme for tower manufacturers who want to join PASMA, but don't yet meet the criteria for membership.

PASMA works with them to create a step by step development plan towards earning full recognition as a PASMA manufacturing member. Affix is the second manufacturer in the region to complete the process, with UAE based Ascend achieving its full membership status last year.

PASMA addresses APPG on digital tech

PASMA's Jason Carlton addressed the All-Party Parliamentary Group (APPG) at the Working at Height October meeting on how digital technology can help prevent falls. He explained how training delegates are using PASMA TowerGame to practise assembling towers on their computers before doing it for real.



He also talked about two upcoming advances - a virtual reality fault finding tool that lets managers experience risky tower situations without exposing them to danger, and a new tower inspection system currently being piloted.

The APPG aims to understand the root causes of falls from height and to propose effective, sensible measures to ensure more employees go home safely. Meetings are attended by members of Parliament, peers, industry leaders, trade associations, and contractors.

PASMA attends Health & Safety Event

PASMA's Chris Smith met members and safety professionals at the Health & Safety Event at the NEC Birmingham in September. In PASMA's first face to face event since March 2020, PASMA also took part in a 90 minute Knowledge Exchange seminar on the importance of choosing the right equipment for work at height.



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

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VR and eLearning extend options to renew IPAF training

Operators can now renew their PAL Card and training certification as well as take the advanced operator PAL+ training with virtual reality simulators and eLearning.

Candidates can choose to take their theory test in either eLearning or instructor led virtual sessions, in addition to the usual classroom based module. Training centres can also offer renewal practical modules in addition to the existing PAL+ advanced course using a VR simulator.

This offers greater flexibility to the candidate and the training centre and can mean a saving in terms of time. The use of simulators also means training is less likely to be disrupted by poor weather and increases the range of locations where it can be delivered.



For more information check: www.ipaf.org/training

International Safety Committee first meeting

An International Safety Committee has been convened by IPAF to assist in globalising standards development and effective implementation, as well as promote awareness about industry safe practice. The committee has been created from the existing IPAF Accident Work Group, which was instrumental in compiling and analysing incident statistics from IPAF's Accident Reporting Portal, leading to the annual IPAF Global Safety Report.

Existing members have been joined by representatives from around the world, with chairman Mark Keily of Sunbelt Rentals UK continuing in the role. The first meeting was held on September 22nd at Vertical Days, when Alana Paterson of Nationwide Platforms was elected as vice chairman.

IPAF's head of safety & technical Brian Parker said: "The IPAF Accident Work Group worked hard behind the scenes to produce safety guidance based on the data,

representatives have now joined the group from North America, Australia, Brazil, China, Italy and the Middle East."



IPAF rental market reports

IPAF has published its 2021 rental market reports covering: the UK, France, Germany, Italy, Spain, Netherlands and the Nordic countries, which together comprise the 10 European markets under study, plus the US and Canada. As in 2020, there is a special focus on China, and this year an additional special report covering key markets in the Middle East - Qatar, Saudi Arabia and the UAE, all part of the Gulf Co-operation Council.

Reports include an estimate of the size of the aerial lift rental fleet worldwide, along with information on rental revenue and rates, fleet size, utilisation rates, fleet mix, machine power sources, investment information and annual retention period etc... You can buy the report at: www.ipaf.org/reports.

Safety Professionals membership

IPAF has seen a surge of interest in its new Safety Professional member category, aimed at those in health & safety or related supervisory roles.

The new category was launched at Vertical Days in September, with the first member - Chris Wraith of Access Safety Management - signing up during the event. IPAF has subsequently received interest from the UK, US, Mexico, Singapore and the Middle East.

Membership benefits include free participation in safety professional events, access to a private LinkedIn group to share knowledge and safety good practice, access to the members' area of the IPAF website and the IPAF accident reporting portal members' dashboard.

Brian Parker said: "It's great to see that this new category of membership aimed at health & safety managers, supervisors or officers is already proving popular."

IPAF member employees receive a 50 percent discount - www.ipaf.org/join



Brian Parker welcomes first member Chris Wraith

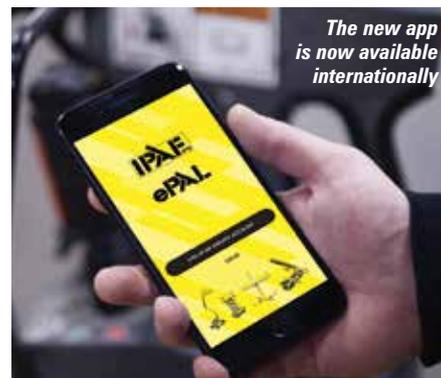
ePAL operator app rolled out

The new mobile app for operators of powered access equipment is now available internationally.

The free app features a digital IPAF PAL Card, operator log book and operator safety guide, and allows operators to receive best practice tips and safety information. It also lets them share qualifications with site managers quickly and easily. It is now available in Bahrain, Belarus, the Czech Republic, Denmark, Finland, Georgia, Hong Kong, India, Iraq, Kazakhstan, Kuwait, Malaysia, Myanmar, New Zealand, Oman, Poland, Qatar, Romania, Saudi Arabia, Singapore, Slovenia, South Africa, Sweden, Turkey, UAE and Zambia.

On 22nd November, Argentina, Belgium, Chile, Colombia, Ecuador, France, Liechtenstein, Mexico, Morocco, Netherlands, Peru, Portugal, Spain, Switzerland and Uruguay will be added, followed by North America, Austria, Brazil, Germany and Italy in January.

The app is available for Apple iOS and Android devices through Google Play.



The new app is now available internationally

IPAF Summit & IAPAs 2022 - London

Registration is open for next year's IPAF Summit and the International Awards for Powered Access (IAPAs) in London, on 10th March 2022, with a networking event at Illuminate at the Science Museum on the prior evening.

For more details visit: www.iapa-summit.info

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 November/December issue of **Cranes & Access**...

The issue will include features on:

Telescopic crawler cranes

Telescopic crawler cranes have been around for 60 years or more, but only recently become more widespread and an increasingly popular choice on site given their improving lifting performance, design and versatility. We review the latest models and developments.



Truck mounted lifts

Truck mounted lifts are an increasingly popular form of powered access, split between 3.5 tonne models for self-drive rental and larger more specialist machines. Developments have been gathering pace in terms of performance and more environmentally friendly models. We take a look at the latest trends.

Outrigger mats and pads

With the use of mats and spreader plates now becoming the norm, we look at the latest advice and recommendations on outrigger set up as well as the growing adoption of automatic variable outrigger set up monitoring and custom load charts/working envelopes. It also includes our annual look at the range of ground protection products on the market providing a stable base for cranes and work platforms.



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**.

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- Going Green, Going Digital

There were two reasons for the strong interest in October's CPA Conference, held in Coventry. Delegates were delighted to attend a live, face to face event, and secondly, the subject matter could hardly have been more topical – with round table discussions on achieving Net Zero Carbon, along with digitalisation and its benefits.

CPA policy manager Chris Cassley said: "The pandemic is testament to the ability of hire companies to evolve and change, sometimes overnight. Covid has also shown how vulnerable we are to events beyond our control, this is particularly true with climate change, where we can all need to make a difference."

David Emery from the Supply Chain Sustainability School, which helps companies to upskill their workforce, pointed out that companies have historically been reluctant to share ideas or to take risks. All too often the focus is on obtaining the lowest rental rates. He believes such attitudes are finally changing as more companies realise the need for improvements to achieve net zero. New methods can also be more efficient, providing faster results with less remedial work and improved use of materials, and resources.

Several speakers pointed out that solutions, such as electric powered equipment are already available, but highlighted the need to move away from focusing purely on price and instead towards quality, performance and environmental benefits. Chris Matthew of Flannery Plant Hire, said: "We are neither manufacturers nor inventors, but we can enable customers to use equipment more effectively. For us to achieve net zero, our customers also have to want to do so, and that has to be part of the overall strategy."

A long term view is also required, speakers warned that the transitional use of HVO (hydrotreated vegetable oil) diesel risks creating an over reliance on it, which result in further deforestation to grow the vegetation for it. Merrill Lynch of Lynch Plant, said: "A highways contractor client wanted to reduce fuel usage on site and improve sustainability. The first approach was to look at user habits. Operators were found to keep machines idling

unnecessarily - to look busy - or to keep warm on cold days because the nearest welfare unit is too far away. So, by adding more facilities and training drivers in correct usage, savings were duly achieved." Steve Bradby of Select, added: "Telematics are helping analyse how and where machines were being used, while ensuring that planned service schedules were adhered to. However, it is vital to have good key performance indicators and information dashboards in place to interpret the wealth of data meaningfully."

Flannery's Matthew pointed out that some operators and managers may be nervous about having their performance analysed in this way. However, the efficiency gains can lead to less equipment being required for a given job. Lynch highlighted a road construction study undertaken by Caterpillar into equipment with GPS machine control systems for a specific project. "The job was done 46 percent quicker, with 34 percent less equipment and 37 percent less fuel consumed," he said.

It was recognised that early adopters of new technology face costs and challenges. But Select's Bradby pointed out that an increasing number of contractors are now insisting on electric powered machines where practical. However, he also recalled how Select's efforts to reduce carbon emissions on site cabins received a blank response from suppliers of items ranging from flooring material to insulation when asked about their embedded carbon characteristics.

In brief opening remarks ahead of the afternoon sessions, CPA president Brian Jones noted how, in many ways, rental industry attitudes have changed little in the previous 50 years. Customers were still likely to switch supplier for a small rate reduction and rental companies find it hard to raise rates. However, he suggested there was a change in



one area, namely collaboration and the sharing of ideas.

He had observed that the word 'collaboration' had been mentioned no fewer than 35 times during the morning sessions. Ryan Pike of Trackunit said: "Major projects like HS2 have driven the adoption of new approaches. They have a mandate to set new standards, which could lead to changes in procurement. Customers will become more interested in the benefits that particular pieces of equipment can offer and in ways of

managing them efficiently."

Closing the Conference, CPA chief executive Kevin Minton reiterated the importance of collaboration saying: "The association will ensure that the industry can continue to work together to address the challenges of achieving net carbon zero, with working groups for wider discussions. We will also appoint a technical officer to work full time on net zero carbon. This theme will be embedded in CPA activities for the foreseeable future."

The 2022 Editorial and Media programme

The Vertikal Press Media Pack has now been published and is available to download from www.vertikal.net.

The pack includes the editorial calendars for both Cranes & Access and Kran & Bühne magazines, as well as details on Vertikal.net, together with a range of statistics on all the publications along with advertising and promotional opportunities to help build your brand identity.

www.vertikal.net



GOING UP IN THE WORLD

A history of Simon Engineering, the development of the powered access industry and a lifetime as an engineer, by Denis Ashworth

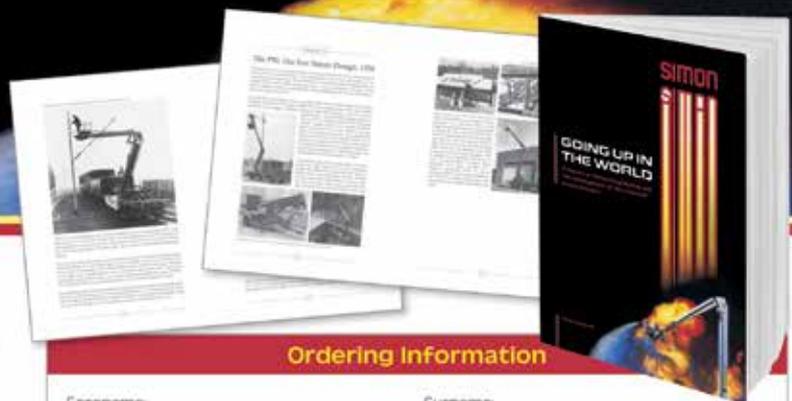
Ashworth was a keen engineer and from an early age found himself in at the very start of the modern powered access industry.

His book is an unusual combination of autobiography and history of Simon Engineering Dudley, a pioneer of the powered access industry and at one time, the world's largest manufacturer of aerial lifts.

The coffee table sized book, is highly readable and includes around 150 photographs and drawings from the very beginning of the industry. It is a 'must read' for anyone who is interested in powered access, the hydraulic equipment industry or in comparing modern day engineering challenges with those of an entirely different era.

The book is available direct from the publishers at £19.50, plus £4.50 postage and packing.

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Mammoet Liebherr LTM 1500

The Liebherr 1500-8.1 has been a very popular heavy mobile crane and has previously been modelled in 1:50 scale. Now it has been released in 1:87 scale by Kranlab. This version is in the colours of Mammoet and is a limited edition run of 750 units. The model comes with a numbered Mammoet Collector's card and an instruction sheet, which includes a parts list and photos showing the main assembly.

The chassis is very detailed for the scale, although steering is not implemented because of the small size. The carrier cab has door mirrors, windscreen wipers, beacon lights and a realistic number plate. Behind the cab the engine area has a fine mesh grille, and the rest of the carrier deck looks good too.

The outrigger beams are two stage with nice chevron graphics, and metal spreader plates are included. The superstructure cab rotates from the transport position and also tilts, while the superstructure has sharp graphics and detailing within the casting.

The counterweight consists of several separate elements and each one is capable of being displayed being lifted. The main boom lift cylinders are nice metal parts, and the metal boom has four sections to represent the 50 metre configuration. It has an excellent profile.

The Y-Guy Superlift system for the telescopic boom is a separate part. It is metal, as are the guy rods/pendants and it is all finely engineered considering the scale. A high tension can be maintained, and the boom stiffens up well as a result. A single line metal hook is supplied, and this is the main weakness on the model, as a sheaved hook block would look much better in practice.

This is a highly detailed model with a substantial metal content and the overall quality is excellent. It is flexible and also poses well in a transport configuration. Kranlab has set a new high standard for a 1:87 mobile crane model and it is good value at a cost of €159 at the Mammoet Store.

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

Cranes Etc Model Rating

Packaging (max 10)	8
Detail (max 30)	27
Features (max 20)	17
Quality (max 25)	22
Price (max 15)	11
Overall (max 100)	85%

*Erecting a
1:87 scale
tower crane*



*Detailed
Y-Guy
attachment*



On the road with Y-Guy on board

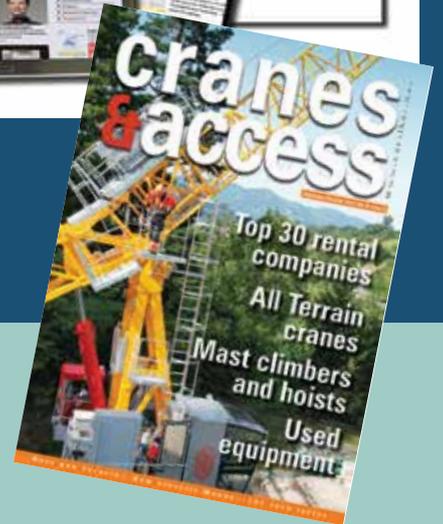


High detail in a small scale



Parts can be used in a convoy

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Readers Letters

C&A

letters



Dear Ed,

Since we experienced an overturn incident earlier this month, we have further developed our internal training programmes with extended emphasis on emergency control systems, their permitted use and working environment influences/pressures. Already, it would now appear that this additional training has proven to be invaluable. In as little as three weeks, another of our operators was faced with exactly the same situation when attending another TV/film shoot on location in the UK.

After the operator had set up and tested the machine, a film set rigger working for the end client installed a scaffold staging lighting unit to the platform. The operator then proceeded to undertake a secondary working envelope test. When the platform reached its maximum height/outreach for the load in the platform, the audible alarm sounded to advise the platform had reached its working envelope limit and was about to lock out. The operator was then involved in the following conversation:

Rigger: "Can it go higher?"

Operator: "That's as high as it will go."

Rigger: "It shouldn't be bleeping, there isn't 300kg in the basket."

Operator: "It's bleeping because its reaching its limit with that weight in the basket."

Rigger: "The equipment only weighs about the same as me, so it should go higher."

Operator: "If it's bleeping, it's bleeping for a reason. The working envelope of the platform will adjust depending on the weight being lifted."

Rigger: "Can you use your 'emergencies' to go higher?"

Operator: "No, our 'emergencies' are just for coming down and can only be used to recover the platform when normal operation is lost."

Rigger: "It's only 70kg of weight and the platform can lift 300kg, other people use the 'emergencies' to take it higher."

Operator: "Our company policy is that the 'emergencies' are only used to lower the platform and cannot be used to extend it in a normal working situation."

Immediately after our operator's discussion with the rigger, he followed company procedure and reported what we consider to be a 'Near Miss' to our central operations team who then assumed control of the situation. After further discussions with site personnel, the platform was lowered back to ground level and one of the lights were removed enabling the platform to then reach the clients target area.

While we are pleased that our extended operator training programme has completely proven its worth, it is equally important to note that given the rigger's comments on site, the practice of using access platforms outside of their designed safe working envelope may be much more common than people believe. Hopefully this case will raise further awareness to all owners/operators within our industry as it is vital that we collectively challenge this mindless behaviour of those that clearly have a complete disregard for human life, or the platforms we supply, before it's fatally too late.

Mark Bell,

Managing director

Blade Access

A report on the first incident, complete with Blade's disclosure of exactly what happened can be found at: www.vertikal.net

Dear Leigh,

The Sept/Oct edition of Cranes & Access hit my doormat this morning, and with it, your comments about the way that companies do - and don't - handle their PR.

I empathise completely with what you said in your column. For 30 plus years from the mid-1980s, I earned my crusts doing editorial work for trade-and-technical publications aimed at the worldwide mining industry. I finally decided to retire at the end of 2018; the editor of my principal client at the time - a US-based magazine - kindly gave me free rein for my last article. I included this:

"Since announcing my intention to retire, several people have asked 'why?' Without question, mining writing is not the same as it was when E&MJ was founded, or when I started my writing career in 1985. At that time, mining companies and equipment manufacturers alike had on their press relations and marketing staff who understood the importance of independent reporting on their operations and products. Operating companies would organise site visits for technical journalists - not just analysts - that would result in an article covering an operation from soup to nuts. Their press people knew what represented value for money for them and maintained positive relationships with us in the media to make sure that it happened.

I suppose the change began in the 1990s, and after each recession to hit the industry, cutbacks meant fewer dedicated press-relations staff. Today, some of the world's biggest mining companies simply ignore requests for technical information, although the suspicion remains that they would be only too keen to respond if they thought it could help boost their share price.

For obvious reasons, equipment manufacturers remained helpful in gaining access to report on mines, but with one proviso: only their equipment can be mentioned, even though competitive machines are on site. Thus, the reader receives a less-than-complete picture of what is going on."

The loss of good marketing people with each recession has hit equipment manufacturers equally hard - if not more so - than the producer companies. I guess that for your business, the hire companies are the equivalent of my copper- and coal-producers. You just get the feeling that management these days is so focused on finance that they forget that there are other factors involved in corporate success. When the PR lady gets made redundant, "well, Joe in sales can handle all of that stuff" The problem is that Joe is already up to his arse in alligators making sure that his existing clients don't go to a competitor for their next machine, and as well as that his sidekick in the office has been off sick for three weeks. Getting out a response to some journo who's asking for info on a certain product, or worse still, just sent in a list of ten questions for insightful replies - that stuff just slipped off the bottom of the screen. The next thing you know, the journo's getting hell from his ad-sales man because the company concerned didn't get coverage in that last article - despite having put in three e-mail requests and four voicemail messages, to which there was no response at all.

In the end, I just got frustrated by the increasing lack of response from companies big and small. I found I had more interesting things to do than try to deal with companies who - for whatever reason - seemed to have no interest in promoting their products in print. I'd reached pension age. I quit.

Hang on in there!

Kind regards,

Simon Walker

Georg Thierer 1931 – 2021

Georg Thierer, a leading pioneer of the German powered access industry, passed away on Tuesday 26th October at the age of 89, following a short illness.

He is probably best known as the founder and managing director of German manufacturer and Genie distributor TKD. Over the years, his company sold Genie, Holland Lift and MEC, adding Grove Manlift Toucan mast booms, Liftlux, UpRight and Euro Access products to supplement his TKD self-propelled telescopic work platforms.

Thierer began his career in 1952, working on electron microscopy research with Carl Zeiss. After completing his studies in 1958, he joined excavator and material handling equipment manufacturer Johannes Fuchs, eventually becoming managing director of its Bad Schönborn excavator plant and business.

During his time with the company, he was responsible for a number of ground breaking developments and registered several patents, helping shape a generation of Fuchs construction machines. During business trips to the USA in the late 1970s, Thierer spotted the growth of self-propelled aerial work platform usage and recognised their potential. Back in Germany, he began developing a line of Fuchs self-propelled boom lifts.

He was keen to build a 'better mousetrap' and began with the 60ft F1800 telescopic, for which he designed an unusual triangular profile boom, which he patented. His machine also offered less tail swing than existing machines and he was proud to point out how his platform was more rigid/stable than competitor's products.

It also performed well on rough terrain thanks to a number of his designs, including true four wheel drive, extra ground clearance, oscillating axles, and a high specification hydraulic system, all of which added considerable cost. The product was greatly appreciated by German rental companies who wanted booms that matched the robust build quality of their Holland Lift scissors and Teupen or Denka trailer lifts. What's more, they were prepared to pay for it.

In 1985, Thierer left Fuchs to set up his own powered access business, becoming the Genie distributor for Germany. He later added a manufacturing operation after he acquired the Fuchs boom lift business, rebranding it as TKD. He began assembling them in a four or five bay workshop at his facility in Kronau, next door to Bad Schönborn. He also started selling MEC scissor lifts, as Genie had not yet entered that market. While at Fuchs he had formed a close friendship with Peter Kauderer, the owner of market leading platform rental company Maltech – or Mateco as it became. Kauderer helped set up the new business, with TKD standing for Thierer, Kauderer Dolinsek. Hans Dolinsek being a talented engineer who moved with Thierer from Fuchs. The Fuchs F1800 became the TKD 1800, and formed the basis for a product line, with working heights from 12 to 39 metres.

Georg Thierer was a talented engineer and 'scientific tinkerer' with something of the mythical black forest toy maker about him. As well as his own patents and designs he contributed product development ideas and concepts to Genie - particularly on the original Z-60/34 - as well as MEC, where he promoted the mono-stack scissor design, similar to that used by Holland Lift.



Georg Thierer

His friendship with Kauderer would see him join the Mateco chief executive on trips to manufacturers, an unusual move, given that he was a competitor. But he would unashamedly participate fully in tours and new product discussions and demonstrations. He was never shy about sharing his opinions with engineers on how they could improve a design, or telling them what they had got wrong. However, he was always good natured with his observations and suggestions which were usually inciteful and valid. Given half the chance he would 'roll up his sleeves' and sketch up an idea with the design engineers during such visits. He was passionate and enthusiastic about engineering and was more than happy to share his knowledge or ideas, even if it was with a competitor.

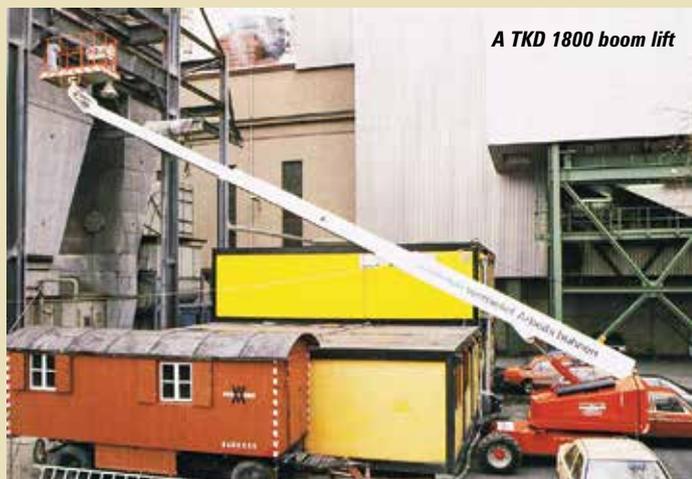
He was always good company, debating design concepts or strategies, or any manner of other subjects. He was also a 'one off', all of which could become a little irritating, but he was also totally open, ready to listen and happy to be swayed by a counter argument. He would have a twinkle in his eye when making what he thought was a killer point in his argument or having thought of some great idea which he was preparing to share with you. He enjoyed life to the full, loved to travel to see new things and learn from what he saw and heard.

As well as his incredible energy, Thierer kept physically fit right up until the end, participating in various sporting activities over the years, including competing in endurance riding competitions, with his beloved Arabian horses, well beyond his 70th birthday. Sadly, he lost his wife around 15 years ago but still had his horses, dogs and two sons, Jörg and Frank, along with two grandchildren to keep him company.

The industry has lost yet another of its pioneers and unique characters.



The unique TKD triangular boom profile



A TKD 1800 boom lift



Robert 'Bob' Dieleman 1948 – 2021

Bob Dieleman, owner and chief executive of Jake's Crane in Las Vegas, passed away on Sunday October 31st, aged 73, having been diagnosed with pancreatic cancer at the start of the year. Bob was the youngest son of Jake's Cranes founder Jake Dieleman, who had emigrated from Axel, in the Dutch province of Zeeland, to Canada in 1921, moving to the USA a year or two later and travelling to Boulder City, Nevada in 1931 to work on the construction of the Hoover dam.



Bob Dieleman

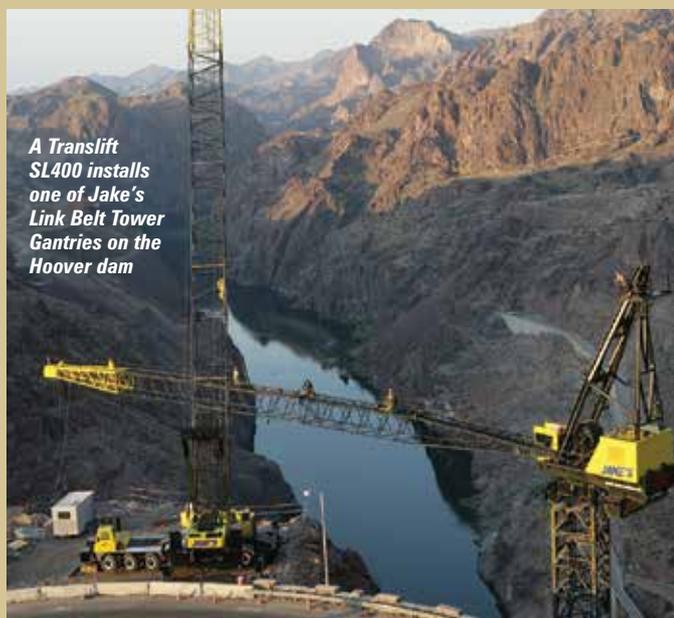
Jake's was established in 1946, with Bob taking over the business in 1981. His brothers Roger and Richard (Dick)

later went on to set up their own company Dielco Crane Services.

Jake and his sons were fans and loyal customers of American Hoist & Derrick truck and crawler cranes, buying its lattice boom truck cranes long after their popularity diminished. Under Bob's direction, Jake's became a major player in the Las Vegas tower crane market with a fleet of FMC Link-Belt tower gantries - big diesel hydraulic luffing jib cranes - which he later sold to Cornell in New Jersey after it had acquired the manufacturing rights from Link-Belt. Dieleman was above all an engineer and inventor and using his experience of moving big cranes and other loads on the road, registered numerous patents, including a 1990 patent for a system to evenly distribute vehicle weights of up to 450 tonnes.

In the late 1980s, he teamed up with ex-American Crane & Hoist engineer Jim McGie to develop a light weight, roadable 400 ton/360 tonne lattice truck crane under the Transworld Crane banner. The Transworld SL400 could run street legal in many states, relatively intact. While relatively few were ever built, he displayed it at Conexpo, and it was widely recognised as a clever piece of crane engineering.

Jake's halted its crane operations in 2010, a year after it had suffered a \$1 million plus hit from the failure of Lewis Equipment, of which it was a major creditor. The decision did however allow Dieleman to focus on his manufacturing operations and engineering. He continued to register patents, posting one as recently as 2015, for a steering system for mega transporters. That same year his daughter Crystal took over the manufacturing business, forming a new company, under the Transworld Manufacturing banner, developing and manufacturing trailing boom dollies, spreader beams and other fabrications. The business has gone



A Translift SL400 installs one of Jake's Link Belt Tower Gantries on the Hoover dam

from strength to strength and operates from the old Jake's facility in Dean Martin Drive, just off the strip in Las Vegas.

A family obituary sums up the unique nature of the man:

Bob will best be remembered as a legendary crane man with a penchant for suspenders (braces). He saw the sensibility in his trademark uniform early on as they allowed him to "work with both hands" on a jobsite more securely than with a tool belt alone.

He was an innovator and inventor, always interested in the latest technology. With a keen engineering mind, he organised, funded and spearheaded multiple significant and forward thinking heavy lift and heavy haul projects. Most notable are the JXS, a Cal-Trans compliant heavy haul trailer with a 700,000lb (317 tonnes) hauling capacity that won 13 patents and the SC&RA project of the year in 1990. And the SL 400, nicknamed the 'Crystal May,' a street legal 400 ton lattice boom truck crane. The ground breaking crane doubled the capacity of road worthy cranes at the time. Always looking towards the future, he pioneered the development of a hydrogas suspension system in the 1990's, a technology more common in Europe and "in its infancy" in America, as he would say. Although he had retired, his last work involved three patents on a manufacturer friendly Schnabel transport system, with pivoting goosenecks for rapid deployment.

Bob was a man of the world, always travelling to exotic places for some crane or another, making so many friends along the way. He would fondly recall the treacherous conditions from his years spent operating at the Trans Alaska pipeline. He shared stories of hard work growing up at, and later running, Jake's Crane & Rigging from round tripping San Francisco twice in a day, to late night tower crane jumps at any of the Las Vegas strip resorts."

bauma regular

During his working years, he never missed a bauma tradeshow, including the year the Icelandic volcano eruption kept most Americans at home he found his way to Munich. Bob was raised to work hard and 'burn rubber'. If you ever had the luxury of driving somewhere with him, it may have left you pale and white knuckled, but you always arrived quickly, and in one piece.

So many people have a story to share about him that include a crane, a German beer, or a kind gesture. His generosity and pure heart attracted people like a magnet, he would go out of his way to help people and "nice try" to anyone who attempted to pick up the tab when you were out with him. Bob was a compassionate pacifist, always there to help, but quick to remind you to be the bigger person. He believed enlightenment was the ultimate pursuit, he meditated, practiced qi gong, and devoured books about spirituality.

One of four children, he was born in Boulder City and would reminisce about riding horses through the desert with his sister. He leaves behind, wife Kay, children Crystal and Jacob and a grandson as well as his sister Kathie and brother Dick.

A celebration of his life will be held at Red Rock Country Club in Las Vegas on November 19th. In lieu of flowers, the family said: "Please do as Bob would have done and perform a random act of kindness."



A Transworld SL400

Natalina Merlo 1929 – 2021

Natalina Merlo, co-founder of Italian telehandler manufacturer Merlo, passed away peacefully at home on Tuesday October 12th in the company of her family. She was 91.



Natalina Merlo

On leaving school in 1948 she began working full time alongside her father - Giuseppe Amilcare Merlo - who had established a metal working business in the centre of Cuneo in 1911. She had spent time helping out at the family business since the age of 13, but now took on the company payroll and administration duties, while her brother Amilcare was put in charge of production.

In 1964, Natalina and Amilcare teamed up to establish a new Merlo company to manufacture equipment at a facility in the town of San Defendente di Cervasca. In February 1972, the roof of the factory building collapsed under the weight of snow, following a particularly heavy storm. A number of employees, including Amilcare, fell from a height of eight metres in the collapse, but miraculously, there were no serious injuries. The employees worked around the clock and with the support of their bank - facilitated by Natalina, who looked after the accounts. The building was completely rebuilt and back in production in the shortest of time.

Throughout the years she worked alongside her brother helping build the new company into a major vertically integrated global manufacturer, sharing the decision making and management of the growing company. Merlo launched its first telehandler, the SM30, in 1981 and then went on to introduce a string of innovations, including the first telehandler with side mounted power unit with its Panoramic model in 1987. It also produced the first Merlo Roto 360 degree telehandler in 1991.

Today, Merlo employs more than 1,500 with revenues in excess of 500 million a year, exporting around 90 percent of its production. In 2014, the two siblings received the honorary citizenship of Cuneo/keys to the city with a ceremony in the city council chambers.

She has been described as a woman with a reserved character, and impeccable elegance, who loved nature, the mountains and travel. She remained an active director of the company as the third generation of the family took over the day to day running of the business.

A colleague said: "She had a continuous and fundamental presence in the company and a deep respect for all those who are part of it. She will be remembered by all Merlo employees as a great person, who was always available and attentive to others. She will always have a place in our hearts."

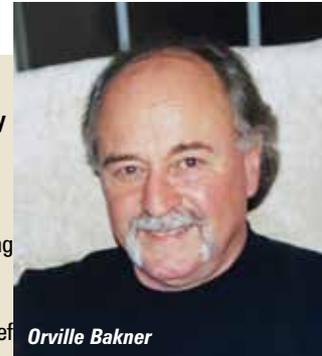
Her funeral was attended by family, friends, employees, local dignitaries and covered on the local TV news.



The first Merlo telehandler, the SM30

Orville E. 'Tudy' Bakner 1946 – 2021

Former crane demonstration operator Orville Bakner passed away in a Chambersburg, Pennsylvania, hospital on Tuesday November 2nd following complications from Covid-19, in spite of being fully vaccinated. He was 75



Orville Bakner

Born in Waynesboro, Pennsylvania, he remained there all his life joining local company Grove Manufacturing in Shady Grove in 1968. It was a pivotal year in the company's history, having been acquired by Kidde, followed by the promotion of sales manager J. Martin Benchoff to chief executive. Most importantly however, Grove had just launched the first 'swing-cab' Rough Terrain crane, which helped cement its leadership of the small but growing telescopic crane market while signing the death knell for the popular cab down RTs from Galion and Pettibone that sold in their thousands for material handling work in the oil & gas industry.

It soon became clear that Bakner had a talent for operating cranes, one that he honed and perfected over the years, becoming the company's demonstration operator. So effective were the plant visits and demonstrations to the Shady Grove facility, that a dedicated customer demonstration pad and observation tower were built and his job as a demonstrator became truly full time. Customers from around the world visited, with one or two 'visitations' a day keeping the pad, its tower and Orville Bakner busy throughout the year.

His skills impressed many a visitor, a typical demonstration would involve telescoping a load out to its maximum radius within the stability area of the chart, then take it out until the crane's rear outriggers lifted clear of the ground. He would then gently bring it back within the load chart, highlighting the additional stability the company built into its products back then. He would then elevate the extended loaded boom from horizontal, a feat not possible on some manufacturer's cranes. This was followed by a slick and rapid installation of the swingaway extension and stowage. If it was a Rough Terrain crane, he would put on what he called a 'Dog and Pony' show, essentially driving the crane in a figure of eight to demonstrate its four wheel steer, while rotating the superstructure in the other direction. How he managed to keep pace with where he was on the pad or not become dizzy, no one really knew. All the while the salesman would be describing the features and benefits that were being displayed, with short wave radio contact allowing for any special requests. At the end of the 'show' he would exit the crane and stand by it, with rigger's gloves in hand.

Inevitably the customer would go down to the test pad to look over the machine, but also head straight to Bakner, asking him about the machine before climbing into the cab, where he would take them through the controls etc... Occasionally one would want to operate a little himself and Bakner remained alongside ready to intervene if anything seemed unsafe. He could also take the crane through the rough terrain area - making it look as if he was driving through a swamp, but rarely, if ever, getting stuck. If another operator was driving and got bogged down, he would shake his head almost imperceptibly and try to get to the crane and would inevitably manage to extract it without external assistance.

He became known as 'The Crane Guy' and probably helped the company sell more cranes in the 1970s, 1980 and 1990s than the rest of sales team put together. His presence was requested for dealer open days and events in order to show the cranes off in their best light and train their local operators on how to best demonstrate a crane while remaining safe. He was always utterly professional, the essence of diplomacy, good natured, patient, and a first class individual in every way. If he had any negative thoughts or comments, or was angry, few - if any - ever saw or heard it. He finally retired in 2011 after 43 years with the company.

A product of his region, he was an avid outdoors man, who enjoyed fishing, hunting trips, and spending time with family and friends. He is survived by two children, Jody and Kristi and three grandchildren on whom he apparently doted.

Long time work colleague and friend Craig Minnich was with him during the four weeks he was in hospital. Speaking just after he passed away, he said: "He was one of my best friends and a long time old hunting buddy with which I share many fond memories. He will be sorely missed."

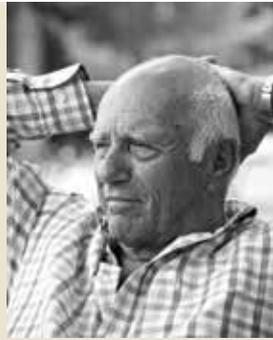
Another colleague Doyle Bryant added: "He sold more cranes and Manlifts than we will ever know. Customers and dealers loved spending time with Orville at the demo pad in Shady Grove and at trade shows and product introductions. He was the ultimate "Crane Guy" and crane operator."



Orville Bakner at the controls

David Samuel Baillie 1934 – 2021

Former senior crane industry executive David Baillie passed away in a French hospital on Thursday October 28th, leaving behind his current wife Gabi, his second wife Linda and their children Christian and Britt, plus the children from his first marriage with Sheila - Brett and Debbie who had grown up with Linda and him. He was a few weeks short of his 87th birthday.



Baillie was one of the driving forces behind Grove Manufacturing's phenomenal overseas growth during the 1970s that turned it into the worldwide market leader, fighting off competition from previous market leaders, such as P&H, Link-Belt, American Hoist & Derrick and Lorain etc... that by then had finally started taking telescopic cranes more seriously, having initially been stuck in the lattice boom, 'friction crane', mind-set.

Grove began building cranes in earnest in the early 1960s with truck cranes on purpose built crane carriers, followed by a swing cab Rough Terrain crane in 1968. The company had some notable success overseas, including a partnership with John Allen in the UK, using one of its truck crane chassis to develop the 22 tonne Allen Grove. It eventually acquired the business to create Grove Cranes Ltd. With a new owner in the form of Kidde, the new chief executive Martin Benchoff understood the need to broaden the company's international footprint, and opened offices in Paris and Brussels. He came to realise that in order to outrun the big, well established players, the company also required a more experienced international sales and marketing team to build and manage a strong dealer network.

The company recruited Baillie - a civil engineer by education - as vice president international marketing in February 1974 with the responsibility to make it happen. He had previously been marketing director at Allis Chalmers Overseas, based in Rome and Nice, having worked for Caterpillar in the USA, Europe and Africa. Baillie was able to use his contacts and knowledge to build a team of seasoned district managers and the required reporting channels in those pre-internet days. The company went from strength to strength. After a short spell he was promoted to senior vice president of marketing with overall responsibility for sales, marketing and customer services worldwide.

After a tough year in the 1980s, with Kidde re-evaluating its presence in the crane market, and investigating divestment options - including a management buyout - some friction broke out which led to his departure in 1986. He moved into consulting and company turnaround work, joining Alexander Proudfoot and later United Research/Gemini Consulting - which at the time was a global business with a strong focus on business transformations. He took over



Handing over an RT980 in 1979

responsibility for Gemini France, before a trial retirement in Colorado, where he had a home and did some development work. However, he switched to Italy where he and his third wife Gabi set up a home, before moving to Brittany, France in 2012. At the time said: "Although retired I am still active in teaching, writing and trying to improve my golf game."

While he was a decent golfer, his preferred game during his years at Grove was tennis. He was an accomplished player and would play regularly over the summer months with anyone that was prepared to take him on. He was also a legendary story teller and would easily take over a dinner conversation, with stories of overseas encounters or hunting trips, depending very much on his audience. He was the essence of charm, highly sociable, and someone who appreciated the finer things that life had to offer. He could also be very down to earth, having the ability to talk with ease to anyone, no matter who they were. From Willy who swept the office floors, to the most eminent Dignitary. He would also take time to speak with and listen to the most junior of trainees, as though he had nothing else to do that day. A key factor in this was his genuine love of people, and company, and his love for a laugh. Occasionally some found him to be a little too urbane and 'polished', he certainly had the 'gift of the gab' along with the intellect to make the most of it. For the young sales trainees looking to become district managers he was most definitely a great role model and mentor.

Craig Paylor, past president of JLG, owner of National Truck Body Solutions who is working with LGMG, North America sums it up well when he says: "David Baillie was the model of a manufacturing executive for many many years in the construction equipment business. I had the privilege of working for David for a few years in the early 80s at Grove manufacturing. While we only saw each other a few times these past years, he always seemed to know when to call me when the marketplace was changing into something challenging and offer advice or listen to issues, I had to deal with. From the first time you met David, no matter how young or inexperienced you were, he was one of the rare individuals, who had already reached the pinnacle of success, that would still take the time to share his experience.

A rare trait we certainly could use more of in today's world! He was a worldly intellectual leader with vast knowledge in all aspects of product development, distribution, and strategic planning. The world has lost a modern pioneer and a great man. I wish I could thank him again!"

While he has been out of the crane industry for more than 35 years he kept in touch with people and would occasionally pop up at industry trade shows, initially to help promote the consulting firm he was working with at the time, but mostly to meet up with old friends and colleagues and catch up on what was happening in the crane and heavy equipment world. He had friends all over the world and there will be a great many who will mourn his passing.

I for one will be among them – Leigh Sparrow



David Baillie with son Christian at SED 2008

Morlais 'Mol' / 'Mo' Davies 1962 – 2021

Veteran UK/New Zealand based crane operator Morlais 'Mol' Davies has died following a tragic road accident on October 11th. He was only just 59.

A well-known and widely respected operator in both the UK and New Zealand, Davies began operating cranes in 1984, initially with Davies



Morlais Davies

Crane Hire in his native Wales, later moving to Hewdens and Baldwins Heavy Crane division. He moved to New Zealand in 2005 where he found work with Waikato & Auckland Cranes before moving to Pollock Cranes.

In a notice to its members, the New Zealand Crane Association said: "He is remembered as a legend in the crane industry, who was always willing to share his knowledge and experience. The association extends its deepest sympathies to his family, friends, and workmates."

He leaves behind wife Debbie, five children and two grandchildren.



What's on

2021

Smopyc 2021

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



IPAF Elevation

November 18, 2021
IPAF's UK conference and dinner
Whittlebury Park Hotel, Towcester, UK
Tel: +44 (0)15395 66700
www.ipaf.org/web/elevation-2019



2022

Baumag

January 13-16, 2022
Swiss construction equipment show
Lucerne, Switzerland
+41 56 204 20 20
www.baumaschinen-messe.ch



Swissbau

18.-21. January 2022
Swiss construction and building show
Basel, Switzerland
Tel: +41 58 200 20 20
www.swissbau.ch



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



The IPAF Summit and awards

March 10, 2022
Annual Summit and IAPAs awards ceremony of the International Powered Access Federation London, UK
Tel: +44(0)15395 66700
www.ipaf.org



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



SC&RA Annual Conference

April 25-29, 2022 Annual Conference of the US crane and heavy transport association including the Jobs of the Year awards. Omni Shoreham Hotel, Washington DC
Tel: +1(703) 698-0291
www.scranet.org



Vertikal Days 2022

May 11-12 UK/Ireland Crane, access and telehandler event. East of England showground, Peterborough
Tel: +44 (0) 8448 155900
www.vertikaldays.net



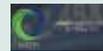
Innovationstage der Höhenzugangstechnik

May 24-25, 2022
Aerial lift Innovation Days, an informal event for access equipment, cranes & telehandlers
Hohenroda, Hessen Hotel Park, Germany
www.borntolift.de/innovationstag/



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



Crane Safety 2022

Date to be confirmed
Crane safety conference organised by the Institution of Mechanical Engineers & supported by the Vertikal Press Virtual, UK
Tel: +44 (0)207 973 1251
www.events.imeche.org



CICA Conference 2021

October, 2022- date to be confirmed
The annual conference of the Australian crane association - possibly the best crane conference in the world.
Tel: +61 03 8320 0411
www.cica.com.au



Liftex conference

October 5-6 2022
Annual conference of LEEA Lifting Equipment Engineers Association
Aberden, 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
SNIEC 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/htm/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



Conexpo-Con/Agg 2023

March 14-18, 2023
The leading US construction show
Las Vegas, Nevada, USA
Tel: +1 414-298-4133
www.conexpoconagg.com



Samoter

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



Apex 2023

June 06-08, 2023
International powered access trade show Maastricht, The Netherlands
Tel: +31 (0)547 271 566
www.apexshow.com



Platformers' Days 2023

September 8-9 German access and lifting show Karlsruhe, Germany
Tel: +49 721 3720 5096
www.platformers-days.de



GIS

Date to be confirmed
Italian crane, access and heavy transport exhibition Piacenza, Italy
Tel: +39 010/5704948
www.gisexpo.it



The Utility Expo

September 26 - 28th 2023
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



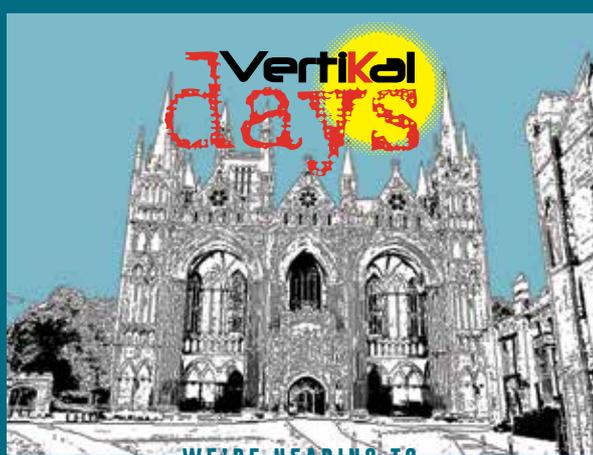
2024

Intermat 2024

April 22-27 2024
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www.paris.intermatconstruction.com



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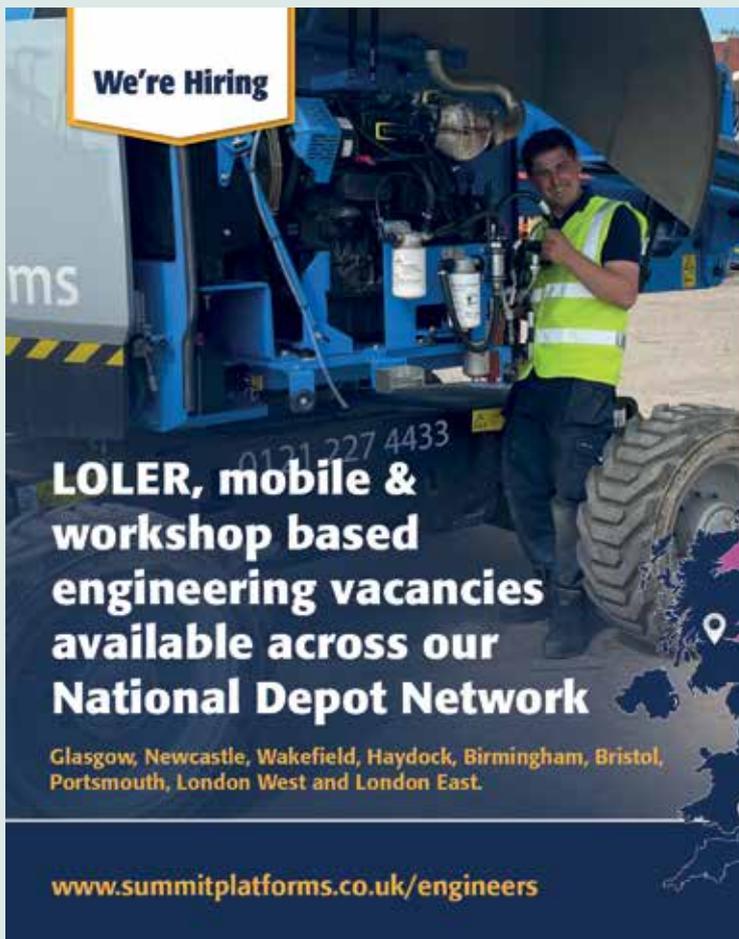
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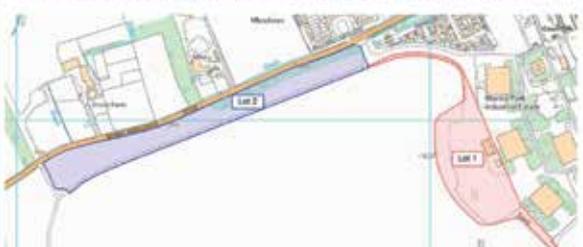
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Access Equipment Manufacturers

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Ascendant Access	www.ascendantaccess.com
Aichi	www.aichi.eu
AIRO	www.airo.com
Alimak	www.alimak.com
ATN	www.atnplatforms.com
Barrn	www.barrn.it
Bil jax	www.biljax.com
Böcker Maschinenwerke	www.boecker.de
Bravi	www.bravisol.com
Bronto Skylift	www.brontoskylift.com
CLM Construction Supplies	www.clm-supplies.com
CMC	www.cmclift.com
Co.Me.T	www.officinetomet.it
CPL	www.cumberlanduk.co.uk
CTE	www.ctelift.com
DENKA-LIFT	www.rothlehner.com
Dino Lift	www.dinolift.com
Dingli	www.cndingli.com
Easylift	www.easylift.it
Falck Schmidt	www.tcalift.com
GEDA	www.geda.de
Genie	www.genielift.com
GSR Spa	www.gsrspa.it
Haulotte	www.haulotte.com
Hinowa Tracked Aerial Platforms	www.hinowa.com
Holland Lift	www.hollandlift.com
Imer Access	www.imergroup.com
Instant UpRight	www.instantuprightlifts.com
Isoli	www.isoli.com
Iteco	www.imergroup.com
JCB	www.jcb.com
JLG	www.jlgeurope.com
Klaas	www.utility-equipment.com
Klubb France	www.klubb-france.fr
Ladder Safety Devices	www.laddersafetydevices.co.uk
Leguan Lifts	www.leguanlifts.com
Manitou	www.manitou.com
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.advancedscaffoldingltd.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
AFI-Uplift	www.afi-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
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.lavendonales.com
Leader	www.leader-piatt.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
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
Platform Sales & Hire	www.platformsales.co.uk
Ranger Equipment	www.spiderlift.co.uk
Warren Access	www.warrenaccess.co.uk
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

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S.A. Smith	www.sa-smith.co.uk

Self-Propelled Modular Transporters

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Wagenborg Nedlift, NL	www.wagenborg.com

Telescopic Handler Manufacturers

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Genie	www.genielift.com
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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
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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

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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
Spierings	www.spieringskranen.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
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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.liveline defender.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.inspire.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.ltc trainingservices.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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