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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



**C&a**

**Vertikal Days**

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

**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



*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.

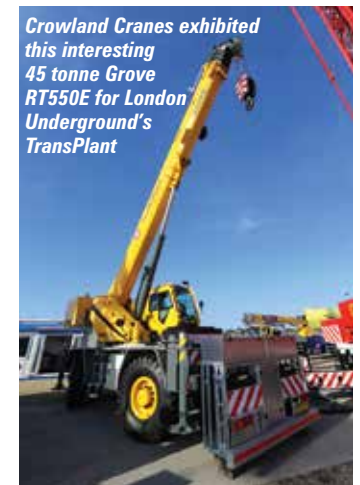
Across the other side of the showground, Liebherr's traditionally large stand included five customer liveried All Terrains, including a 70 tonne LTM1070-4.2 for Severfield, a 110 tonne LTM1110-5.1 for AB2K, a 120 tonne LTM1120-4.1 for PB Steel Erection, a 150 tonne LTM1150-5.3 for Crowland Cranes and 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*



*Liebherr's new MK73*



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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

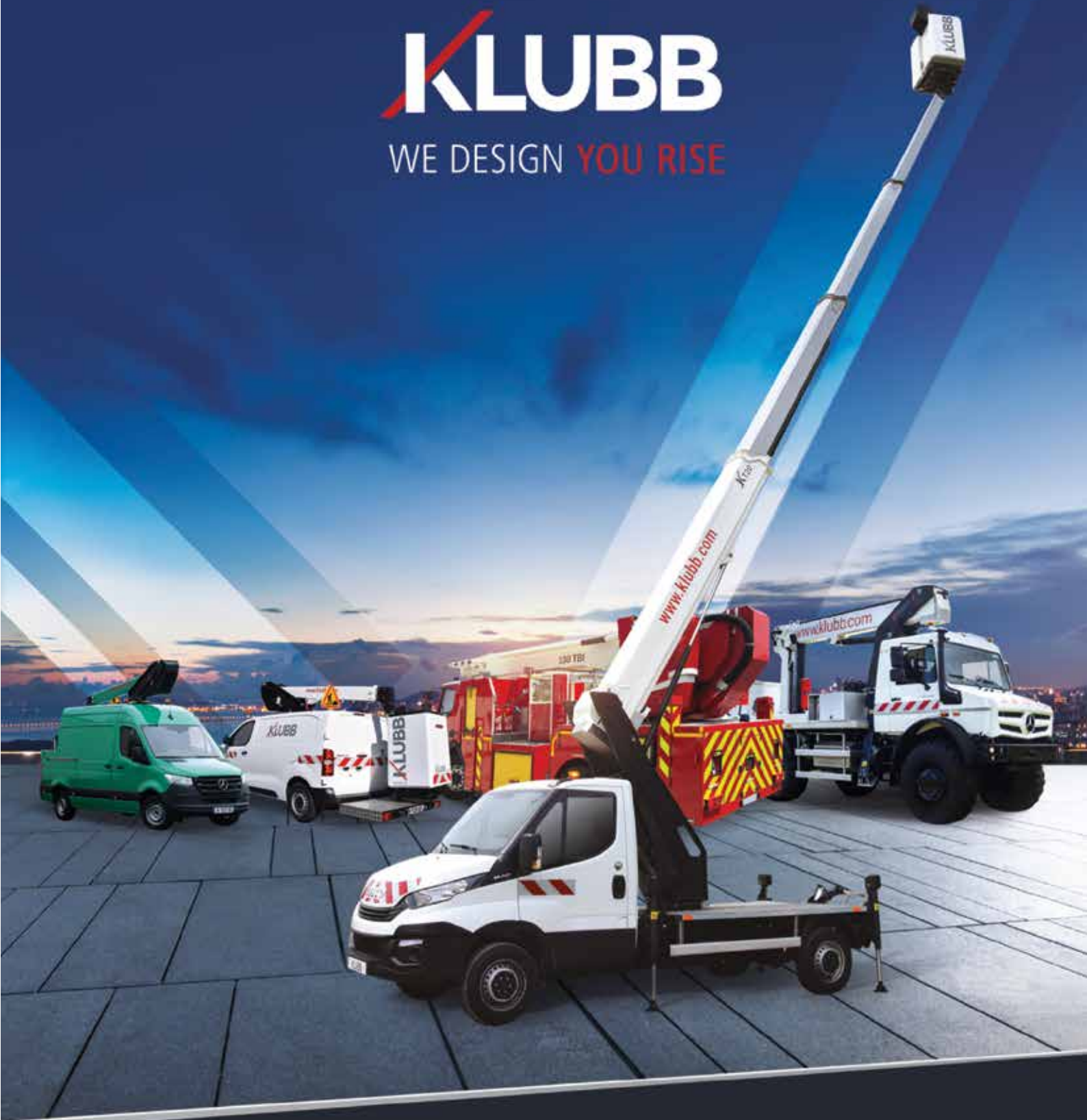


Skyjack's SJ3014 micro scissor



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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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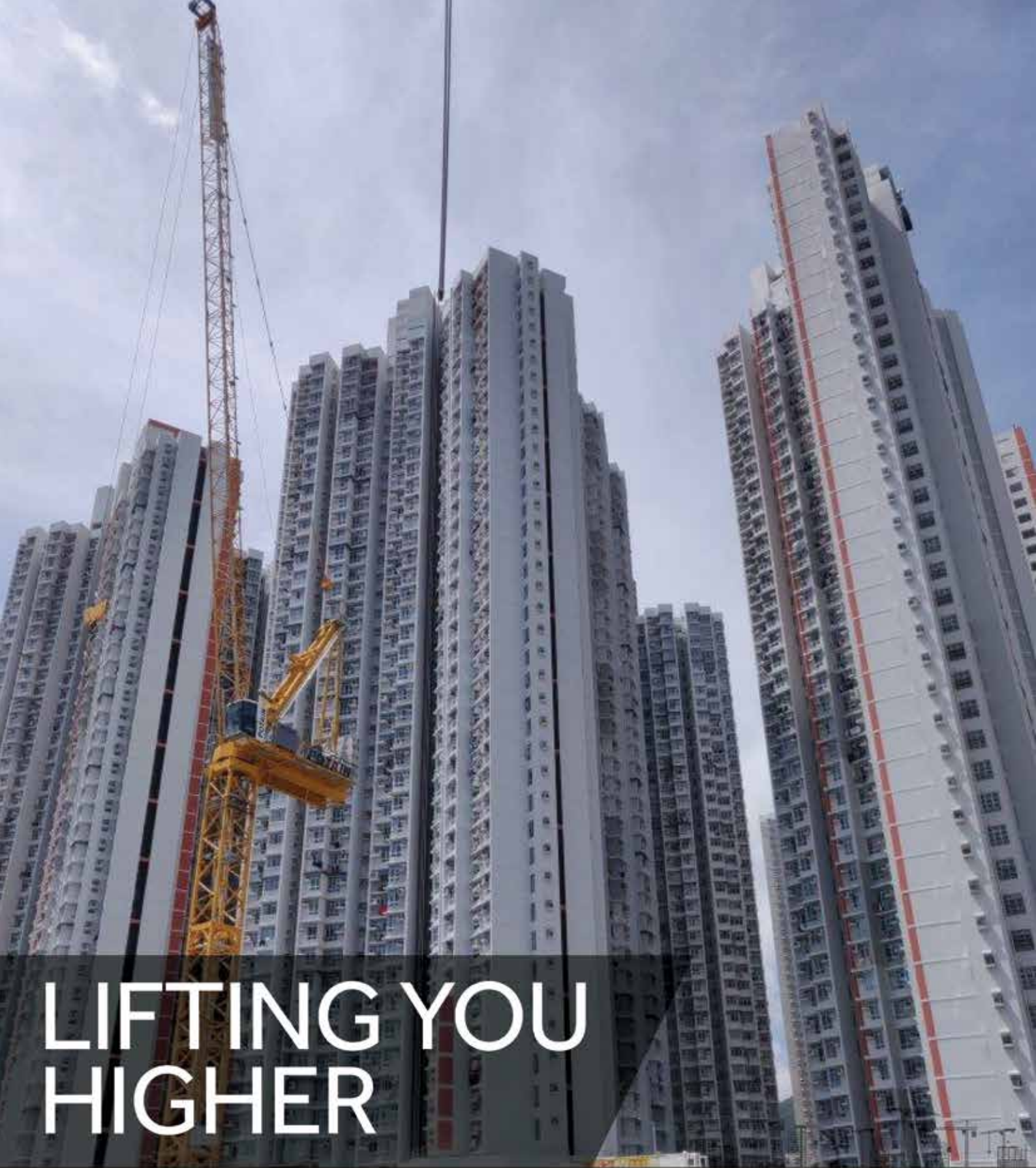
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# Towers for a small island

*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.

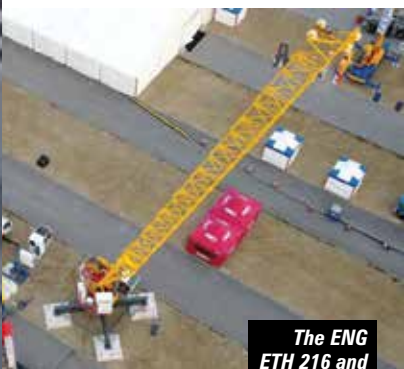
With a 41 metre jib, the out of service radius of the new ETH 96 is just 3.6 metres, compared to eight or nine metres on conventional luffers. With no counter jib or counterweight, the forces pass through the tower to the base, which might suggest a particularly heavy tower. Falcon had considered a two 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



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



**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.



# 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

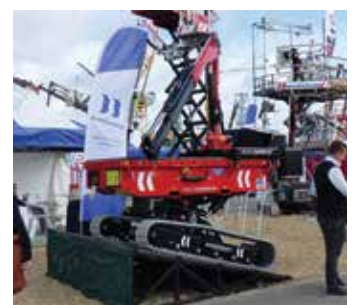


weight manoeuvrable long reach cranes are proving ideal for handling roof trusses, small cooling units, and a wide range of similar work. "The advantages of these cranes really stand out on the road," says Marnock. "They're so cheap to run, compared to 50 or 60 tonne All Terrains."

### 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.







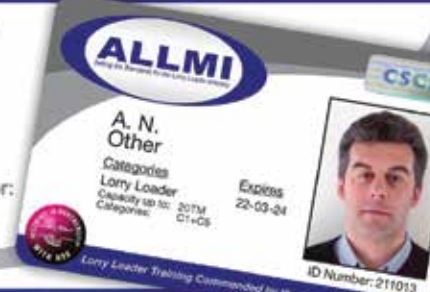
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